

## Danny Yee – Temple Cowley CPZ Amendments

With the car parking proposals withdrawn, we now support these measures. It is good to see more cycle parking and an expansion of the micromobility provision.

But these are small steps and we feel this was a lost opportunity to reallocate kerbside space to support the county's transport goals. On the majority of roads in the Temple Cowley CPZ, 100% of the available kerbside space is still allocated for car parking and nothing is provided for sustainable modes.

The cycle parking bays recently put in with the East Oxford and Headington Central CPZ reviews are already heavily used, and the three ones proposed here will be too. But this is perhaps a tenth of what is needed. Pending a full kerbside strategy, we would like to see an interim goal of having at least one set of public cycle parking stands on every hundred metres of residential street. This is half of what Lambeth's kerbside strategy aims for, despite Oxford having higher cycling rates, but could be increased later.

And a new micromobility bay is great, but at least one more is needed in the Temple Cowley CPZ, somewhere near the library. The existing bays are also way too small to cope with an expanded hire bike scheme [photos are appended] and really need to be shifted off the footway and onto the carriageway. Quite apart from the space requirements, cycles and scooters should be ridden on the carriageway and not on the footway, so parking for them should also be on the carriageway wherever possible. This CPZ refresh was a missed opportunity to do that.

Achieving the LTCP headline - and addressing the climate emergency - requires rapid action, not waiting on a kerbside strategy that may be years away.