Division(s) affected: *Cowley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 March 2026

OXFORD: TEMPLE COWLEY CPZ – PROPOSED PARKING RESTRICTION AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

(a) Approve the proposed new Cycle parking bay in Crescent Road, as advertised.

(b) Approve the proposed new Cycle parking bay in Junction Road, as advertised.

(c) Approve the proposed new micromobility (e-scooter & e-bike) parking bay in Junction Road, as advertised.

(d) Approve the proposed new Cycle parking bay in Marsh Road, as advertised

(e) Not approve/withdraw the proposed removal of no waiting at any time & introduction of new shared use parking areas in Marsh Road.

(f) Not approve/withdraw the proposed new Shared-use parking area in Salegate Lane.

(g) Not approve/withdraw the proposed inclusion of permit eligibility for Silkdale Close.

Executive Summary

2. This report outlines proposed changes to the Temple Cowley CPZ as a result a holistic review to deal with some challenges and inconsistencies in respect of safety, ability to robustly enforce, and road space allocations.

3. The delivery of this can be done relatively promptly to provide some immediate benefit in advance of a wider review of CPZ policy and associated schemes -

which it is acknowledged needs to be undertaken. The ideal time to do this would be subsequent to a central government ban on pavement parking, who recently advised in their response to the 2020 consultation, that they would be looking to amend primary legislation and develop regulatory framework at the next available opportunity.

4. In addition, the government have confirmed that *'our next steps will focus on delivering swift and precise work to develop powers which will enable local transport authorities to prohibit pavement parking in their areas'*. Whilst this is in development, inclusion within the councils Kerbside Strategy which is also in development, will be explored and would consider potential wider changes to CPZ schemes.'

Background

5. Since the early 1990's, controlled parking zones have been used across Oxford as a vital tool for managing parking demand and acting as a deterrent for commuter parking.

6. Historically amendments to parking restrictions within zones has been piecemeal, either through development funded changes or through transport projects that only impact part of a CPZ (e.g. LTNs). However, to ensure that they remain safe and operational and continue to deliver the benefits to local communities, it is important that periodically they are reviewed to take into consideration changes in user demand, emerging transport policies and wider impacts of development within an area.

7. Following a prioritization exercise, the County Council presented a proposal to Oxford City Council to secure the release of Community Infrastructure Funding (CIL) for the review of 7 existing Controlled Parking Zones (CPZs) within the Oxford City Boundary, including Temple Cowley. At the Oxford City cabinet meeting on 11th December 2024, a decision was made to approve the release of £358,080 from CIL to process the reviews and associated works for the identified zones.

8. The Temple Cowley Permit Parking Area (PPA) was first introduced in early 2022 and has been operational for just over 4 years. Although some very minor modifications have been made over time, these have largely been related to permit eligibility changes rather than 'on the ground'. By securing CIL funding for this review it will enable us to address immediate concerns around safety, being able to enforce properly, due to correct lining and signage being present and the effective operation of the zone in response to current pressures and complaints.

9. In addition to any required Traffic Regulation Order (TRO) amendments within the zone, the project will include a review of existing road markings and signage across the zone. This will ensure that faded lines are refreshed and any missing or damaged signs are replaced, supporting effective enforcement of the

restrictions. These signing and lining changes, do not need a CMD decision, but do make up a large part of this shorter-term solution.

10. An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Proposals have been developed taking into account this public feedback, historic requests and input from other County Council teams. The reviews seek to address parking concerns on an area-wide basis, with the view to improving the performance of parking restrictions across the locality.

11. Officers have also worked with the local County Councillor on the proposals for the Temple Cowley CPZ, which have been designed to help improve parking provision and cycle and/or micromobility facilities, whilst also seeking to include a road within the area for permit eligibility.

12. This report presents responses received to the statutory consultation on proposed amendments to the existing Temple Cowley Permit Parking Area (PPA) which includes various proposals to implement new or amend existing permit holders and/or short stay parking areas and implement new cycle parking or micromobility provision, as shown in **Annexes 1** to **5**.

Corporate Policies and Priorities

13. The project to propose amendments to the existing parking controls in the Temple Cowley CPZ will help to; Prioritise the health and wellbeing of residents, put action to address the climate emergency at the heart of our work, invest in an inclusive, integrated and sustainable transport network and play our part in a vibrant and participatory local democracy.

Financial Implications

14. Funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) and any agreed associated works for the identified zones has been provided by the City Council's Community Infrastructure Levy (CIL). There are no risks or pressures on existing council budgets or resources.

15. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Finance has therefore assumed that the service has confirmed the funding arrangements independently, and responsibility for validating the financial position and underlying data rests with the service area.

Comments checked by:
Matt Kocak – Finance Business Partnering Manager
Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

16. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.

17. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:
Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

18. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from 'TRO & Schemes' teams as part of their regular day-to-day duties. Additional resources have been brought in to deliver the project, and these resources are being funded through CIL allocations and there are no pressures or resource implications for existing teams.

Equality & Inclusion Implications

19. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid residential permit. The proposals do however have a positive impact and have been designed to support vulnerable users by ensuring that parking and transport options meet the diverse needs of the community. The council acknowledges that some residents and visitors may not be able to use cycling or micromobility alternatives, so the changes aim to provide accessible solutions for everyone.

20. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised current blue badge.

21. A full equality impact assessment has been undertaken and can be viewed in **Annex 8** (available in separate document).

Sustainability Implications

22. Following feedback from the informal consultation and County Councillors, the proposals will provide additional parking capacity (for up to approx. 17 vehicles) for residential permit holders and visitors parking in the zone, increase the cycle parking provision for cyclists and provide new micromobility parking provision. The proposed additional parking space represents an increase of approximately 2.04% based on the current total of 832 spaces.

Risk Management

23. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified.

Formal Consultation

24. Formal consultation was carried out between 15 January and 20 February 2026. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, relevant local City Cllrs, and the local County Councillor representing the Cowley division

25. Letters were also sent directly to approximately 371 properties in the area, and public notices were also placed on site in the vicinity of the proposed amendments.

26. During the course of the formal consultation, 94 responses were received via the online survey, with 57 of those stating that they live within the CPZ boundary (61%), and 37 outside (39%) – these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Crescent Road	16	6	60	12
Junction Road	16	29	35	14
Marsh Road	51	8	28	7
Salegate Lane	50	7	18	19
Silkdale Close	27	9	17	41

27. Additionally, a further eight emails were received directly – with Thames Valley Police & Oxford Bus Company not objecting, the County Cllr responsible for the Bartlemas division & Active Travel champion raising concerns, a combined response from 'Oxfordshire Liveable Streets' & 'Cyclox' and a separate response from 'Liveable Cowley' submitting mixed responses containing

objections & support to certain aspects (as shown in **Annex 7**), and then three local residents objecting to specific proposals for Junction Road, Salegate Lane, and Silkdale Close.

28. A response from the County Councillor covering the Cowley division has also been received:

"*I welcome the extra cycle parking stands in the Temple Cowley especially at Crescent road and Marsh road. I am concerned about the parking purpose at the Salegate lane. I would request this to be withdrawn from the scheme. I visited the site with Paul Fermer because residents are complaining about the entry and exit being too narrow and poor visibility to get out and additional parking will make it worse for the residents.*

The other suggestion made allowing the residents at Liz mans court to have the parking permits. We already have parking issues at the road and lack of enforcement. I think allowing the residents to have parking permits will be bad Idea and will put extra parking pressure at our streets.

I welcome back the parking spaces at Marsh road. This will have multi benefits in the area. Since the parking was taken away this had bad effect at the local pub Marsh Harrier lunch business. Marsh road is the only road in and out for Temple Cowley because of the LTNs. The speeding has risen and residents have made complaints about people speeding. Parking also plays deterrent for drivers to slow down. This will make road safer and help the residents with visitors for parking in the evening especially the Old and frail with mobility issues."

29. The full responses are shown in **Annex 6**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

a) <u>General feedback to the proposals:</u>

30. Key themes and comments from respondents:

31. **Opposition to Increased Car Parking** – Many respondents object to proposals that increase car parking, especially short-stay/shared use bays for non-residents. Respondents have concerns that his will:

- Encourage more driving into residential streets.
- Increase traffic movements, congestion, and pollution.
- Reduce road safety for pedestrians and cyclists.
- Conflict with Oxfordshire County Council's stated goals to reduce car use and promote active travel

32. **Road Safety Concerns** – Safety is one of the most frequently cited issues, especially in relation to Marsh Road and Salegate Lane. Key concerns include: Reduced carriageway width and visibility, increased conflict between vehicles, cyclists and pedestrians, HGV movements associated with the ODS depot and risks to vulnerable road users.

33. **Policy Consistency** – Many respondents cited Oxfordshire's Local Transport and Connectivity Plan (LTCP) and Central Oxfordshire Travel Plan (COTP), arguing the proposals contradict policies to reduce car trips, prioritize active travel, and improve public transport.

34. **Concerns about Enforcement** – Respondents have cited concerns about a lack of parking enforcement, leading to overstaying and illegal parking with the two hour parking limit ineffective.

35. **Conflict between resident needs and parking capacity -** Feedback highlights a tension between different resident groups, particularly in relation to permit eligibility and parking capacity:

- Existing CPZ residents express concern that any increase in permit numbers would overwhelm limited available space.
- Residents of Silkdale Close express frustration at being excluded from permit eligibility, citing mobility needs, lack of alternatives and increased PCNs.

36. **Strong Support for Cycle & Micromobility Parking** – There is strong support for additional cycle parking and micromobility provision. This is seen as supporting active travel, reducing car dependency and improving access for visitors and residents travelling by bike or scooter.

37. **Minority support for increased car parking -** While outweighed by objections, a minority of respondents support additional car parking, particularly on Marsh Road. Reasons given include:

- Supporting local businesses and community facilities
- Reducing illegal pavement parking
- Improving access for visitors, carers and people with limited mobility
- Perceived traffic-calming benefits from a narrower carriageway

38. Overall, the feedback shows strong public support for active travel measures and clear resistance to increasing car parking capacity, particularly where this is seen to compromise safety, accessibility or policy objectives. However, the consultation feedback also highlights localised parking pressures and competing needs, which respondents feel require careful balancing rather than uniform increases in parking provision.

b) <u>Officer's response and breakdown of each proposal:</u>

39. The primary objective of this CPZ review has been to ensure that the designated zones remain safe, operational and enforceable. The scope of the project includes:

- A comprehensive review of parking restrictions, Traffic Regulation Orders (TROs), signage, and road markings within the designated zones.
- Identification of opportunities to introduce alternative parking provisions, including facilities for cycles, scooters, and car clubs.
- Engagement with internal teams to identify synergies with other ongoing projects.
- Implementation of decluttering measures to enhance the street scene.
- Trials of new restriction types, including those applicable to permit holders.

40. The proposals arising from the CPZ review incorporates a range of measures, including a small increase in parking provision for permit holders and visitors, the introduction of new cycle parking facilities and micromobility provision in Marsh Road, Crescent Road and Junction Road, and the inclusion of Silkdale Close for permit eligibility. The proposals take into account the needs of different users, and the County Council recognises that not all residents can use cycling or micromobility options.

41. An initial officer review of the zone assessed the purpose and effectiveness of current restrictions and identified yellow lines that do not contribute to road safety and areas where changes can be made. Within a CPZ, all kerbside space must be subject to some form of restriction. Consequently, these areas were re-designated for alternative uses.

42. In undertaking this work, officers considered the needs of all permit holders, visitors, local businesses, and cyclists, alongside feedback received from residents and the County Councillor during the informal consultation and design process. This process resulted in the creation of a small number of new parking spaces in selected locations (Marsh Road & Salegate Lane), the introduction of new cycle or micromobility parking bays.

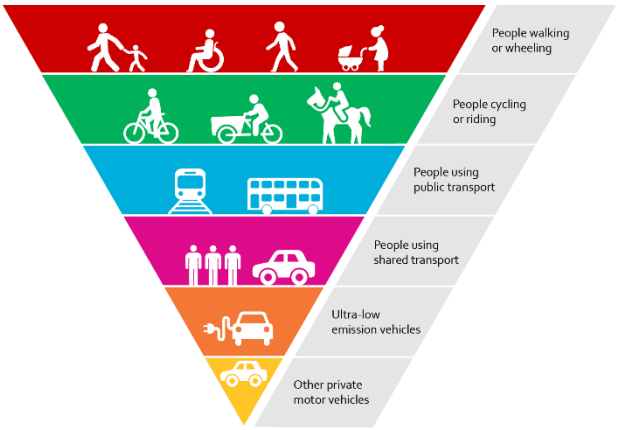
43. The proposals consider the needs of different users, and the council recognises that not all residents can use cycling or hire e-scooter and e-bike options. As outlined in the Oxfordshire County Council Network Management Plan 2023–2028 under the Parking Management section:

"Our parking policy will support and link in with the ambitious transport goals by managing kerbside space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking."

44. The advertised proposals for the Temple Cowley CPZ review reflect these objectives and align with wider transport policies, including the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP).

45. While the addition of new spaces does not conflict with policy—given that LTCP's hierarchy is to cater for active travel and public transport in the first instance and a focus on reducing car journeys and prioritising the removal of parking on key cycling routes—it is essential to ensure that proposed changes do not disproportionately benefit or disadvantage any group.

46. The County Council is committed to implementing measures that reflect the authority's priority for road users, as illustrated in the diagram below. As part of the project to review controlled parking zones within the City, officers have collaborated with various teams across the service to identify opportunities to incorporate improvements for active travel within the proposals. This work has included assessing potential needs and demands linked to other projects, as outlined in paragraphs 46 - 50.



47. To address this, officers of this report have worked with Transport Planning colleagues to explore whether some of the spaces consulted on as part of this CPZ review could be reallocated for cycle parking and/or micromobility options such as hire e-bike and hire e-scooter parking as a part of their ongoing Transport and Mobility projects.

48. The county council wants to increase the availability of parking for e-scooters and e-bikes across Oxford city. This includes the provision of parking for these vehicles on-carriageway and given all parking for e-scooters and e-bikes in Oxford is currently provided on pavement. In identifying potential locations officers have engaged with Voi and Lime, current hire e-scooter and e-bike operators in the city to check proposed locations are in areas where there is demand for more parking and that parking bays will be promoted by operators when implemented.

49. Additional parking bays for e-scooters and e-bikes not only help the schemes to be more useful for users (which will help to further reduce the number of short trips by car in the city, which is a key objective of the county council) but also encourages tidy and compliant parking including by taking pressure off existing (pavement) parking and which can be oversubscribed in places (causing an obstruction for pedestrians).

50. Some provision has been identified for potential cycle or micromobility parking through the review of the Temple Cowley CPZ and which will be considered as part of these recommendations.

51. Separately, the county council is undertaking a study to identify additional cycle and micromobility parking bays across Oxford city. Further potential locations will be considered as part of the study and will also be used to inform the review of other CPZs as they come forward. More generally, the study will provide a pipeline of cycle and micromobility parking locations that can be implemented when funding becomes available and subject to separate consultation. The study is expected to conclude by June 2026, with consultation and delivery expected later in 2026.

52. It should also be noted that whilst there is a desire to remove vehicle numbers on Oxfordshire roads, it is recognised that cars will still continue to make up the largest percentage of road users, so ensuring there are places to park vehicles on the carriageway is essential to allow for the safety of all road users

53. Officers have reviewed the approximate number of parking spaces within the Temple Cowley zone and compared this against the number of proposed spaces. The proposals outlined in this report would increase the allocation of parking spaces by 17, which represents an increase of approximately 2.04% based on the current total of 832 spaces.

54. The Temple Cowley area generally experiences high parking demand. This pressure often results in contraventions such as double parking, parking on double yellow lines, or on footways. These practices can create safety hazards and cause obstruction, particularly for emergency vehicles, cyclists, and pedestrians.

55. While enforcement helps address these issues, it cannot be maintained continuously. It has been noted where concerns are raised over enforcement, and we have instructed our enforcement officers to visit the sites. Effective kerbside management therefore plays a crucial role in improving compliance and reducing complaints about insufficient enforcement. The proposals seek to address some these challenges by reviewing the allocation of kerbside space where appropriate.

56. Permit allocation or varying permit types helps play a part in the management of CPZ's and associated road space allocation, but this would need to be considered as part of strategic review of the current CPZ policy which is a much bigger and different piece of work with significant implications that would need to be considered.

57. It is planned to consider this as part of the kerbside management strategy which is being developed and will potentially be part of this project if appropriate.

Crescent Road:

58. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a new cycle parking bay outside No. 120. The proposal is largely supported by residents, with some concern that the provision is not implemented on the footway.

59. Considering this Officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards. Approval of the cycle parking bay is therefore recommended by officers.

Junction Road:

60. Proposed cycle parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a new cycle parking bay adjacent to No.1. The proposal is largely supported by residents, with some concern that the provision is not implemented on the footway.

61. Considering this, officers can confirm that the cycle bay would be marked on the carriageway with the appropriate white bay markings and would use Sheffield stands (specially, Bilton with mid rail) within the space for cyclists to secure their bicycles against. The stands and bicycles would be protected by two Manchester Bollards. Approval of the cycle parking bay is therefore recommended by officers.

62. Proposed micromobility parking bay – This bay has been proposed in response to feedback from the Place Planning team during the preliminary design stage of the wider CPZ review. Officers have therefore proposed to implement a micromobility parking bay adjacent to No.2. The proposal is largely supported by residents, with some concern that the provision is not implemented on the footway.

63. Considering this Officers can confirm that the micromobility bay would be marked on the carriageway with the appropriate bay markings and bollards if required. All other infrastructure would be installed and provided by e-scooter and e-bike operators. Approval of the micromobility bay is therefore recommended by officers.

Marsh Road:

64. Proposed permit holder or visitors parking areas – The new shared use parking areas along Marsh Road have been proposed following several years of feedback from the residents and from the County Counciilor Saj Malik. Prior to the implementation of the Temple Cowley zone in 2022, parking along Marsh Road was largely unrestricted, with parking on both sides of the road. During

the design and introduction of the zone, the previous County Councillor for the area strongly advocated for the majority of Marsh Road to be double yellow-lined, replacing the then existing single yellow lines and unrestricted parking.

65. Despite officers not identifying any safety issues or strategic initiatives behind these changes, and without any reported accidents in that area, the changes were implemented. The decision made at the time by the cabinet member was to proceed despite heavy objection and Officer concerns.

66. Following the approval at CMD, Officers did receive a number of complaints from residents about the removal of parking. The current County Councillor for Temple Cowley, Cllr Malik, has been proactive in representing the residents' concerns and has requested that the double yellow lines be scaled back to allow for some parking to be reinstated. From our assessment, officers have not identified any safety concerns with accommodating some parking at this location.

67. The reintroduction of parking on Marsh Road is not expected to offer benefits in terms of road safety and does not specifically contribute towards meeting our objectives under the local transport and connectivity plan therefore officers are recommending withdrawing all such proposals at this stage. If the road layout or usage changes in the future the area can be reviewed again in line with our policies.

68. This will allow time for the development and adoption to of a formal kerbside management strategy, ensuring that on-street parking within CPZs is allocated fairly across different transport modes and that there is an appropriate balance between CPZ permit allocation and the supply of private car parking spaces.

Salegate Lane:

69. Proposed new permit holders or visitor (shared use) parking area – The proposed 15 metres of parking area has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across Temple Cowley area. Officers identified existing yellow lines which do not offer any benefits in terms of road safety through the review of the existing restrictions.

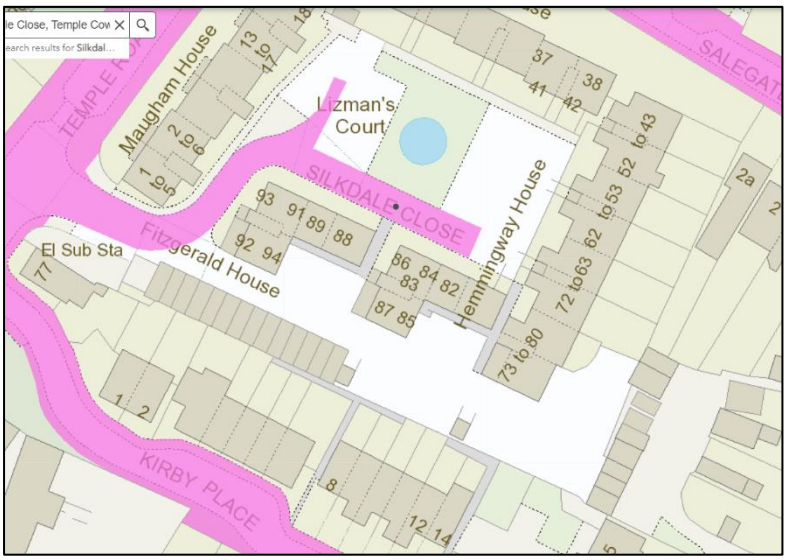
70. The proposed shared use parking bay is not expected to offer benefits in terms of road safety and does not specifically contribute towards meeting our objectives under the local transport and connectivity plan therefore officers are recommending withdrawing all such proposals at this stage. If the road layout or usage changes in the future the area can be reviewed again in line with our policies.

Silkdale Close:

71. Proposed inclusion of Silkdale Close for permit eligibility – This proposal has been included following several years of requests from the property

management company of Silkdale Close/Lizmans Court and some residents for inclusion of these addresses for parking permits.

72. When the CPZ for Temple Cowley was first introduced, it was agreed that Silkdale Close would be excluded from the restricted area due to the complexities around which sections were adopted public highway and which were private land. As you will see from the highway boundary extract below, only the 'entrance road' of Silkdale Close is formally adopted as public highway with Lizmans Court remaining private which the County Council would have no jurisdiction over, nor apply parking restrictions here.



73. Following a few years of correspondence with the property management company and residents, it was agreed that Officers would propose the inclusion of Silkdale Close for permit eligibility. The review of the CPZ was the ideal opportunity to do this.

74. However, following further consideration of the objections received and concerns from respondents and the County Councillor that this would increase pressure on parking availability in the area, Officers recommend that this proposal is withdrawn.

75. As is usual practice with parking proposals and scheme changes, the County Council will monitor the impacts on all protected characteristics, women and vulnerable groups including collecting feedback from residents and stakeholders, and adapting the scheme as needed post-implementation.

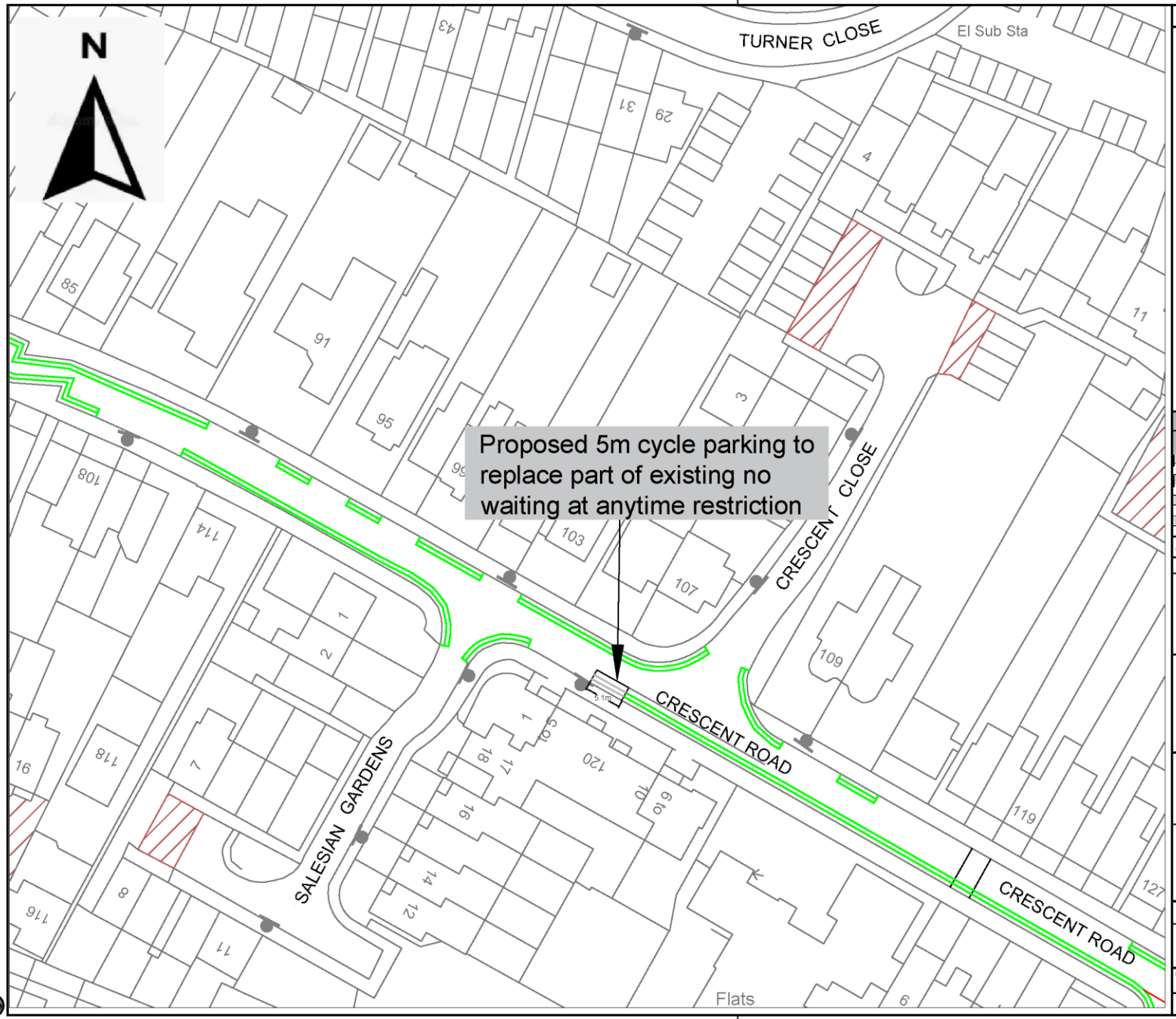
Paul Fermer
Director of Environment and Highways

Annex(es): Annexes 1-5: Consultation plans
Annex 6: Consultation responses

	Annex 7 *(separate document)*: 'Oxfordshire Liveable Streets' & 'Cyclox' response Annex 8 *(separate document)*: Equalities Impact Assessment (EQIA)
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Vicki Neville (Senior Officer – TRO & Schemes) Jennifer Yeboah (Senior Officer - TRO & Schemes) James Whiting (Team Leader – TRO & Schemes)

March 2026

ANNEX 1



Drawing No. PRD/2024/TRO/035 Revision 0

KEY

	Existing Double yellow lines
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	Existing Single yellow line to be removed
	Existing disabled parking bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
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USE
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DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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Project title
2025 Parking Review
Temple Cowley CPZ Area
New Parking Schemes

Drawing title
Crescent Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/035 Revision 0

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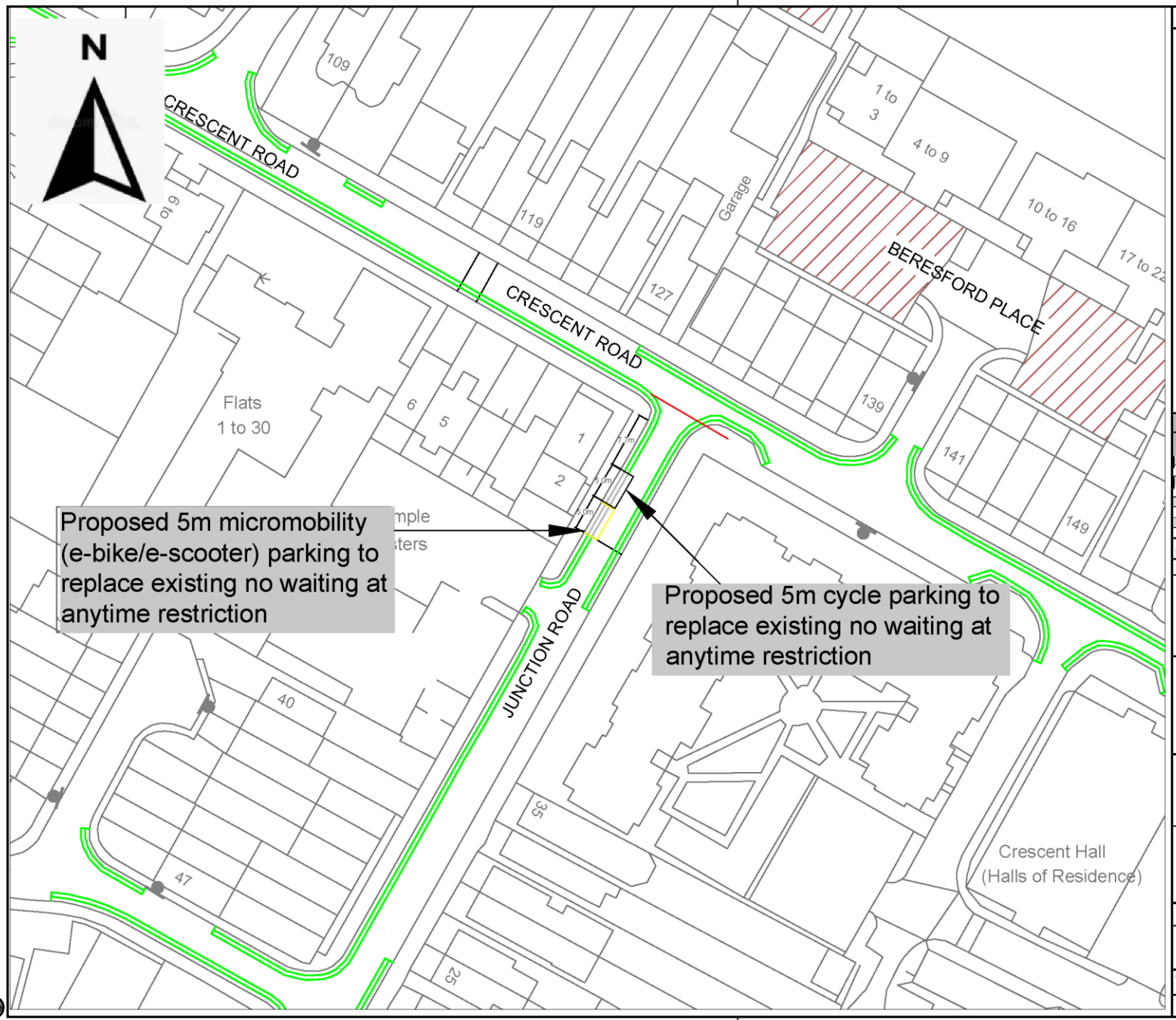
ANNEX 2



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Drawing No. PRD/2024/TRO/036 Revision 0

KEY

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	Existing Double yellow lines to be removed
	Existing Single yellow line to be removed
	Existing disabled parking bay
	Proposed Cycle Parking bay
	Proposed Micromobility (e-bike and /or e-scooter) parking bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
2025 Parking Review
Temple Cowley CPZ Area
New Parking Schemes

Drawing title
Junction Road
Proposed Parking Changes
TRO consultation drawing

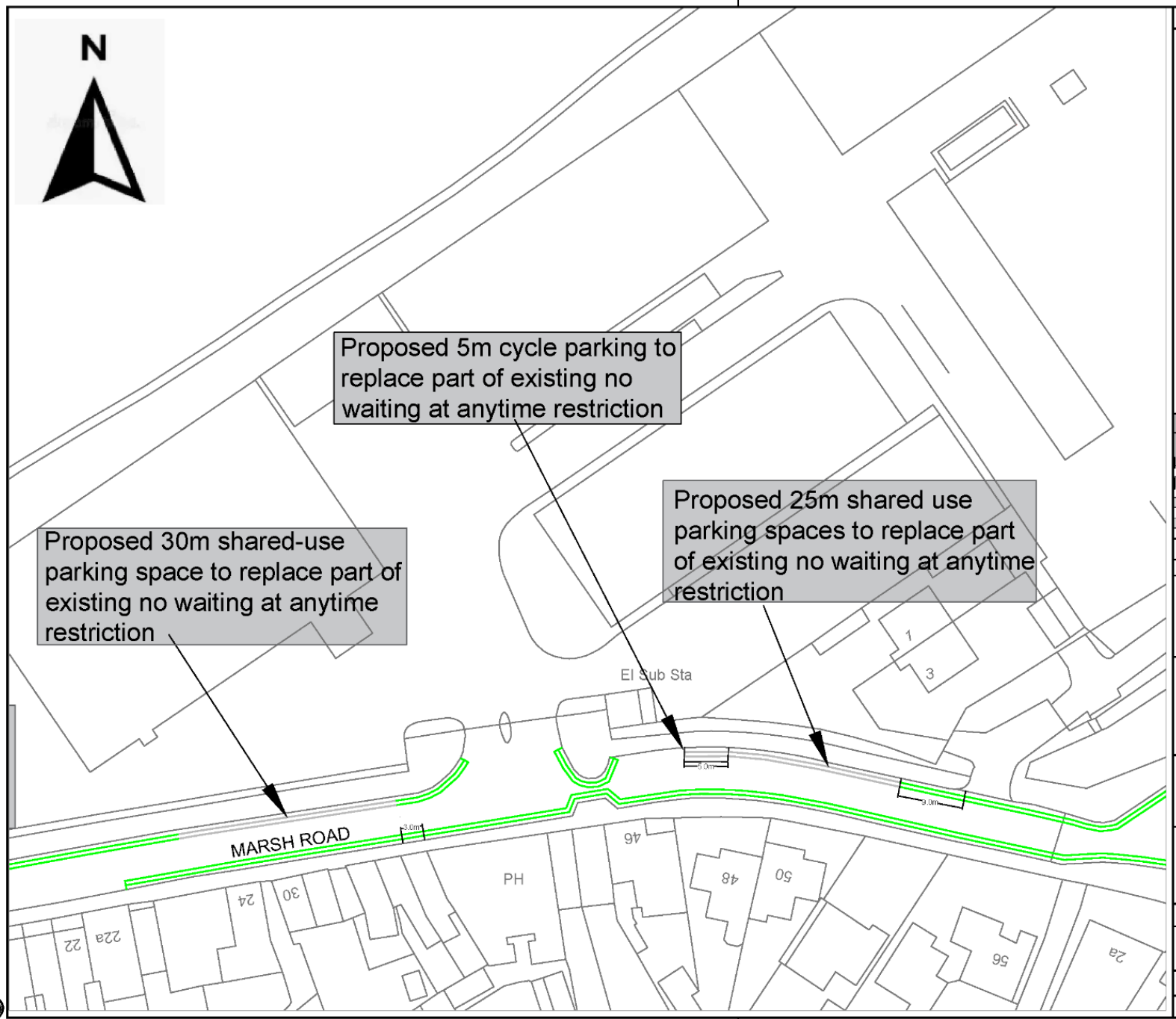
Drawing Status- Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/036 Revision 0

ANNEX 3



Drawing No. PRD/2024/TRO/034 Revision 1

KEY

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	Existing Single yellow line to be removed
	Existing disabled parking bay
	Proposed Cycle Parking bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Paul Fermer
Director of Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND
Tel: 0845 310 1111

Project title
2025 Parking Review
Temple Cowley CPZ Area
New Parking Schemes

Drawing title
Marsh Road
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

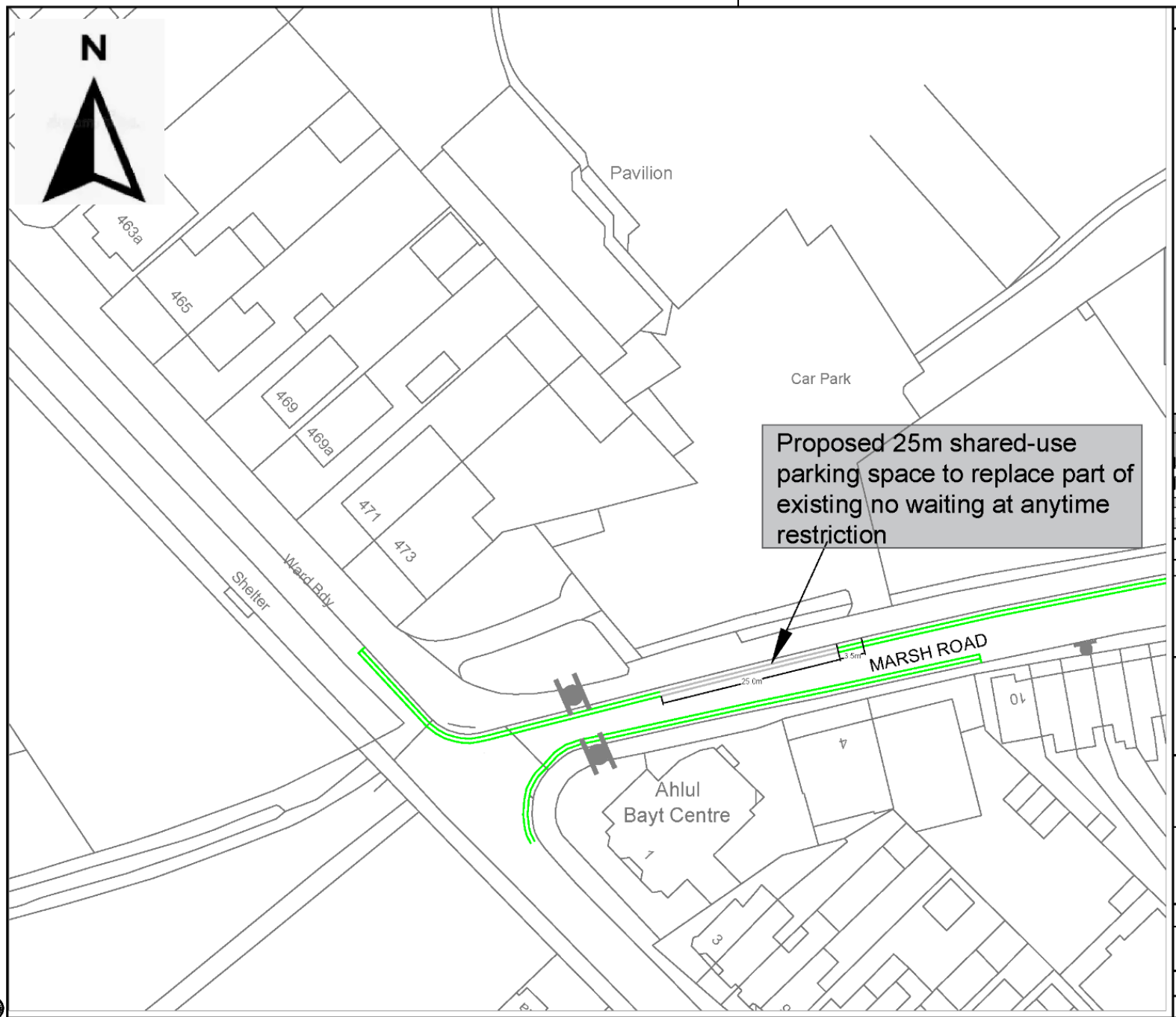
Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/034 Revision 1

C:\Users\qi379524\OneDrive - Oxfordshire County Council\Desktop\Temple Cowley CPZ - Dot diagram.dwg

ANNEX 4



Drawing No. PRD/2024/TRO/033 Revision 1

KEY

	Existing Double yellow lines
	Existing Double yellow lines to be rem
	Existing Single yellow line to be removed
	Existing disabled parking bay
	Proposed Cycle Parking bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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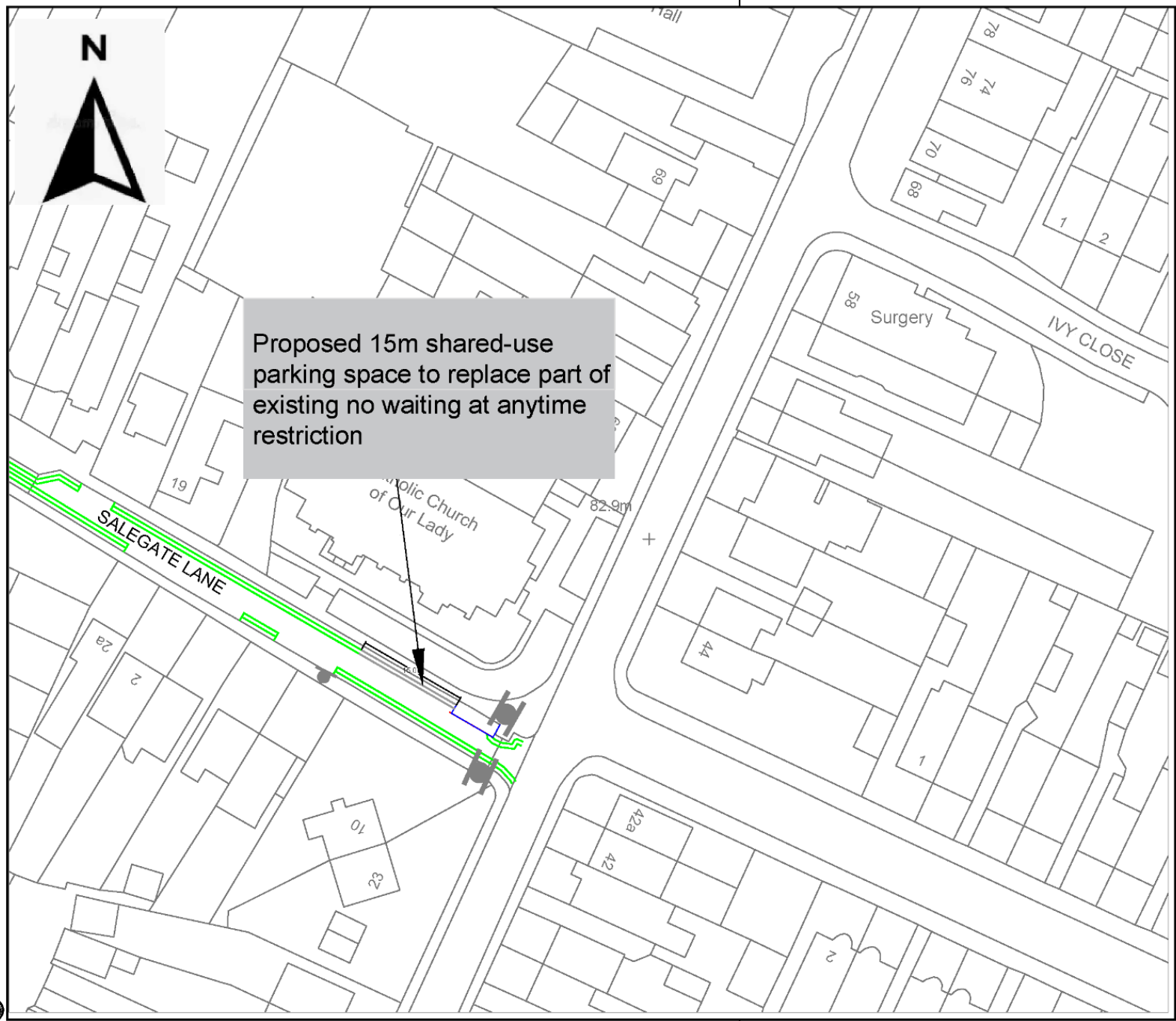
Drawing No. PRD/2025/TRO/033 Revision 1

C:\Users\qi379524\OneDrive - Oxfordshire County Council\Desktop\Temple Cowley CPZ - Dot diagram.dwg

ANNEX 5



Drawing No. PRD/2024/TRO/037 Revision 0

KEY

	Existing Double yellow lines
	Existing Double yellow lines to be rem
	Existing Single yellow line to be removed
	Existing disabled parking bay

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)
USE
(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Tel: 0845 310 1111

Project title
2025 Parking Review
Temple Cowley CPZ Area
New Parking Schemes

Drawing title
Salegate Lane
Proposed Parking Changes
TRO consultation drawing

Drawing Status- Final

Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW
1:500	Date drawn- 21/11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. PRD/2025/TRO/037 Revision 0

C:\Users\qi379524\OneDrive - Oxfordshire County Council\Desktop\Temple Cowley CPZ - Dot diagram.dwg

ANNEX 6

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	**No objection** – Thank you for the consultation documents. The Police have no objection.
(e2) Local County Cllr, (Bartlemas division)	**Concerns** – I'm exceptionally concerned to see yet more car parking proposed for Marsh Lane, yet again in contravention of policy. And with no benefits to residents, as it's right outside a car park and will only increase danger and vehicle movements on this key active travel corridor. However, I'm mostly getting in touch to check if you have spoken to ODS about this before going ahead with the proposal and visited the site? As I am sure you are aware, this car parking is proposed to go into a space which is used by turning HGVs and a huge number of ODS operational vehicles, which is presumably why it's double yellow lines in the first place. I really don't think putting in a lot of private cars in order to block bin lorries is a very good idea, quite apart from the lack of policy compliance, and I don't see ODS supporting it. But of course I might be wrong. Please can you ensure this goes to ODS as they are a key stakeholder?
(e3) Head of Built Environment and Infrastructure, (Oxford Bus Company	**No objection**
(e4) Local group/organisation, (Oxfordshire Liveable Streets & Cyclox)	**Object/Support** – There are still proposals here to put in more car parking, which we object to, as contrary to policy. Here we will just quote from LTCP Policy 33 - "Take measures to reduce and restrict car parking availability" - and from the cabinet member for transport in his January decisions meeting - "Increasing car parking increases cars and that is against our policy". There needs to be a recognition that visitor cycle parking should be provided on residential streets, not just at destinations. People visit other people, not just shops and venues, and if they cycle then they need to be able to find cycle parking on the street, to avoid having to lock cycles to fences and posts, often obstructing footways. In many locations, where homes lack front yards or other space for cycle parking, residents would also benefit

	from on-street cycle parking - ideally this would be in the form of bike hangers but, given the costs of those, ordinary cycle parking stands are much better than nothing. Again, LTCP Policy 33: "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy". Pending a full kerbside strategy, a simple approach to visitor cycle parking might be to target at least one set of cycle parking stands on every residential street segment. In some places these could be put in on existing DYLs - because cycle parking does not obstruct visibility in the same way that parked cars or vans do, and may require less width In CPZs such as Temple Cowley, that are not under as much car parking pressure, reallocation of space to cycle parking could be done without waiting on parking "demand management" through COTP Action 4 ("review eligibility and quantity of permits in existing CPZ areas") We suggest that, as with other highways schemes, CPZ changes and other parking schemes involve co-production with stakeholder groups as well as with local councillors. In addition to Cyclox and Oxfordshire Liveable Streets, we suggest Oxford Pedestrians Association, Neighbourhood Forums, local groups such as Liveable Cowley and Headington Liveable Streets, and school Transport Action Groups. *(Full response shown at **Annex 7**)*
(e5) Local group/organisation, (Liveable Cowley)	**Object/Support** – We love the cycle and eScooter parking on the road (not the pavement), but don't understand why we need to put some car-parking spaces back into the CPZ, as it goes against the overall policy of the council's own Local Transport and Connectivity Plan – especially policies 1 (transport hierarchy), 7 (community activation), 8 (healthy streets), 33 (parking management), and 38 (micromobility). The more parking that is provided in a neighbourhood, the more cars will use the road to try and access that parking, so let's not add more spaces. Crescent Road – **Support** It makes sense to add cycle parking here. Junction Road – **Partially Support/Concerns** There should be no need to extend the cycle/scooter parking provision onto the pavement, when there is space enough on the road. Marsh Road – **Object**

	When the CPZ was implemented car parking here was removed on safety grounds, especially with the mix of vulnerable road users and the large vehicles using the ODS depot. Putting parking back in now could also cause blockages when cars queue to get onto Cowley Road. Salegate Lane – **Object** There is no need to add car parking spaces here, it goes against overall policy, and it could cause issues for access to resident driveways. Without adding new car parking here there is an opportunity to move the existing nearby scooter parking from the pavement into the road.
(e6) Local resident, (Oxford, Junction Road)	Silkdale Close – **Object** That's a huge number of additional vehicles so I'm afraid I will have to object very strongly. It's all very well saying people can park anywhere within the zone, but there are not very many streets, most are now cut off by an LTN barrier, and they're generally already full.
(e7) Local resident, (Oxford, Salegate Lane)	Salegate Lane – **Object** I most strongly object to the proposal to allow parking on the north side of Salegate LANE, (n.b. LANE). When I moved in some 40+ years ago. the Lane was an open through road with vehicles going where they want , as they want, when they want. All seemed to be well and no-one complained. At some point the western junction, Hollow Way, had a tree island created, for no known reason, restricting the width to a single vehicle exit which causes problems particularly if you want to turn right out as someone else wants to turn left in. Result? Gridlock. Again at some stage another tree island was created halfway down the LANE allowing a single car only.. Why this was done is difficult to fathom as Salegate LANE is just that. A Lane; 'a narrow road or pathway', because it is narrow, particularly at the Temple Road junction which is already a single width only. As well as that residents with no off road parking parked along there so the road was permanently restricted by them anyway and what parking there was was reduced by one or more for the island creation .To my knowledge no-one complained of the LANE being used as a RATRUN. The blocking off of Salegate Lane at the Temple Rd. junction as part of the LTN scheme, meant the number of routes out went from 4 to 1. As a Blue Badge holder when I go to the Library or as a n NHS patient to the surgery I now have to go out of Salegate, into Hollow Way, wait one or two or three traffic light sequences, I

	then turn right and wait at the traffic lights again, go forward and turn right into Temple Rd. Otfen a 10 to 15 minute journey instead of 1 and 20 times or whatever more emissions! Now you want to make more restrictions and make access more difficult. If you allow parking where there is now parking and residents use their on road parking as is their right' on the other side of the road then there will only be a single carriage some 30 m long in the middle of the road. How then will people ingress and egress? There will be massive gridlock. There are no ' NO ENTRY ' signs at this junction and already it can be a big problem getting in and out exacerbated by the fact that this is a blind corner unless in a 4 x 4 because the view is blocked by the, (conservation?) garden wall. Who is this for? Why is there a necessity for parking there at all? Who is it for? There are no facilities nearby except for the residents houses and the churc,h which has a more than adequate carpark just round the corner. This is a ridiculous proposal that is of no benefit whatsoever to tte local residents you proport to represent but could affect their quality of life vastly for the worse. This looks like a solution looking for a problem!
(e8) Local resident, (Oxford, Junction Road)	Junction Road – **Object** The proposed 2x 5 metre long (approx. 33 feet total) parking places for pedal cycles and e bikes/e scooters will exacerbate the difficult traffic flow/parking problems that Junction Road residents already experience. I understand that double yellow lines (No Waiting at Any Time) were installed for 4 main reasons: 1. To prevent dangerous parking: Parking of these vehicles, although smaller, will still constitute dangerous parking 2. To reduce traffic obstruction: Traffic obstruction will be the result of these parking places (see pt.4) 3. To enhance visibility at junctions: Visibility at the Temple Road junction will be reduced. 4. To improve traffic flow: 2-way traffic flow is already compromised - incoming and outgoing vehicles have to pull over to pass each other. Junction Road residents pay annually for a parking permit and I am annoyed that pedal cycles/e bikes/e scooters will be able to park in our road with no charge being levied especially considering the above problems and the ongoing safety problems with some of these vehicles (ignoring traffic lights/riding on pavements/ignorance of the highway code/no document registration or insurance/under age usage).

*B. Online responses: (**Note** – when a response is blank, this equates to a submission of "No objection/No opinion" having been provided)*

<table>
<tr><th>RESPONDENT</th><th>COMMENTS</th></tr>
<tr><td>(o1) County Cllr, (Oxford, Mary price close)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Support</td><td></td></tr></table>
Like to support the marsh road parking as this is plays a deterrent to speeding as this is the only way in & out from temple cowley after the Ltns. Plus local pub will benefit from parking welcoming back the customers for lunch hours especially. Local residents which are majority cyclist and pedestrians own cars to transport children or grandchildren and elderly folks who can't walk far to visit require parking.

Marsh road Never registered any accidents or any safety issues so please support the recommendations.
I object to the salgate lane parking because the access is very narrow and residents don't want extra parking.
Object to silkdale close (Liz man's court) this street already have parking issues due to lack of enforcement and allowing the residents of Lizmans court will not be a good idea.

Object to junction road . I would like the Ltns enforcement camera to move up bit so people can in future access junction road from top of crescent road.</td></tr>
<tr><td>(o2) County Cllr, (Oxford, New Road)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) –</td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

Adding private car parking to Marsh Lane is extremely problematic and exposes the County to unacceptable risk. This car parking was removed in 2021 on safety grounds, to improve the safety of cyclists and pedestrians. If it is re-instated and a collision happens, the County would likely be found at fault. There is a serious concern about safety in this location due to it being a key cycling route for teenagers, and it's very close to the park. It is right next to the ODS depot, where large HGVs turn, and therefore preserving visability is key. Adding more cycle parking and hire bike parking (which should be included here) would not have the visibility issues, but private car parking goes against County Policy on Vision Zero, as well as LTCP objectives.

Salegate lane is simply too narrow to add in additional private car parking, these spaces should be left as DYLs or converted to narrower cycle parking or hire cycle parking. Again, parking spaces go against LTCP and other County policy.</td></tr>
<tr><td>(o3) County Cllr, (East Oxford, Peat Moors)</td><td>Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Partially support/concerns</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

I support introducing new cycle parking and bays for hire e-scooters and e-bikes.
I completely oppose introducing new car parking spaces and removing double yellow lines on Marsh Lane. I cycle along there regularly - and additional car parking on a new side of the road would make it a less friendly active-travel route, particularly with ODS vehicles coming in and out of the depot.</td></tr>
<tr><td>(o4) County Cllr, (Oxford, Rawlinson Rd)</td><td>Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Partially support/concerns</td><td>Salegate Lane – Partially support/concerns</td></tr>
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</td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Partially support/concerns</td></tr>
<tr><td>Marsh Road – Partially support/concerns</td><td></td></tr>
</table>

I welcome more cycle and scooter parking, but it should be on the road not on the pavement.
I think we probably don't need more car parking.
</td></tr>
<tr><td>(o5) County Cllr, (Parks County Council,)</td><td>
Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Partially support/concerns</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

I support introducing new cycle parking and bays for hire e-scooters and e-bikes.

I completely oppose introducing new car parking spaces and removing double yellow lines on Marsh Lane. I cycle along there regularly - and additional car parking on a new side of the road would make it a less friendly active-travel route, particularly with ODS vehicles coming in and out of the depot.

Adding in car parking spaces encourages more car journeys – which goes against OCC’s aim to cut car journeys by 25% from 2024 to 2030. https://theconversation.com/12-best-ways-to-get-cars-out-of-cities-ranked-by-new-research-180642
</td></tr>
<tr><td>(o6) Local resident, (Oxford, 10 Salegate Lane)</td><td>
Do you live within the CPZ ? Yes

<table>
<tr><td>Crescent Road –</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road –</td><td>Silkdale Close (Permits) –</td></tr>
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</td></tr>
</table>

	Marsh Road –
	I am writing on the behalf of the residents of 10 Salegate Lane, a household with four licensed drivers, four vehicles, and a garage that is in constant use. Our objection is due to the proposal of introducing a 15 metre 'Shared-use' parking place replacing the existing 'No Waiting at Any Time', opposite our household. All members of the household strongly condemn this proposed change. Access to our garage is already problematic due to the persistent illegal parking on the existing double yellow lines, which occurs daily and regularly impedes entry and exit. The situation is particularly severe on weekends, when visitors and members of the Church park on the double yellow lines, occupying the proposed 15 metres, significantly restricting access to our garage. In extreme cases, vehicles park on the double yellow lines on both sides of the road, at times completely preventing use of our garage and, on occasion, obstructing access to Salegate Lane itself. I would also like to remind the consultating authority that Salegate Lane is closed road as a result of the LTN on the South Side. It is also a narrow road, only allowing one vehicle to enter or exit the road at a time. Any further reduction in the effective road width therefore has a significant impact on access and safety. Our strong preference is for the existing road markings and parking restrictions to remain unchanged. However, if the proposed parking place must proceed, we request that its length be significantly reduced. A single parking space adjacent to the existing blue badge bay would not affect access to our garage. A two vehicle bay would partially restrict entry to our garage, but would be manageable. A bay accommodating three vehicles, however, would severely impede both entry to and exit from our garage. Given that standard UK parking spaces are approximately 4.8 metres in length, we would therefore consider acceptable a shared-use parking bay of no more than 10 metres, adjoining the existing blue badge bay. We believe this is a reasonable compromise that does not significantly interfere with the use of our garage while still allowing for some additional parking provision.
(o7) Local resident, (Oxford, Badgers Walk)	Do you live within the CPZ ? **Yes**

<table>
<tr><td></td><td>
<table>
<tr><td>Crescent Road –</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road –</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

Please do not increase any street parking on Marsh Road - it feels very unsafe cycling here due to high speeds and large vehicles entering and exiting ODS. Any additional street parking will induce trips and reduce visibility.
</td></tr>
<tr><td>(o8) Local resident, (Oxford, Badgers Walk)</td><td>
Do you live within the CPZ ? Yes

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Partially support/concerns</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Partially support/concerns</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

I support the new cycle parking on crescent road, it makes sense to have this. I also support the cycle parking/scooter parking location on Junction Rd.

I cannot fathom why new parking is needed on Marsh Road though, this is a dangerous intersection with the Cowley/Oxford Rd as it is, hence why the SYLs were changed to DYLs when the CPZ was created in 2021, adding parking here will cause traffic to back up into Marsh Road meaning it'll be harder to navigate this junction by bicycle or on foot.

The junction of Marsh Rd and Cowley/Oxford Rd has many utilities underneath it - as a result it is common for temporary traffic lights to be set up at this junction to enable works on underground services. These car parking spaces will cause additional problems to an already overcrowded junction.
</td></tr>
<tr><td>(o9) Local resident, (Oxford, Badger's Walk)</td><td>Do you live within the CPZ ? Yes</td></tr>
</table>

	Crescent Road – **Support**	Salegate Lane – **Object**
	Junction Road – **Partially support/concerns**	Silkdale Close (Permits) –
	Marsh Road – **Partially support/concerns**	

Crescent Road - I support the addition of cycle parking.

Junction Road - I support the addition of cycle/micro mobility parking but there is no need to put it on the pavement. There is plenty of space in the carriageway.

Marsh Road - I object to the addition of car parking spaces. This stretch of road is already dangerous because of the HGVs and other vehicles entering and exiting the depot. Putting more parking here will increase danger to vulnerable road users. I support the addition of the cycle parking which will be useful for customers arriving at the pub by bike.

Salegate Lane - I object to the addition of car parking here. The road is incredibly narrow and this would increase danger for vulnerable road users, especially as it's close to the pedestrian access to Our Lady's church. This space could be better used for a micro mobility bay and/or cycle parking.

Overall I strongly object to the addition of any car parking spaces in the CPZ. This goes against the policy of reducing car dominance and reliance. It is good to see cycle and micro mobility parking as this promotes the use of active travel.

(o10) Local resident, (Oxford, BADGERS WALK)

Do you live within the CPZ ? **Yes**

Crescent Road – **Object**	Salegate Lane – **Object**
Junction Road – **Object**	Silkdale Close (Permits) –
Marsh Road – **Object**	

<table>
<tr><td></td><td>The LTNs and the filters have caused an enormous upset. We used to have 3 ways of coming in or out of home and now there's only one way- through Marsh Road. There's loss of time, the increased journeys and the increased money spent in petrol is very upsetting.</td></tr>
<tr><td>(o11) Local resident, (Oxford, Barracks Lane)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
They are not needed</td></tr>
<tr><td>(o12) Local resident, (Oxford, Barracks lane)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road –</td><td>Salegate Lane –</td></tr><tr><td>Junction Road –</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road –</td><td></td></tr></table>
I’m here to ask about barracks lane
Why add more restrictions when it’s already a school street.
We don’t need more restrictions. We need less.
We have been crippled by school street and congestion charge. Can you just stop it with adding more layers of complication</td></tr>
<tr><td>(o13) Local resident, (Oxford, Cowley rd)</td><td>Do you live within the CPZ ? Yes</td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>
Oxford is under threat of control of freedom
</td></tr>
<tr><td>(o14) Local resident, (Oxford, Cowley road)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road –</td><td>Silkdale Close (Permits) – Partially support/concerns</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>
More parking generally needed . Esp in the evening and at weekends for visitors
</td></tr>
<tr><td>(o15) Local resident, (Oxford, Crescent Close)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>
Crescent Road: support, because cycle parking can easily be put here and it would be extremely useful for people visiting friends/family by bike, and for people going to the Marsh Harrier pub.

Marsh road: Strongly oppose the plans, for safety reasons, especially for people cycling on this road, and given the large amount of traffic including HGV traffic on this road. Please reconsider this
</td></tr>
</table>

<table>
<tr><td></td><td></td></tr>
<tr><td>(o16) Local resident, (Oxford, Crescent close)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
it would be good to have more cycle parking on crescent road and strongly oppose more car parking on marsh road</td></tr>
<tr><td>(o17) Local resident, (Oxford, Crescent rd)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Object</td><td>Salegate Lane –</td></tr><tr><td>Junction Road –</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
To try and be heard</td></tr>
<tr><td>(o18) Local resident, (Oxford, Crescent Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

Strong support for more cycle parking places. Given that Oxford claims to be a 'a cycling city' there's way more infrastructure needed, including safe parking places to lock bikes. Please make sure to regularly (every 3/6 months?) check for abandoned bikes.
</td></tr>
<tr><td>(o19) Local resident, (Oxford, Crescent Road)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

Supporting additional bicycle parking within cowley
</td></tr>
<tr><td>(o20) Local resident, (Oxford, Crescent Road)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

I do not think parking should be allocated to e-scooters on Junction Road: the scooters are a dangerous nuisance. In particular, any parking space should be on the road, not on the pavement.
</td></tr>
<tr><td>(o21) Local resident, (Oxford, Crescent Road)</td><td>Do you live within the CPZ ? Yes</td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

I love the cycle and eScooter parking on the road (not the pavement), but don't understand why the council would need to put some car-parking spaces back into the CPZ, as it goes against the overall policy of the councils own Local Transport and Connectivity Plan – especially policies 1 (transport hierarchy), 7 (community activation), 8 (healthy streets), 33 (parking management), and 38 (micromobility).
</td></tr>
<tr><td>(o22) Local resident, (Oxford, Crescent Road)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

Excellent for cyclists
</td></tr>
<tr><td>(o23) Local resident, (Oxford, Crescent Road)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

Mash Road currently has very restrictive parking, each evening there are at least 1-2 residence cars illegally parking on double yellow lines in the evening. Either enforce these or allow spaces to be created for them to
</td></tr>
</table>

<table>
<tr><td></td><td>legally park. Considering the number of legal parking spaces were reduced I do not have a problem with bringing some back.

Silkdale Close already has adequate parking spots so should not need road side parking permits.</td></tr>
<tr><td>(o24) Local resident, (Oxford, Crescent road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane –</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
Marsh road will become very dangerous and congested as it is already extremely busy with taxis, ods depot vehicles, local vehicles, and cyclists. Cycling and other active transport will be very dangerous if there is additional parking. There is the marsh park car park if people really need to park. Otherwise there are very good bus routes near marsh road.</td></tr>
<tr><td>(o25) Local resident, (Oxford, Crescent Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Partially support/concerns</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
Crescent Road
There is currently too much car parking. This is difficult for cyclists, particularly now that the road is busy with taxis. There are frequent conflicts for downhill cyclists meeting taxis just north of Leafield Road. Higher up, on the steep hill, where there is no gap with parking on both sides, it is difficult for cyclists being followed by taxis. The situation is very difficult for cyclists. There is an urgent need to give space for uphill cyclists.</td></tr>
</table>

	Obviously support on-road cycle parking but not sure of its location. It would be better on a flatter surface further south. A lot of vans also turn turning into and out of Crescent Close which may find the cycle parking in an inconvenient road. There is a much greater need for cycle parking outside Kumars, the local shop. Junction Road Support cycle parking and e-scooter parking Leafield Road There is an urgent need for removing car parking on the north side (opposite 4 and 6 Leafield Road) where there is the only link to the Barracks Lane cycle path (OXR 13 on the LCWIP map) for Temple Cowley residents. There is also an urgent need for a dropped kerb. Currently cyclists have to use the footway between the dropped kerb opposite no. 4 leading to inconvenience for pedestrians and cyclists. Something must be done if we want to encourage cyclists! Marsh Road East of ODS. Strongly object to more car parking in this location. This is an opportunity to remove e-scooter parking on corner of Crescent Road and place it on road in line with policy. West of ODS entrance: Strongly object to more parking. I think it is important that officers observe what happens. ODS has a large number of lorries entering its workspace (heading east). Vans and cars (heading west) already have to wait at the exiting (south side) car parking. Creating parking on both sides will create a bottleneck neck at a crucial location just west of the narrowing, which will affect cyclists (held up between waiting vehicles) Marsh Road map 2 Strongly object: See reasons above. A council that cared for cyclists would install a right turn lane in the road on the approach to Cowley Road to cater for the many cyclists who turn into the shared footway to cross Cowley Road at the parallel crossing. Why is the Council promoting more car parking here? Does OCC policy user hierarchy not matter at all? Additionally, the car parking will create a pinch point for vehicles turning into Marsh Road meaning that lorries will wait here potentially queuing back onto Cowley Road. This will potentially create an additional barrier for cyclists turning right onto the shared path. I would strongly recommend undertaking an on-site survey at this location because I think the impact has not been properly assessed. Salegate Lane: Object. Why are we increasing car parking here? All the houses have off-road parking. However this might be a good place to introduce scooter or cycle parking to serve the church.

<table>
<tr><td></td><td>Silkdale Close: Do they not already have internal car parking?

Wider policy and process:
This report seems to fail to understand the objectives of Oxfordshire LTCP and LCWIP. I think the CPZ team need to consider the wider transport objectives rather than just provide as much car parking as possible.</td></tr>
<tr><td>(o26) Local resident, (Oxford, Crescent Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
I am very supportive of measures to encourage cycling, but I dont think new cycle parks will have an impact: local residents who cycle would not want to leave their bikes parked outside their properties anyway due to the risk of theft (which is high in the area, even for bikes kept in private property). The additional car parking areas will encourage more driving in the area, which is something we want to discourage. The new parking areas will make it more dangerous for cyclists, and will encourage more people to drive.</td></tr>
<tr><td>(o27) Local resident, (Oxford, crescent road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr><tr><td>Marsh Road – Support</td><td></td></tr></table>
Cause residents and visitors have no parking</td></tr>
</table>

(o28) Local resident, (Oxford, Crescent Road)	Do you live within the CPZ ? **Yes** Crescent Road – **Object** | Salegate Lane – **Object** Junction Road – **Partially support/concerns** | Silkdale Close (Permits) – **Support** Marsh Road – **Object** Crescent Road - need to provide a better solution to e-scooters on the corner of Marsh Road as they are currently parked on the footway. They need to be parked on the road. With the road now being busy with taxis there needs to be fewer parking spaces. At school times when taxi drivers drop off and collect children the road becomes gridlocked despite supposedly being a low traffic neighbourhood. There needs to be on-road cycle parking outside the local shop. The proposed cycle parking needs to be closer to Hollow Way or by the shop as the space by Crescent Close is used for turning by lorries and vans and this would make it harder for them to turn. It's not clear who this cycle parking is for as the flats and Crescent Hall have their own cycle parking. It makes more sense to put cycle parking at destinations not just plonked somewhere because there is a bit of space - which in this case there isn't because of the needs of turning vehicles. Junction Road - it looks from the diagram as though the cycle parking is on the footway but I am really hoping this is on the road. Marsh Road - NO NO NO This is already a nightmare for cycling with ODS lorries and other traffic and there is definitely a need to NOT increase the parking along this road AT ALL. Salegate Lane - NO - this lane is narrow and adding more parking is just going to make it worse. The church has its own car park. Leafield Road - there needs to be a gap in the parking on the road by the footway link to Badgers Walk. This is a very steep footway link and when doing this in a wheelchair you need momentum to get up it and space to then reduce speed again but there is always a parked car there which creates a barrier. There needs to be a dropped kerb too. This has been missed out. Overall - The Local Transport Connectivity Plan has a policy of REDUCING car parking spaces within the city, NOT increasing car parking spaces. Why has the parking team not got this message?? Paul Fermer says that

<table>
<tr><td></td><td>you can't charge for parking permits without providing car parking spaces but the railway operators are happy to charge for train tickets without guaranteeing a seat. I think the same principle of first come first served should apply to car parking. If it's inconvenient to park a car on the street this will encourage greater use of sustainable transport modes in the longer term.</td></tr>
<tr><td>(o29) Local resident, (Oxford, Hendred street)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
You dont need a reason! You’ll do as you please without consideration of the residence!
Examples: LTNs and congestion charge</td></tr>
<tr><td>(o30) Local resident, (Oxford, hollow way)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane –</td></tr><tr><td>Junction Road –</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Support</td><td></td></tr></table>
marsh harrier could use a few parking places - it's a nice pub and deserves a little love fro the council</td></tr>
<tr><td>(o31) Local resident, (Oxford, Junction Rd)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

Concerns re the number of additional cars from Silkdale Close parking on an already very congested area. My understanding is that the flats already have their own designated parking spaces.
</td></tr>
<tr><td>(o32) Local resident, (Oxford, Junction Road)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road –</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road –</td><td></td></tr>
</table>

There is already limited parking on Junction Road for residents. Cars are often left here for several days by the garage on Temple Road or people attending courses at local colleges.

Evenings can be difficult to find a parking spot when people leave their cars here after the CPZ time has passed meaning it can be difficult to find a spot when returning home from work. I would be worried that the even 10 residents in Slkdale Close having extra permits would mean there would be no parking for Junction Road residents.
</td></tr>
<tr><td>(o33) Local resident, (Oxford, Junction Road)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>
</td></tr>
</table>

<table>
<tr><td></td><td>There is already limited parking on Junction Road for residents. Cars are often left here for several days by the garage on Temple Road or people attending courses at local colleges. Evenings can be difficult to find a parking spot when people leave their cars here after the CPZ time has passed meaning it can be difficult to find a spot when returning home from work. I am concerned that the even 10 residents in Silkdale Close having extra permits would mean there would be no parking for Junction Road residents.</td></tr>
<tr><td>(o34) Local resident, (Oxford, Junction Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road –</td><td>Salegate Lane –</td></tr><tr><td>Junction Road –</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road –</td><td></td></tr></table>
There are 95 properties in Silkdale Close. It will be completely impossible to accommodate that number of additional vehicles within the zone. Even if not all residents apply, some may apply for two vehicles, and even if there are only 40-50 new permits, the result will be chaos. On average there are only ever perhaps half a dozen free parking spaces, depending on the day and time. This proposal will only exacerbate an already difficult situation for residents and runs counter to the council's declared intention to reduce car use within the city.</td></tr>
<tr><td>(o35) Local resident, (Oxford, Junction Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
The current parking restrictions aren’t effective, as we often see a large number of commuters parking in the area during the day and especially. We regularly have to park sifnificant distances from our property. If there’s going to be an increase in permit holders, the restrictions need to change to a full residential zone, with only limited two-hour parking available for non-permit holders. An increase in permit holders with outbfurther controls will not</td></tr>
</table>

<table>
<tr><td></td><td>work. The enforcement does not work effectively as enforcers need to visit the area at least twice to capture those over staying the 2hr limit. There must also be restrictions to stop parking at night</td></tr>
<tr><td>(o36) Local resident, (Oxford, Junction road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Object</td><td>Salegate Lane – Partially support/concerns</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Partially support/concerns</td><td></td></tr></table>
Object to providing further permits to silkdale close as there are not enough spaces already for local residents and if you Make it 2hours for non residents no one ever comes and checks and there are no spaces for existing residents</td></tr>
<tr><td>(o37) Local resident, (Oxford, Leafield Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
Adding additional car parking encourages car use and is against the councils policies</td></tr>
<tr><td>(o38) Local resident, (Oxford, Leafield Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane –</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) –</td></tr></table></td></tr>
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<tr><td></td><td>
<table>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

The current parking situation is somewhat unclear and also trick to navigate when needing to get to another location. With the addition of LTNs, these roads have become more critical for residents. I feel in many cases a re-evaluation of the road and parking could benefit all concerned</td></tr>
<tr><td>(o39) Local resident, (Oxford, Leafield Road)</td><td>Do you live within the CPZ ? Yes

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

You seem to be adding parking spaces, rather than taking them away, so I generally support that.</td></tr>
<tr><td>(o40) Local resident, (Oxford, Maidcroft Road)</td><td>Do you live within the CPZ ? Yes

<table>
<tr><td>Crescent Road –</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road –</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road –</td><td></td></tr>
</table>

It increases the safety of and promotes cycling and walking
As obesity is a particular problem on Cowley. Imposing huge costs on the NHS and resulting in increased ill health and unemployment among the local population
These measures are beneficial and need to be implemented ASAP.</td></tr>
</table>

<table>
<tr>
<td>(o41) Local resident, (Oxford, Marsh Rd)</td>
<td>Do you live within the CPZ ? Yes

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

As residents of Marsh Rd although we support the CPZ we have found that since the removal of parking bays cars are often parked on the pavement and on double yellow lines.</td>
</tr>
<tr>
<td>(o42) Local resident, (Oxford, Marsh Rd)</td>
<td>Do you live within the CPZ ? Yes

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

As a resident of Marsh Road and a non-driver, I support the proposal to have more Parking back on Marsh Road. Since its removal, there has been a constant problem of cars parking on the double yellow lines half on the pavement causing obstruction for pedestrians coming up and down the road. It has also resulted in some very high speed car driving between Oxford Road and the Fork into Crescent Road/Temple Road. It has also resulted in the access to my house being frequently blocked by cars parking on the pavement. This has been a major problem for me personally. I have Parkinson’s and because of the LTN‘s I still feel safe to cycle to work on my Tricycle. However, when my gate is blocked by cars parking on the pavement on the double yellow lines, it makes manoeuvering in and out of my home with the Tricycle very difficult. We need the Parking put back on Marsh Road.</td>
</tr>
<tr>
<td>(o43) Local resident, (Oxford, Marsh Road)</td>
<td>Do you live within the CPZ ? Yes</td>
</tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

Marsh Road desperately needs more parking so I support replacing existing double yellows with more parking spaces. I ask you to please make the road parking on Marsh Road for permit holders only - most of our spaces are occupied for far more than 2 hours by non-residents who can use the car park which has 3 hours free parking. We end up having to park our cars in the car park most days and pay for this despite having paid for a permit.
</td></tr>
<tr><td>(o44) Local resident, (Oxford, Marsh Road)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

The parking restrictions on my street have been really good for reducing traffic and making life easier for pedestrians, so I would not like to see more parking on Marsh Road or nearby
</td></tr>
<tr><td>(o45) Local resident, (Oxford, Marsh Road)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road –</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road –</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
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</td></tr>
</table>

<table>
<tr><td></td><td>I live at number 50 Marsh Road. When cars illegally park opposite, on the double yellow lines, which you propose to make parking, it's so difficult and unsafe to get off my drive. The road is not wide enough to allow safe exit, with cars parked opposite and the volume of passing cars, bikes and pedestrians.</td></tr>
<tr><td>(o46) Local resident, (Oxford, Marsh Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr><tr><td>Marsh Road – Support</td><td></td></tr></table>
I have lived on marsh Road for 1.5 years now. I support the increased parking availability but would prefer it if the majority of the existing spaces/new spaces were converted to be residents only rather than 9-5 2 hours free. Particularly on Marsh Road it is very difficult for residents to get parking near to houses and many of my neighbours and I have had to resort to paying for the car park over the road (which provides plenty of spaces & 3 hours free parking for visitors anyway) so I don't believe that all available street parking should be 2 hours free and unrestricted on weekends otherwise what do we as residents really get in terms of consistent parking availability for our £80 a year.</td></tr>
<tr><td>(o47) Local resident, (Oxford, Marsh Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Support</td><td></td></tr></table>
Our visitors struggled to park</td></tr>
</table>

<table>
<tr>
<td>(o48) Local resident, (Oxford, Owens Way)</td>
<td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>
Since the Temple Cowley LTNs were installed Marsh Road has been the only vehicular access road for the majority of our neighbourhood and the volume of traffic it takes has increased exponentially.

Speeding and road safety for vulnerable road users on Marsh Road has become a particular concern for local residents as a consequence and this situation has been exacerbated by the removal of on-street parking which previously served to slow vehicles down by restricting the available road space.

Restoring on street parking to Marsh Road is an excellent example of joined up local thinking that will not only improve road safety but also support our much valued Marsh Harrier pub, whose lunch time trade has suffered since the on street parking was removed.

I congratulate council officers on this proposal and look forward to seeing it implemented.
</td>
</tr>
<tr>
<td>(o49) Local resident, (Oxford, Owens way)</td>
<td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Object</td><td>Salegate Lane – Partially support/concerns</td></tr>
<tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road – Partially support/concerns</td><td></td></tr>
</table>
Temple Cowley does not need more pavement clutter such as more scooter parking. Also why do we need on street cycle parking? What is the rationale behind this? Those in flats have designated cycle parking, those in houses store bikes in their homes/garden sheds/garages. The pavements here are narrow, and cluttering them
</td>
</tr>
</table>

<table>
<tr><td></td><td>with bike, scooter parking further restricts room available for those who are walking, with pushchairs or for those of us like me who use a powerchair.
I agree with removing double yellows, but I don't agree with cluttering the pavements. Maybe the money could be better spent on improving the pavements locally and the roads which are in poor conditions. Trying to get around in a powerchair locally is really difficult due to the state of pavements and how narrow they are. Yes remove restrictions, but don't impose something else. The escooters are a nothing but dangerous, why are we encouraging more of them which are often dumped down on the pavement, or dumped in the park. Spend council tax payers money better please OCC, I'm fed up of schemes being implemented when money could be better spent elsewhere</td></tr>
<tr><td>(o50) Rather not say, (Oxford, Oxford Rd)</td><td>Do you live within the CPZ ? Yes
<table><tr><td>Crescent Road – Partially support/concerns</td><td>Salegate Lane – Partially support/concerns</td></tr><tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Partially support/concerns</td></tr><tr><td>Marsh Road – Partially support/concerns</td><td></td></tr></table>It is good if more parking is made available for Marsh Rd as this is a busy area with a pub,/ restaurant and park and a need for more parking. Concern for all streets is that cycling spaces do not reduce the available parking space- as it is needed for residents as well as park visitors- particularly for those with young families or vulnerable adults</td></tr>
<tr><td>(o51) Local resident, (Oxford, Oxford Road)</td><td>Do you live within the CPZ ? Yes
<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>More road parking for bikes and scooters is great as it encourages active and environmentally friendly travel. More car parking spaces only encourage more cars.</td></tr>
<tr><td>(o52) Local resident, (Oxford, Oxford Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr><tr><td>Marsh Road – Support</td><td></td></tr></table>
No comments</td></tr>
<tr><td>(o53) Local resident, (Oxford, Oxford Road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
Your parking restrictions are, in many cases, quite unnecessary. There is often no case for restricting parking, and the restrictions make life in this area more difficult. I want to park, for example, near Florence Park and Marsh Park in order to exercise both me and my dog. The restrictions make this harder. Why? Why is it made harder to simply visit parks? Or stop at shops or chemists? There are spaces to park available which would not bother anyone, but always restrictions. It's intrusive and depressing.</td></tr>
<tr><td>(o54) Local resident, (Oxford, Reliance Way)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr></table></td></tr>
</table>

<table>
<tr><td></td><td>
<table>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>
Selegate Road is uphill and very narrow and going to temple Road. There is Health Centre, local Library and Church . More visitors parking is needed
</td></tr>
<tr><td>(o55) Local resident, (Oxford, Salesian Gardens OX4 2PE)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Partially support/concerns</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Partially support/concerns</td><td></td></tr>
</table>
Pedal cycle parking is fine but will undoubtedly mean that hired e-bikes and scooters will be abandoned dangerously as often happens in random places but a dedicated cycle parking area may encourage these users to abandon their e-vehicles in this one location, preventing some cycle users from parking, and instead causing a hazard to pedestrians with a consolidated area of e-bikes/scooters. More thought should be given to the problem this causes to pedestrians and more importantly those with mobility problems and wheelchairs/pushchairs.
</td></tr>
<tr><td>(o56) Local resident, (Oxford, Silkdale Close)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>
As a resident of Silkdale Close it's become increasingly frustrating to not be eligible for a CPZ parking permit. Our ineligibility for a permit has not reduced our need for a car but has increased our monthly costs of regularly
</td></tr>
</table>

<table>
<tr><td></td><td>getting a parking ticket. Especially considering we used to have parking permits but when renewing last year was told we should never have been eligible even though we are happy to pay for the privilege.</td></tr>
<tr><td>(o57) Local resident, (Oxford, Silkdale Close)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr><tr><td>Marsh Road – Support</td><td></td></tr></table>
Being resident in Silkdale close and reliant on a car due to reduced mobility having the ability & flexibility of parking on the street is important</td></tr>
<tr><td>(o58) Local resident, (Oxford, Silkdale close)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr><tr><td>Marsh Road – Support</td><td></td></tr></table>
I am a homeowner, & I am unable to buy a car because there is no place to park and garage is not big enough to fit a car. Parking on the neighbouring small roads would be essential. It is also hard to rent/lodge out flats if people cannot park anywhere. Also, friends/family currently cannot visit, because there is no place to park longer than 2 hours. Great idea to offer visitors& residents parking.</td></tr>
<tr><td>(o59) Local resident, (Oxford, Silkdale Close)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr></table></td></tr>
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<table>
<tr><td></td><td>
<table>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

I am very supportive of cycle parking in the area. Although there are bicycle hoops in Silkdale Close, there are not enough for the residents, let alone for the friends who visit me on their bicycles. There is also nowhere for, for example, the Cricketer's Arms patrons to lock bicycles to. In addition, some properties in Lizman's Court do not have parking spaces at all. This means they can only park illegally (or have a taxi do so) when for example moving in/out. Although I have a parking space associated with my flat, I occasionally have a friend or family member visit. Finally, allowing Silkdale Close residents to apply for parking permits and creating shared-use parking places will mean that there should be fewer people parking on the curved road into the Close, which has restricted access to vehicles such as waste/recycling lorries.
</td></tr>
<tr><td>(o60) Local resident, (Oxford, Silkdale clsoe)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>
</td></tr>
<tr><td>(o61) Local resident, (Oxford, Temple Rd)</td><td>
Do you live within the CPZ ? Yes
<table>
<tr><td>Crescent Road –</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road –</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road –</td><td></td></tr>
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<table>
<tr><td></td><td>The new residents in the 12 bed HMO under construction at 86(when complete) will not be able to apply as the available parking in this area is already saturated . Planning was only granted with this provision.</td></tr>
<tr><td>(o62) Local resident, (Oxford, Temple road)</td><td>Do you live within the CPZ ? Yes

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Support</td><td></td></tr></table>
More emphasis on bikes needed</td></tr>
<tr><td>(o63) Local resident, (Littlemore, Alice Smith sq)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Partially support/concerns</td><td>Salegate Lane – Partially support/concerns</td></tr><tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Partially support/concerns</td></tr><tr><td>Marsh Road – Partially support/concerns</td><td></td></tr></table>
just remove as many parking bays as possible. Put bicycle parking on-the-road instead. This city has suffered from high volumes of car traffic for long time. The cost of keeping a private car on public land is negligable and unless the city is able to actually make a profit it should remove it completely. If somebody wants to own a car should think where to store it - and it should not be on public, subsidised land</td></tr>
<tr><td>(o64) Local resident, (Oxford, Boundary Brook Rd)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr></table></td></tr>
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<tr><td></td><td>
<table>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

Junction Rd - I do not support any form of parking on the pavement. Pavement parking narrows the pavement making it harder to get down, particularly for people with prams, mobility aids, and those with visual impairements. This is made drastically worse when it is bin day. If there was no pavement parking I'd be in favour.

Marsh Rd - I regularly cycle this way and it is already dangerous enough without additional parking. It is simply too narrow for parking there due to the lorries that go in and out of the depot.

Salegate lane - Oxford does not need additional parking, I fully support Cyclox's receommendarion of moving micromobility bay onto the road along with cycle parking. Once again, any form of parking on the road (including scooters, bikes and bins) makes it much harder for pedestrians to navigate.
</td></tr>
<tr><td>(o65) Local resident, (Oxford, Boundary Brook Rd)</td><td>
Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

Policy 31 of the LTCP -- which was adopted by the council in full -- states: "We will ... Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport AT EVERY OPPORTUNITY." (Emphasis mine). The proposals to create new space for private motor vehicle parking fly in the face of the council's own LTCP and must be sent back.

I support the addition of cycle parking on Crescent Rd — this is a good place for cycle parking; car parking would be problematic here, though.
</td></tr>
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<table>
<tr>
<td></td>
<td>I support the addition of cycle and micromobility parking on Junction Rd, but I object to these being put on the footpath; they should be put on the road instead.

I strongly oppose adding car parking spots to Marsh Rd. It is against County Council policy and unsafe.
With respect to policy: Policy 31 of the LTCP, which the council adopted in full, states that "We will ... Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity." _At every opportunity._ Moreover, Policy 33 states that the council should "Take measures to reduce and restrict car parking availability." Adding new parking spots here therefore flagrantly contradicts the council's own policy and must be rejected.

On safety: I understand that parking at these locations on Marsh Rd was removed when the CPZ first came into existence in 2021, precisely because it was unsafe. It's also important to have space for two-way movement of vehicles at the western end of Marsh Rd to prevent the road from becoming blocked when vehicles queue to exit onto Cowley Rd.

The same objections I raised to parking on Marsh Lane also apply to Salegate Lane. In addition, because it's a very narrow street and it would be good to minimise the number of people driving into it and having to do three-point turns to exit — this is unsafe.

Instead of adding new car parking in this spot on Salegate Lane, why not move the micromobility bay to the eastern 5m of the proposed 15m parking bay? Cycle parking could be added to the middle 5m of the proposed car parking bay, which would be very useful because there is currently no public cycle parking on Salegate Lane. The western 5m of the proposed parking bay should be left as DYL to maintain easy access to the nearby driveway.</td>
</tr>
<tr>
<td>(o66) Local resident, (Oxford, campbell road)</td>
<td>Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
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<table>
<tr><td></td><td>Overall, pavements need to be safe for all users, especially vulnerable users. Also more parking spaces will encourage more outside/ non-neighbourhood cars to come into local area and make a residential area into a car park for non residents/ non locals who should be encouraged to take public transport. More cars also affects safety in local areas.</td></tr>
<tr><td>(o67) Local resident, (Oxford, Cavell Road)</td><td>Do you live within the CPZ ? No
<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>cycle/scooter parking should not infringe on pavements. Reintroducing car parking spaces compromises the overall aims of the scheme and is a step backwards.</td></tr>
<tr><td>(o68) Local resident, (Oxford, Church Cowley Road)</td><td>Do you live within the CPZ ? No
<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>better use of pavement for pedestrians, convert existing car parking spaces to e-scooter parking, promote active travel, reduce disincentivise car use in general, improve public health</td></tr>
<tr><td>(o69) Local resident, (Oxford, Church Cowley Road)</td><td>Do you live within the CPZ ? No
<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Partially support/concerns</td></tr></table></td></tr>
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<td></td>
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<table>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

The proposed new parking area at the eastern end of Marsh Road is too close to the junction with the foot+cycle path to Barracks Lane. Cars parked there will obstruct the view of oncoming traffic for people turning out of this path onto Marsh Road. The Highway Code (rule 243) says not to park within 10m of a junction, and the council is usually happy to add DYLs to enforce that -- but here, the diagram shows that the parking begins only 9m from the turning.

Extra parking at the western end of Marsh Road reduces the width of the available road near the junction. This is likely to worsen congestion, as it is the only entrance to the Temple Cowley LTN. (The added parking at the eastern end of Crescent Road is less likely to be a problem as long as the LTN filters stay in place.)

The cycle+micromobility hire parking beside the Junction Road filter is welcome, but additional infrastructure (bollards or wands) will be needed to prevent motorists from parking there anyway. Parking in LTN stubs is the norm now, despite the DYLs, because enforcement is rare.

Overall, this increases the amount of parking in the area, and is in conflict with the LTCP goal to reduce car ownership and vehicle miles.
</td>
</tr>
<tr>
<td>(o70) Local resident, (Oxford, Cowley)</td>
<td>
Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
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</td>
</tr>
<tr>
<td>(o71) Local resident, (Oxford, Dene Rd)</td>
<td>Do you live within the CPZ ? No</td>
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<tr><td></td><td>
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Partially support/concerns</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

I agree that there should be more cycle parking and more bays for hire e-scooters and hire e-bikes.
No more car parking should be added, it would just encourage yet more car travel - I understood that Oxford City Council aims to cut car journeys over the next few years, not to encourage car travel.

I’m strongly against introducing any new car parking spaces, and believe that no double yellow lines shouuld be removed on Marsh Lane. I cycle along there regularly. Additional car parking on the other side of the road would make this a less welcoming area for active travel. The ODS depot vehicles already cause a lot of issues and the proposals would make this area extremely difficult for active travel.
</td></tr>
<tr><td>(o72) Local resident, (Oxford, Dene Road)</td><td>
Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Partially support/concerns</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

I support new cycle parking and bays for e bikes and e scooters.

I oppose any removal of double yellow lines and any new car parking spaces on Marsh Lane, it will increase dangers for cyclists. Adding car spaces will only increase car driving which goes against the County Councils's aims to reduce car traffic.
</td></tr>
<tr><td>(o73) Local resident, (Oxford, Florence Park Road)</td><td>Do you live within the CPZ ? No</td></tr>
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<tr><td></td><td>
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

Please don't put the car parking back in, the roads have been much safer with fewer parking manoeuvres. Please use the road space for cycle and hire scooter parking.
</td></tr>
<tr><td>(o74) Local resident, (Oxford, GEORGE MOORE CLOSE)</td><td>
Do you live within the CPZ ? No
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

Traffic problems in Temple Cowley affect more than just the local roads. Fewer car journeys means safer roads for other users and also lower pollution. CPZs in other areas have worked well and supplement the effects of the congestion charge.
</td></tr>
<tr><td>(o75) Local resident, (Horspath, Gidley Way)</td><td>
Do you live within the CPZ ? No
<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

I mainly travel around the Temple Cowley area by bicycle or on foot, but occasionally by car if necessary. I think Crescent Road could use more cycle parking. Generally I think cycle parking should not impede pavements,
</td></tr>
</table>

<table>
<tr><td></td><td>though, so on Junction Road, I don’t support cycle/scooter parking on the pavement. If there is space on the road it should be used for cycle/scooter parking.

I felt safer as a pedestrian/cyclist after car parking was removed from Marsh Road, and it seems a backward step to add parking back to this road.

I oppose the proposed changes to Salegate Lane because this road is so narrow. Adding spaces for car parking will encourage people to drive, which goes against the overall policy of reducing motor traffic. Also, there’s currently scooter parking on the pavement, and if this could be moved onto the road instead of adding car parking spaces this would benefit pedestrians.</td></tr>
<tr><td>(o76) Local resident, (Oxford, Hamilton Road)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
Generally, I support more provision for cycle parking. However, this should be on the road, not the pavement, and we should not be adding provision for car parking - that goes against the whole idea of improving the road environment and encouraging people to use other, less damaging modes of transport.</td></tr>
<tr><td>(o77) Local resident, (Oxford, howard street)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Object</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Object</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
Fed up with 'cyclists first' policies. What Danny Yee wants, Danny Yee gets and to hell with the rest of us</td></tr>
</table>

<table>
<tr><td></td><td></td></tr>
<tr><td>(o78) Local resident, (Oxford, Hugh Allen Crescent)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
New on road cycle and scooter storage is good. Extra clutter on the pavement is bad. Storage space for private cars on public roads should be reduced in line with council policy on traffic and the climate emergency. The council needs to start taking their own policies serious.</td></tr>
<tr><td>(o79) Local resident, (Oxford, Inott Furze)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
I support creation of on-street cycle parking as long as proper means of securing cycles (Sheffield bars) and an effective and economic system for dealing with the inevitable abandoned/vandalised bikes are in place.
I don't see any reason for providing further parking for motor vehicles but the consultation doesn't say if they are genuinely needed (eg for visiting carers etc) in which case I wouldn't object.</td></tr>
</table>

<table>
<tr>
<td>(o80) Local resident, (Oxford, Long Lane)</td>
<td>Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

Extra cycling and scooting parking is a great idea. Thank you.

I object to extra car parking spaces being created as it contravenes local transport and connectivity plan - policies 1 (transport hierarchy), 7 (community activation), 8 (healthy streets), 33 (parking management), and 38 (micromobility).</td>
</tr>
<tr>
<td>(o81) Local resident, (Oxford, Lytton Rd)</td>
<td>Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road –</td><td>Salegate Lane –</td></tr>
<tr><td>Junction Road –</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road –</td><td></td></tr>
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</tr>
<tr>
<td>(o82) Local resident, (Cowley Division, Maidcroft Road)</td>
<td>Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
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<table>
<tr><td></td><td>I am a frequent cyclist up Salegate Lane. It is not wide enough for additional parking and the proposal is in a really bad place, being on the left of the steep up-hill as you approach the junction.
The car parking for Marsh Road is inappropriate. HGVs move in and out of the depot and visibiity is key. This onstreet parking was removed for safety reasons in around 2021 and vehicles have only got larger on average since then.

More car parking leads to more cars. Our roads are already too busy, please don't approve any more car parking.

I do not think the 5m length of micromobility parking on Junction Road is sufficent near to a hall of residences.</td></tr>
<tr><td>(o83) Local business, (ODS Group, Marsh Road)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road –</td><td>Salegate Lane –</td></tr><tr><td>Junction Road –</td><td>Silkdale Close (Permits) –</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
In relation to the Marsh Road proposals. ODS operates their primary depot facilities from Marsh road. This is an extremely busy site with many dozens of vehicle and HGV movement in and out of the site daily. The proposed parking changes presents an increased risk to vulnerable road users and increases the likelihood of incidents and accidents on the road by narrowing the carriageway. This road is a busy throughfare used by cyclists and school children.

At peak times, this parking will also increase the probability of vehicles backing up onto Oxford Rd as the navigate the parking arrangements when returning to the depot. This further increases the risk to vulnerable road users and pedestrians at the pedestrian crossing point on Oxford Road.</td></tr>
<tr><td>(o84) Local resident, (Oxford, Maywood Road)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr></table></td></tr>
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<tr><td></td><td>
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<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) –</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

I object to the proposals to add parking spaces, and I note furthermore that this is contrary to Council policy.
I object to the failure to recognise the need for cycle parking in all residential streets, which contrasts with the assumption that car parking must be provided in all residential streets. Again, this is contrary to council policy (see LTCP Policy 33). Cycle parking should be on-street rather than on the pavement.

Reason for objection/partial concern re. Junction Road: the proposals show the proposed parking spaces intruding onto the pavement. I object to this reallocation of space away from people on foot to cars.

Reason for objection/partial concern re. Marsh Road: I strongly object to the addition of car parking here as inconsistent with policy and as dangerous. ODS vehicles pass along this road, but so do lots of people cycling (it's a key access to Marsh Park and the Barracks Lane cycle route, including for schoolchildren), so nothing should be done that reduces visibility and space here. It's dangerous enough for my children to cycle the mile or so to school as it is. The council should not be increasing the obstacles.

Reason for objection/partial concern re. Salegate Lane: Again, I object to increasing parking bays in general. Moreover, Salegate Lane is narrow as it is, and the difficulties that creates would be exacerbated by the proposals.
</td></tr>
<tr><td>(o85) Member of public, (Oxford, Plantation Road)</td><td>
Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
<tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Object</td></tr>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

Providing additional parking will encourage additional cars.
Why should escooters and bikes always be parked on the pavement?
</td></tr>
</table>

<table>
<tr>
<td>(o86) Local resident, (Oxford, Reliance Way)</td>
<td>Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Support</td></tr>
<tr><td>Junction Road – Support</td><td>Silkdale Close (Permits) – Support</td></tr>
<tr><td>Marsh Road – Support</td><td></td></tr>
</table>

I don't go to the places because I know it's so hard to find bike parking and get stressed about visiting friends who live there for the same reason. I the space taken up by one parked you can easily get 10 well spaced bike parking spaces, I cycle further to other parts of town where there is more bike parking.</td>
</tr>
<tr>
<td>(o87) Local resident, (Oxford, Rymers)</td>
<td>Do you live within the CPZ ? No

<table>
<tr><td>Crescent Road – Support</td><td>Salegate Lane – Object</td></tr>
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</table>

There should not be additional car parking on these roads which would make the area less safe and is not required.</td>
</tr>
<tr>
<td>(o88) Member of public, (Oxford, Rymers Lane)</td>
<td>Do you live within the CPZ ? No

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<table>
<tr><td></td><td>Policy 31 of the LTCP -- which was adopted by the council in full -- states: "We will ... Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport AT EVERY OPPORTUNITY." (Emphasis mine). The proposals to create new space for private motor vehicle parking fly in the face of the council's own LTCP and must be sent back.</td></tr>
<tr><td>(o89) Local resident, (Oxford, Rymers Lane)</td><td>Do you live within the CPZ ? No

<table><tr><td>Crescent Road – Partially support/concerns</td><td>Salegate Lane – Object</td></tr><tr><td>Junction Road – Partially support/concerns</td><td>Silkdale Close (Permits) – Object</td></tr><tr><td>Marsh Road – Object</td><td></td></tr></table>
No new parking should be created. This is not aligned with counicl policy. Parking creates traffic, and the no waiting at any time restrictions are a safety measure. We cannot compromise safety for a perceived need of more parking.

I support the creation of cycle parking and micromobility parking, but the plans look like this will be partly on the pavement. The transport hierarchy puts pedestrians at the top. Pavements are for people to walk and wheel, not for parking cars, bikes or scooters.

Silkdale Close already has a ton of parking, residents should not be able to apply for more parking in the neighbourhood.

Parking creates traffic. Council policy is to reduce traffic volumes and to make our streets safer. This proposal is entirely misaligned with these goals.</td></tr>
<tr><td>(o90) Local resident, (Oxford, Silver Rd)</td><td>Do you live within the CPZ ? No

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<td></td>
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<table>
<tr><td>Marsh Road – Object</td><td></td></tr>
</table>

Junction Road Partially Support/Concerns
There should be no need to extend the cycle/scooter parking provision onto the pavement, when there is space enough on the road.

Marsh Road Object
When the CPZ was implemented car parking here was removed on safety grounds, especially with the mix of vulnerable road users and the large vehicles using the ODS depot. Putting parking back in now could also cause blockages when cars queue to get onto Cowley Road.

Salegate Lane Object
There is no need to add car parking spaces here, it goes against overall policy, and it could cause issues for access to resident driveways. Without adding new car parking here there is an opportunity to move the existing nearby scooter parking from the pavement into the road.
</td>
</tr>
<tr>
<td>(o91) Local resident, (Oxford, Southfield Park)</td>
<td>
Do you live within the CPZ ? No

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</table>

Marsh Road
OBJECT
I frequently walk and cycle to the Marsh Harrier pub and I use the cycle parking outside the ODS depot opposite. I am dismayed at the proposal to provide an extra 80m of car parking, which will massively increase vehicle movements in what should be a low-traffic area. This goes against council policy as well as common sense.

Salegate Lane
OBJECT
</td>
</tr>
</table>

<table>
<tr><td></td><td>This is a narrow lane barely suitable for driving. The LTN filter has made it part of a safe low-traffic cycling route. Adding 15m of car parking will introduce hazards, especially there is little room for turning.</td></tr>
<tr><td>(o92) Local resident, (Oxford, Stratford Street)</td><td>Do you live within the CPZ ? No

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I support introducing cyle parking - really important to make it easier for peopel to cycle (better for environment, less congestion, improved heatlh and air quality)

I oppose reducing double yellow lines to allow more parking. Would add to congestion, make it harder for vehicles coming in and out the depot on Marsh Lane.</td></tr>
<tr><td>(o93) Local resident, (Oxford, Westbury Cr)</td><td>Do you live within the CPZ ? No

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I support adding cycle parking in Crescent Rd as long as on roadway and not on pavement obstucting people walking.

I think on Junction Rd there is space to put the cycle parking on the roadway so it should go there and not on the pavement.</td></tr>
</table>

<table>
<tr><td></td><td>Putting parking for vehicles at Marsh Rd makes no sense from a safety point of view and it was removed originally when the CPZ was created due to safety concerns around the ODS compound. It will cause blockages and tail backs on to Cowley Rd. Please leave out extra car spaces here.

Putting new car park spaces here goes against the County's own policy for reducing car parkign spaces and inducing car journeys. It would cause access problems for residents to their drives. Without the extra car spaces the scooter parking can be moved from the pavement to the road which would be a much better action.
These suggestions about extra parking spaces are against the County's own policies for active travel and reducing car use and car parking provision. The idea of a CPZ which is also within an LTN is to encourage more active travel. I hope the council will see these proposals need to be reconsidered.</td></tr>
<tr><td>(o94) Local resident, (Oxford, Westbury Crescent)</td><td>Do you live within the CPZ ? No

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Getting cars off the roads to make them safer for cycling; driveway parking or in adequate parking structures preferred</td></tr>
</table>