

## Danny Yee – Summertown CPZ Amendments

We are happy with officers' recommendations except for (f), which would add 30 metres of car parking to Rogers St. We urge you to reject this as inconsistent with county policy.

Policy 33 in the Local Transport and Connectivity Plan is clear: "Take measures to reduce and restrict car parking availability". And no evidence is given of a need that justifies overriding that. The report offers a general argument about the zone, but parking on Rogers St is not going to be of any use to people on the other side of Banbury Rd. Car parking will be used if provided - "build it and they will come" - but that is not evidence that it is necessary, and the additional car trips would undermine the headline LTCP goal. It is a lot easier to not put car parking in now than it will be to remove it later.

If space is available here, then allocating all of it to car parking would be unbalanced and inequitable. There are fifteen terrace houses on Rogers St with doors that open directly onto the footway, with no front gardens or anywhere else to store cycles. Their residents would benefit greatly from on-street cycle parking. While taking measurements I talked to two women who live just opposite the proposed car parking, and they were both enthusiastic about the possibility of on-street cycle parking (and skeptical about being able to fit car parking in safely).

LTCP Policy 33 again: "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy." Providing no public parking for cycles at all, and allocating 100% of the available kerbside space on the street to car parking, is not consistent with this. The officers' report says "it is essential to ensure that proposed changes do not disproportionately benefit or disadvantage any group".

There are also safety issues. The westernmost stretch of proposed parking would obstruct (and obscure visibility of) vehicles turning in and out of Dudley Court; at least five metres needs to be kept clear, and more if bin lorries reverse here, as I believe they do. And Rogers St is two-way but barely 4m wide, so passing spaces between parking bays are essential. To ensure that, the eastern 10m of proposed car parking should retain its existing double yellow lines. (See responses e4 (Oxfordshire Unlimited) and o15, and note that No. 6 appears to have off-street parking.)

So we urge that this measure is either rejected or changed to put in cycle parking instead. We suggest the 10m on the west gets DYL, the 10m in the middle has angled cycle parking, and the 10m on the east has its existing DYs formalised.