



"Temple Cowley CPZ amendments" - consultation response by Oxfordshire Liveable Streets and CycloX, January 2026

We are not going to go over all the concerns and policy issues raised in our responses to the Headington Central and East Oxford schemes, but make four comments and suggestions.

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 DYs - 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.

Some comments on the specific schemes follow.

Crescent Rd

SUPPORT

This is a location where cycle parking can safely be put in but where car parking would be problematic

Junction Rd

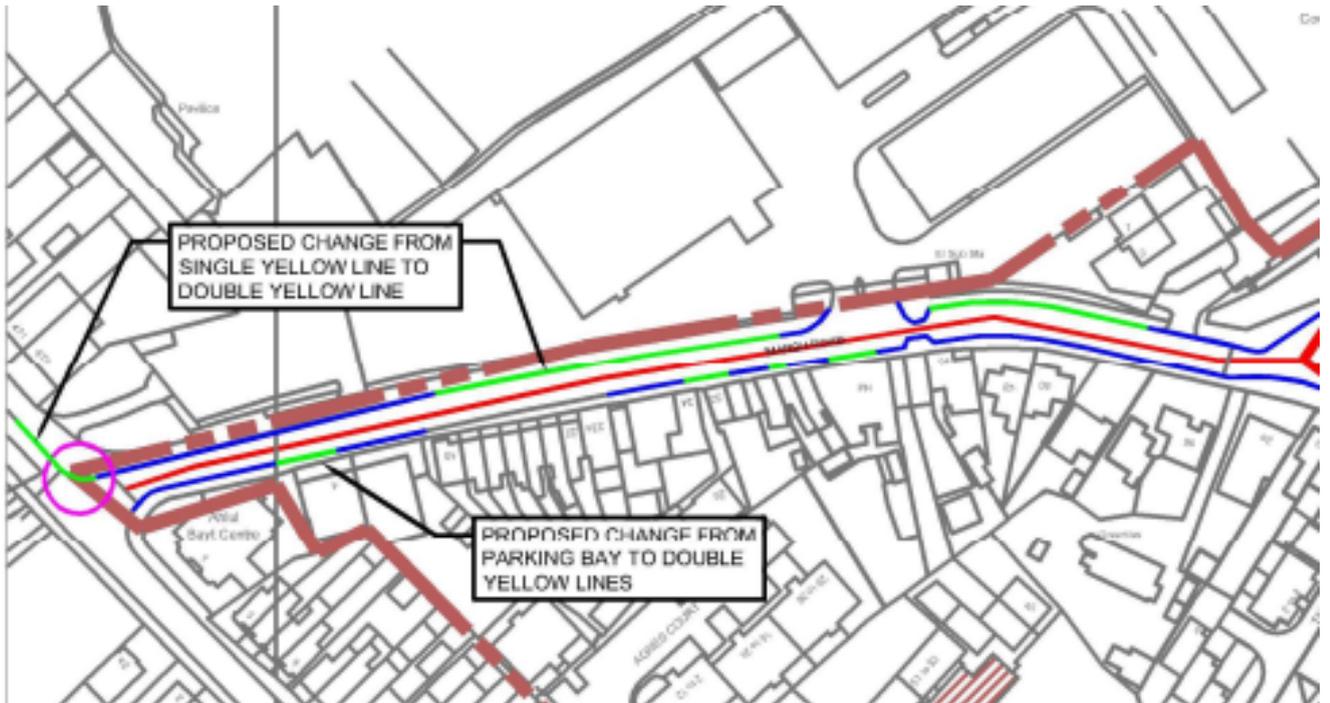
SUPPORT WITH CONCERNS

We support the provision of cycle and micromobility parking. But the scheme diagram appears to show the proposed parking bays extending onto the footway. We oppose taking footway space here and suggest that the bays can fit entirely on the carriageway.

Marsh Rd

OPPOSE

We oppose the addition of car parking here, both on policy and safety grounds. Parking here was removed (SYLs changed to DYLS) when the CPZ was created in 2021, on safety grounds, as shown in this detail from the CPZ plan.



The presence of the Oxford Direct Services depot results in a large number of HGVs and other large vehicles on this stretch of road. As well as requiring more space, these impede visibility, making carriageway width important for safety, especially for people cycling.

It is also important to have space for two-way motor vehicle movement at the western end of Marsh Rd, to prevent blockages when vehicles queue to exit onto Cowley Rd.

Salegate Lane

OPPOSE WITH ALTERNATIVE

As well as our general objections to increased car parking, we note that Salegate Lane is very narrow and it would be good to minimise the number of people driving into it and having to do three-point turns to exit.

We suggest an alternative. The existing on-footway micromobility bay could be relocated to the eastern 5m of the proposed 15m bay, as shown here.



The middle 5m of the proposed bay could be used for cycle parking, noting that there is no public cycle parking on Salegate Lane, for visitors to the church, or along this stretch of Hollow Way.

And the western 5m should be left as DYL to maintain easy access to the driveway of No 10. The proposed layout is as shown here, with the micromobility bay in purple and the cycle parking in orange.

