



Delegated Decisions by Cabinet Member for Transport Management

Thursday, 22 February 2024 at 10.00 am

Room 2&3 - County Hall, New Road, Oxford OX1 1ND

If you wish to view proceedings, please click on this [Live Stream Link](#).
However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 1 March unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in blue ink that reads "Reeves".

Martin Reeves
Chief Executive

February

Committee Officer: **Sharon Keenlyside**
email: sharon.keenlyside@oxfordshire.gov.uk

Note: Date of next meeting: 21 March 2024

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declaration of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

Members of the public who wish to speak at this meeting can attend the meeting in person or 'virtually' through an online connection.

Requests to speak must be submitted by no later than 9am four working days before the meeting. Requests to speak should be sent to committeesdemocraticservices@oxfordshire.gov.uk.

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting. Written submissions should be no longer than 1 A4 sheet.

4. Minutes of the Previous Meeting (Pages 1 - 12)

To confirm the minutes of the meeting held on 25 January 2024 to be signed by the Chair as a correct record.

5. Parking review of South Oxford (extension) CPZ Dec 2023 (Pages 13 - 86)

Forward Plan Ref: 2023/338

Contact: Vicki Neville, Senior Officer - TRO and Schemes,
Vicki.neville@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM05**).

To seek approval for a number of changes to the South Oxford (Extension) CPZ which was introduced in 2022.

The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:

- a) Change of times of operation to '8am to 8pm Monday to Saturday (two hours waiting - no return in two hours for non-permit holders)' on: Bertie Place, Canning Crescent, Chatham Road, Fox Crescent, John Towle Close, Lincoln Road, Monmouth Road, Norreys Avenue, Northampton Road, Oswestry Road, Peel Place, Sunningwell Road, Weirs Lane, and Wytham Street,
- b) Change of times of operation to '8am to 8pm Monday to Sunday (one hour waiting - no return in one hour for non-permit holders)' on: Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road.
- c) Introduction of new 'No Waiting at Any Time' (double yellow lines) restrictions on: Abingdon Road, Bertie Place, Canning Crescent, Chatham Road, Fox Crescent, Green Place, Lake Street, Northampton Road, Stewart Street, Vicarage Lane, Vicarage Road, Weirs Lane, and Wytham Street:

6. Cowley Centre West CPZ amendments - 2023 (Pages 87 - 100)

Forward Plan Ref: 2023/340

Contact: Vicki Neville, Senior Officer TRO and Schemes

Vicki.neville@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM06**).

To seek approval to make a number of minor amendments to the Parking Zone implemented in 2021.

The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:

- a) replace the various lengths of existing 'No Waiting 8am to 6.30pm Monday to Saturday' (single yellow lines) parking restrictions & the two-hour shared use parking bay opposite the junction with Hockmore Street with new 'No Waiting at Any Time' (double yellow lines) on Crowell Road,
- b) extend the existing double yellow lines on Rahere Road, southwards from Bartholomew Road for 30 metres on the eastern side, and 27 metres on the western side.

7. Abingdon - B4017 Bath Street - proposed no waiting at any time restrictions and cycle lane (Pages 101 - 110)

Forward Plan Ref: 2023/287

Contact: Michelle Plowman , Principal Engineer Road Agreements Team,

michelle.plowman@oxfordshire.gov.uk

Report by Corporate Director Environment & Place (**CMDHM07**).

Proposal is being put forward to improve the safety and amenity of pedal cyclists to encourage active travel - the proposal is being funded by major residential development in north Abingdon.

The Cabinet Member for Transport Management is RECOMMENDED to

- a. Approve as advertised the extension of the existing 'No Waiting at Any Time' parking restriction (double yellow lines) on the east side of Bath Street, south of the Fitzharry's Road link footpath.
- b. Instruct officers to review and agree the proposed advisory cycle provision in consultation with local cycling groups, local member and other local stakeholders.

8. Alvescot: Main Road - Proposed Traffic Calming (Pages 111 - 126)

Cabinet Member: Cabinet Member for Transport Management

Forward Plan Ref: 2024/009

Contact: James Wright, Senior Officer (Traffic and Road Safety)
(james.wright@oxfordshire.gov.uk)

Report by Corporate Director for Environment and Place (**CMDHM08**).

The Cabinet Member for Transport Management is RECOMMENDED to approve, as advertised, the traffic calming carriageway narrowing feature on the B4020 Main Road, Alvescot.

Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 25 January 2024 commencing at 10.00 am and finishing at 1.40 pm

Present:

Voting Members: – in the Chair

Councillor Andrew Gant
Councillor Liz Leffman (Item 9)

Other Members in Attendance: Councillor Stefan Gawrysiak (Item 6)
Councillor Kieron Mallon (Item 13)
Councillor Andy Graham (Item 15)

Officers:

Paul Fermer (Director of Highways & Operations), Jim Whiting (Parking Schemes and Traffic Orders Team Leader MCIHT), Sean Rooney (Head of Highway Maintenance), Anthony Kirkwood (Team Leader (Vision Zero)), Cameron Rae (Traffic and Traffic Schemes Officer), Emile Rowe (Traffic and Traffic Schemes Officer), Mike Wasley (Principal Officer – traffic Schemes), Mike Horton (Senior Officer (TRO Schemes)), Jacqui Cox (Infrastructure Locality Lead), Keith Stenning (Head of Network Management), Rosie Wood (Consultant Engineer), Dave Catling (Technical Officer), Robert Freshwater (Infrastructure Development Lead), James Wright (Senior Officer (Traffic and Road Safety)), Ryan Moore (Lead TDM Engineer), Aaron Morton (Engineer), (Colm OCaomhanaigh (Democratic Services Manager), Sharon Keenlyside (Senior Democratic Services Officer)

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [together with a schedule of addenda tabled at the meeting) and agreed as set out below.

1 DECLARATION OF INTEREST (Agenda No. 1)

The Chair declared a non-pecuniary interest in item 9. Councillor Liz Leffman, Leader of the Council, was appointed to Chair item 9 and make the decision.

2 QUESTIONS FROM COUNTY COUNCILLORS (Agenda No. 2)

There were none.

3 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

The following speakers addressed the meeting:

Item 6	Henley-on-Thames waiting restriction review	<ul style="list-style-type: none">• Cllr Stefan Gawrysiak (OCC)
Item 7	Whitchurch-on-Thames waiting restriction changes - permit holders & waiting restrictions	<ul style="list-style-type: none">• Barry Read• Cllr Jim Donaghue (Chairman Whitchurch-on-Thames Parish Council)• Cllr Diana Smith (Whitchurch-on-Thames Parish Council)• Joanne Fortune
Item 8	East Hanney: Steventon – Proposed Traffic Calming Measures	<ul style="list-style-type: none">• Robin Tucker (Co-Chair, Coalition for Healthy Streets and Active Travel (CoHSAT))
Item 9	Oxford: South Parade – proposed two-way cycling and associated amendments to waiting restrictions	<ul style="list-style-type: none">• John Center• Danny Yee (Oxford Liveable Streets)• Cllr Katherine Miles (Oxford City Council)• Alison Hill (Chair of Cyclox)• Robin Tucker (Co-Chair COHSAT)
Item 10	A4144 Woodstock Road shared use cycle track	<ul style="list-style-type: none">• Danny Yee (Oxford Liveable Streets)• Robin Tucker (Co-Chair, CoHSAT)• Alison Hill (Chair of Cyclox)
Item 11	Enstone: Chapel Lane – proposed on-way traffic restriction	<ul style="list-style-type: none">• Kantharooban Logeswaran - Written Statement
Item 12	Sonning Common: Widmore Lane – proposed zebra crossing	<ul style="list-style-type: none">• Sonning Parish Council – Written Statement

Item 13	Banbury: Proposed 20mph Speed Limits	<ul style="list-style-type: none"> • Robin Tucker (Co-Chair, CoHSAT) • Sian Tohill-Martin • Paul Bonsor (Banbury Active Travel Supporters) • Cllr Kieron Mallon (OCC)
Item 15	Woodstock – Proposed 20mph speed limits and associated speed limit buffers	<ul style="list-style-type: none"> • Cllr Andy Graham (OCC)
Item 17	Banbury: Grimsby and Nethercote – proposed 20mph speed limit	<ul style="list-style-type: none"> • Paul Bonsor (Banbury Active Travel Supporters)

NOTE: The agenda items were discussed in the following order to accommodate the Leader of the Council who Chaired item 9: Items 1-8, 10, 9, 11-17.

4 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 14 December was approved and signed as a correct record by the Chair.

5 CHOLSEY PARKING RESTRICTION REVIEW 2023

(Agenda No. 5)

The report presented responses to the statutory consultation to the proposals to introduce new and amend existing parking measures in Cholsey.

The Chair commented that the proposal had been drawn up with close consultation with Cholsey Parish Council and clearly addressed a specific local issue which officers had looked at in detail.

Officers informed the Chair that the proposal would be kept under review, in consultation with Cholsey Parish Council, and if further measures were required, including public parking, they would be brought forward for discussion.

The Cabinet Member for Transport Management **APPROVED** the following as advertised:

- Remove the existing 'No waiting for 1-hour' (single yellow lines) and replace with new 'No Waiting at Any Time' (double yellow lines) restrictions on parts of Papist Way & Station Road,
- remove the existing 'No waiting for 1-hour' (single yellow lines) and provide unrestricted parking on parts of Station Road, and

- c. introduce new 'No Waiting at Any Time' (double yellow lines) restrictions in parts of Cross Road, Wallingford Road, Rothwells Close, Ilges Lane, Panters Road, Papist Way, Honey Lane, and Station Road

6 HENLEY-ON-THAMES WAITING RESTRICTION REVIEW

(Agenda No. 6)

The report presented responses to the statutory consultation on the proposed parking controls.

The Chair invited the speaker to address the meeting and responded to points raised.

The Chair commented that the review had been a long and collaborative process between the Town Council, local members, and council officers and along with the local County Councillor, wanted to recognise the hard work that officers had put into the scheme.

Officers discussed comments from the consultation relating to Harpsden Road, as well as the Town Council's view that there was a need for resident parking. Officers explained that all schemes were kept under review and further measures would be considered if required.

Officers agreed to review the issue of speeding traffic on the Harpsden Road and the possibility of traffic calming measures.

The Cabinet Member for Transport Management **APPROVED** the introduction of various parking controls in Henley-on-Thames as advertised:

- a. Introduction of No waiting at any time restrictions (double yellow lines) in Mill Lane, Reading Road, The Close, Greys Road, Church Street, Greys Hill, St. Andrews Road, Harpsden Road, Boston Road, Western Avenue, Niagara Road, Wilson Avenue, Vicarage Road and Queen Street.
- b. The introduction of 30 minute limited waiting bays in Hart Street.
- c. The introduction of 20 minute limited waiting bays in Friday Street and Market Place.
- d. The introduction of resident permit holder only bays in Friday Street.
- e. The introduction of a disabled persons only bay in Market Place.
- f. A change from loading only bays to goods vehicle loading only bays in Bell Street.

7 WHITCHURCH-ON-THAMES WAITING RESTRICTION CHANGES - PERMIT HOLDERS & WAITING RESTRICTIONS

(Agenda No. 7)

The report presented responses to the statutory consultation on the proposed parking controls.

The Chair invited the speakers to address the meeting in turn and responded to points raised.

Officers informed the Chair that the proposals had evolved over several years with input from the local community. Some compromises have had to be made and the proposals were a balance between parking and maintaining traffic flow through the high street. The scheme would be kept under review.

The Chair commented that the proposals had been developed following extensive surveys and public engagement by the Parish Council and there had been a good level of response from the statutory consultation. It was a scheme that had a lot of care and thought put into it and was in alignment with the County Council's policies.

The Cabinet Member for the Environment **APPROVED** the introduction of parking controls in Whitchurch-on-Thames with minor amendments to the scheme as follows:

- a. To increase the provision of permit holder bays at the northern end of High Street near to the junction with Hardwick Road, from 18m (3 spaces) to 27m (5 spaces),
- b. to reduce the size of the small permit holder bay south of Manor Road by 5 metres.

8 EAST HANNEY: STEVENTON ROAD - PROPOSED TRAFFIC CALMING MEASURES (Agenda No. 8)

The report presented the responses to the statutory consultation on the proposed traffic calming measures associated with a Linden Homes development being undertaken under a section 278 agreement.

The Chair invited the speaker to address the meeting and responded to points raised.

Officers confirmed that the proposals had been put forward as a result of the adjacent development and that the proposals needed to be reviewed from the Highway Authority's perspective. Any impacts relating to the planning application conditions would be addressed with the District Council.

Although not in the scope of the decision being taken at this meeting, the Chair asked officers to comment on the wider issue of connectivity of the development to the host village. Officers explained that connectivity of the site was considered at the early stages of high-level strategic planning involving input from many different sources.

Officers assured the Chair that the proposed flat-top speed humps would have little effect on additional noise in the area. They were designed to slow traffic down.

Regarding comments on the effect of streetlights on biodiversity, officers explained that the Council's Street Lighting Policy had been developed with consideration for biodiversity and wildlife. Street lighting was only provided where necessary, on a case-by-case basis. If there were considerable concerns from residents or particular glare on properties, if deemed safe, street light shields could be used.

The Chair commented on concerns regarding the change of accessibility of the bus stop, particularly for wheelchair users. Officers were asked to review the concerns to see if any changes were required.

Officers assured the Chair that concerns on local issues highlighted in the consultation would be reviewed.

The Chair commented that the proposal would be kept under review.

The Cabinet Member for Transport Management **APPROVED** the following measures, as advertised:

- a. Raised table calming features (full width flat-top humps) located approx. 20m west of Herman Close, 100m west of Herman Close, and 50m west of Whitfield Gardens, and
- b. Bus Stop 'Clearway' located within the relocated bay on Steventon Road, approx. 90 metres west of its junction with Herman Close.

9 OXFORD: SOUTH PARADE - PROPOSED TWO-WAY CYCLING AND ASSOCIATED AMENDMENTS TO WAITING RESTRICTIONS (Agenda No. 9)

The reported presented responses to the statutory consultation on the proposed two-way cycling and associated amendments to waiting restrictions on South Parade Oxford.

The Chair invited the speakers in turn to address the meeting and responded to points raised.

Officers explained that the proposed replacement of the single yellow line to a double yellow line would make the street more suitable for cycling and help facilitate active travel.

Officers confirmed that despite the currently illegal contraflow cycling, there had been no reported injury collisions involving contraflow cyclists.

The Chair commented that an official cycle lane would have the effect of making drivers more aware of cyclists. The Council wanted to encourage people to walk and cycle as much as possible and to make it part of everyday life. It was important to make areas safe for children walking to school, walking to clubs and so on.

The Chair asked officers to comment on concerns regarding disabled persons parking places. Officers explained that there had not been any additional blue badge parking proposed as part of the scheme, but blue badge holders would be able to continue to park where double yellow lines were to be introduced, in accordance with the nation provisions to park on 'no waiting at any time' restrictions.

The Leader of the Council would approve the proposal with the proviso that officers consulted with North Wall Trust, as set out in paragraph 29 of the report and that

officers would ensure that there was proper signage and necessary safety islands on the west end of the street.

The Leader of the Council **APPROVED** the following as advertised:

- a. permitting two-way cycling on the full length of South Parade,
- b. replacing all current lengths of single yellow line waiting restriction on the north side of South Parade (Monday to Fridays 8am to 4pm) to 'No Waiting at Any Time' (double yellow lines).

10 A4144 WOODSTOCK ROAD SHARED USE CYCLE TRACK
(Agenda No. 10)

The report presented responses to the statutory consultation on the proposals to convert the footway on the east side of the A4144 Woodstock Road between the A40 Wolvercote Roundabout and Blandford Avenue to a shared-use footway and cycle track.

The Chair invited the speakers in turn to address the meeting and responded to points raised.

The Chair thanked the speakers for their detailed analysis of the proposals.

The Chair spoke about the proposal within the larger context of future improvements for the area.

Officers explained that the proposal would address a current gap in the provision for cyclists on the east side of the Woodstock Road between the A40 Wolvercote roundabout and the Blandford Avenue junction. The proposal was a compromise for cyclist and pedestrian users.

The white line was an effective way of alerting users to the fact that there would be cyclists using the track.

Officers agreed with the speakers that input from active travel groups would be helpful.

The Chair would approve the proposal with the proviso that officers would hold a stakeholder meeting with the organisations that had responded to the consultation.

The Cabinet Member for Transport Management **APPROVED** the conversion of the footway on the east side of the A4144 Woodstock Road between the A40 Wolvercote Roundabout and Blandford Avenue, to shared-use footway & cycle track as advertised.

11 ENSTONE: CHAPEL LANE - PROPOSED ONE-WAY TRAFFIC RESTRICTION
(Agenda No. 11)

The report presented responses to the statutory consultation on the proposed one-way traffic restriction in Chapel Lane, Enstone.

The Chair read out a written submission.

The Chair asked officers to make contact with the author of the written submission to discuss concerns about the proposal.

The Cabinet Member for Transport Management **APPROVED** the proposed One-Way traffic restriction in the southern section of Chapel Lane, as advertised.

12 SONNING COMMON: WIDMORE LANE - PROPOSED ZEBRA CROSSING
(Agenda No. 12)

The report presented responses to the statutory consultation on the proposed zebra crossing on Widmore Lane, Sonning Common.

The Chair read out a written submission from Sonning Common Parish Council.

Officers confirmed that the proposal was part of a planning condition for a new residential development to facilitate the safe movement of pedestrians in the area. The position of the crossing was deemed the best solution within existing land constraints.

The Cabinet Member for Transport Management is **APPROVED** the construction of a zebra crossing on Widmore Lane in Sonning Common, as advertised.

13 BANBURY: PROPOSED 20 MPH SPEED LIMITS
(Agenda No. 13)

The report presented responses to the statutory consultation on the proposed introduction of 20mph speed limits in Banbury.

The Chair invited the speakers in turn to address the meeting and responded to the points raised.

The Chair read out a letter received from the Local Member of Parliament (MP) (Banbury).

The Chair thanked the local MP, speakers and all those who had responded to the consultation.

The Chair commented that it was of concern that the proposed scheme did not have the active support of local members and the Town Council.

The Chair asked officers to comment on the engagement with local members and the Town Council. Officers explained that the Town Council had raised concerns after the consultation had gone out and requested an additional nine roads to remain at a 30mph speed limit. These roads were compliant with the Council's 20mph policy. Much of the scheme had the support of the stakeholders but these particular nine roads were causing concern, and it was difficult to balance the needs of all the road users.

The Chair asked officers to comment on the 20mph speed limit changes proposed for the nine roads of concern. Officers said that factors leading to the recommendation included consideration of what was in the area: schools, hospitals, residential areas etc. Regarding the existing limits on Windsor Street from Morrisons to the canal, officers said that the speed limits could be reviewed by the team.

In response to comments received from the statutory consultation, the Chair said that the Council did not have a blanket approach for a 20mph speed limit zone and officers took time and care to work out exactly where their recommendations fit with policy. The budget decision for the 20mph speed limit schemes had gone through due budget setting process. The budget was based on justification for the policy, which was road safety. There was a significant amount of evidence that 20mph speed limits improved road safety.

The Chair commented that he fully supported the objectives of the policy but would like to proceed with full support of elected members, which the proposal did not have. The Chair asked officers to note the concerns of elected members and responses from the consultation and review specific points that had been raised. The Chair asked for the proposal to be brought back to Committee as soon as possible.

The Cabinet Member for Transport Management **DEFERRED** the introduction of 20mph speed limits in Banbury as advertised.

14 SUTTON COURTENAY: PROPOSED 20 MPH SPEED LIMITS (Agenda No. 14)

The report presented responses to the statutory consultation on the proposed introduction of 20mph speed limits in Sutton Courtenay.

The Chair welcomed the commitment from the bus company to support the proposed reduction in speed limit.

The Chair commented that the Council's traffic filter scheme would be implemented in 2024 which was predicted to considerably improve flow for buses.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Sutton Courtenay as advertised.

15 WOODSTOCK - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS (Agenda No. 15)

The report presented responses to the statutory consultation on the proposed introduction of 20mph speed limits in Woodstock.

The Chair invited the speaker to address the meeting and responded to points raised.

Regarding the question raised by the local County Councillor, officers assured the Chair that safety measures approved by the Town Council would be implemented at

the same time as the proposed 20 mph speed limits if it was possible. Officers would respond directly to the local County Councillor when this had been reviewed.

Officers commented that the proposal would be kept under review.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Woodstock as advertised.

16 NORTH WEST DEVELOPMENT (RADLEY) PROPOSED 20MPH SPEED LIMIT (1720)
(Agenda No. 16)

The report presented responses to the statutory consultation on the proposed introduction of 20mph speed limits on the new roads within the 'Northwest Radley' residential development.

The Chair commented that the proposal was consistent with the Council's policy.

The Cabinet Member for Transport Management **APPROVED** the proposed 20mph speed limit, as advertised.

17 BANBURY: GRIMSBURY AND NETHERCOTE - PROPOSED 20MPH SPEED LIMIT
(Agenda No. 17)

The report presented responses to the statutory consultation on the proposed introduction of a 20mph speed limit on Blacklocks Hill in Nethercote.

The proposal for a 20mph speed limit throughout the Grimsbury area in Banbury had been superseded by larger Banbury-wide proposals for lower limits within the town and therefore a decision had not been sought for this proposal.

The Chair read out a written statement from the registered speaker who had to leave the meeting early.

The Chair asked officers to monitor compliance at the no entry restriction at the top end of the village to ascertain whether further measures would be required.

The Cabinet Member for the Transport Management **APPROVED** the new 20mph speed limit on Blacklocks Hill in Nethercote as advertised and did not make a decision on the proposed 20mph speed limit throughout the Grimsbury area in Banbury.

..... in the Chair

Date of signing 2024

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Divisions affected: *Isis*

CABINET MEMBER FOR TRANSPORT MANAGEMENT 22 FEBRUARY 2024

OXFORD: SOUTH OXFORD EXTENSION PARKING ZONE – PROPOSED AMENDMENTS TO WAITING RESTRICTIONS AND HOURS OF OPERATION

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the following as advertised:
 - a) Change of times of operation to '8am to 8pm Monday to Saturday (two hours waiting - no return in two hours for non-permit holders)' on: Bertie Place, Canning Crescent, Chatham Road, Fox Crescent, John Towle Close, Lincoln Road, Monmouth Road, Norreys Avenue, Northampton Road, Oswestry Road, Peel Place, Sunningwell Road, Weirs Lane, and Wytham Street,
 - b) Change of times of operation to '8am to 8pm Monday to Sunday (one hour waiting - no return in one hour for non-permit holders)' on: Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road.
 - c) Introduction of new 'No Waiting at Any Time' (double yellow lines) restrictions on: Abingdon Road, Bertie Place, Canning Crescent: Chatham Road, Fox Crescent, Green Place, Lake Street, Northampton Road, Stewart Street, Vicarage Lane, Vicarage Road, Weirs Lane, and Wytham Street:

Executive summary

2. Following the implementation of a Controlled Parking Zone in South Oxford (ext.) in January 2022, as part of the planned monitoring of the operation of the scheme, officers have worked with the local member to consult on localised amendments to address the issues raised by local residents.
3. This report presents responses received to a statutory consultation on proposals to amend the times of operation from 8am-6.30pm Monday to Saturday (Two hours no return within two hours for non-permit holders to: 8am – 8pm Monday to Saturday in Bertie Place, Canning Crescent, Chatham Road, Fox Crescent, John Towle Close, Lincoln Road, Monmouth Road, Norreys Avenue, Northampton Road, Oswestry Road, Peel Place, Sunningwell Road,

Weirs Lane, and Wytham Street and to 8am-8pm Monday to Sunday (one hour no return within one hour for non-permit holders) in Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road. And to introduce and amend no waiting at any time restrictions on parts of Abingdon Road, Bertie Place, Canning Crescent, Chatham Road, Fox Crescent, Green Place, Lake Street, Northampton Road, Stewart Street, Vicarage Lane, Vicarage Road Weirs Lane and Wytham Street as shown in **Annexes 1 to 3**.

4. In addition to the changes proposed for the South Oxford parking zone, officers have worked with local members to bring forward proposals to replace single yellow line restrictions (peak times) to double yellow lines (no waiting at any time) along the whole route of the Abingdon Road. The primary objective is to reduce obstructions to cyclists along this route and to improve journey times for buses.

Financial Implications

5. Funding for consultation on the proposals has been provided from the County Council's Capital Programme and from developer contributions.

Equality and Inclusion Implications

6. No implications in respect of equalities or inclusion have been identified in respect of the proposals.
7. Whilst 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 permit.
8. 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.

Sustainability Implications

9. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes.

Formal Consultation

10. A formal consultation was carried out between 04 January and 02 February 2024. 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, local City Cllr's, and the local County Councillor representing the Isis division.

11. A letter was also sent directly to approx. 1,500 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.

12. 79 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

a. Hours of operation:

Proposal	Object	Partially support	Support	No objection	Total
Southern* section hours of operation	36 (46%)	10 (13%)	14 (18%)	19 (24%)	79
Northern** section hours of operation	31 (39%)	7 (9%)	24 (30%)	17 (22%)	79

* Bertie Place, Canning Crescent, Chatham Road, Fox Crescent, John Towle Close, Lincoln Road, Monmouth Road, Norreys Avenue, Northampton Road, Oswestry Road, Peel Place, Sunningwell Road, Weirs Lane, and Wytham Street

** Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road

b. Double yellow lines:

Proposal	Object	Partially support	Support	No objection	Total
Abingdon Road	23 (29%)	4 (5%)	40 (51%)	12	79
Bertie Place	20 (25%)	4 (5%)	15 (19%)	40	79
Canning Crescent	22 (28%)	3 (4%)	14 (18%)	40	79
Chatham Road	22 (28%)	3 (4%)	14 (18%)	40	79
Fox Crescent	22 (28%)	3 (4%)	14 (18%)	40	79
Green Place	24 (30%)	4 (5%)	18 (23%)	33	79
Lake Street	26 (33%)	9 (11%)	22 (28%)	22	79
Northampton Road	23 (29%)	5 (6%)	15 (19%)	36	79
Stewart Street	25 (32%)	5 (6%)	18 (23%)	31	79

Vicarage Lane	29 (37%)	4 (5%)	19 (24%)	27	79
Vicarage Road	26 (33%)	6 (8%)	20 (25%)	27	79
Weirs Lane	18 (23%)	5 (6%)	18 (23%)	38	79
Wytham Street	24 (30%)	4 (5%)	17 (22%)	34	79

13. Additionally, a further 20 emails were received, comprising of ten objections, three in support (including one from local bus operator), six partially supporting, and one non-objection from Thames Valley Police.

14. The responses are shown at **Annex 4** and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

15. Thames Valley Police expressed no objections to the proposed amendments.

16. During the early summer (June – July) of 2023 the local member, Councillor Baines and his City Council Ward colleagues undertook an informal consultation with the residents of the South Oxford (ext.) CPZ. The informal consultation generated 175 responses and these responses formed a package of changes put forward as part of this formal consultation. The questions put to residents and the results of the informal consultation are detailed below;

- *Residents were asked whether they wanted the current Controlled Parking Zone restrictions be extended to include Sundays - 105 responded No and 61 responded Yes. For the Lake Street and Vicarage Road area, 30 respondents in this area said Yes and 28 No.*
- *Residents were asked whether they wanted the hours of the current Controlled Parking Zone be changed? They were offered three options of the status quo, 8am - 8pm or 24hr. 112 responded that they were happy with the existing timings. 55 responded supporting an amendment.*
- *After residents expressing concern about the levels of non-resident parking in the Lake Street and Vicarage Road area (Green Street, Gordon Street, Lake Street, Summerfield, Steward Street, Vicarage Road and Vicarage Lane) from visitors to the pool, park and community centre, residents were asked whether non-permit holder parking be restricted to just one hour during the operation hours of the CPZ in these streets? Residents in the Lake Street and Vicarage Road areas were marginally in favour (32-28) of reducing the non-permit holder parking times during restricted hours to just one hour rather than two.*
- *The requests for new double yellow lines were varied. Most of these identified small variations to improve road safety around cycle and pedestrian routes, as well as the pre-existing safety concerns about the lack of lines on the North-side of Vicarage Road.*

17. The County Councillor was approached for his views and comments based on the responses received during the public consultation however Councillor Baines did not respond in time for inclusion in this report. The Councillor has previously expressed his support for bringing forward the advertised changes, following the informal consultation that he undertook.
18. Concerns were also raised in respect to the proposed additional double yellow lines restrictions in the controlled zone, and their potential impact on parking availability for residents & their visitors. The proposed addition of double yellow lines continues the theme of the existing restrictions already in the area and provides protection in terms of visibility and safety to both motorists and pedestrians. The impact of introducing further restrictions on parking has been carefully considered as part of the scheme design. The lengths of new restrictions have been kept to the minimum, where possible, to ensure a balance is maintained between promoting safer passage but allowing amenity parking to be retained.
19. Additional concerns were raised about the changes to restrictions on the Abingdon Road and the impacts on local businesses, their customers and residents who live on the road. In response, these proposals are supported by bus operators and the restrictions will bring benefits to cyclists using the route who are currently affected by cars parking in cycle lanes and on the footway. Users will still be able to park in side roads for short periods of time without a permit and without restriction.
20. Queries were also raised about the area being subject to adequate enforcement. Enforcement concerns are noted, and residents will be encouraged to report vehicles contravening the restrictions. Noting the concerns raised about enforcement of the existing and proposed restrictions, the South Oxford CPZ sees levels of enforcement similar to that of other existing areas, with patrols at least twice daily and extra resource when required.
21. In terms of the concerns raised relating to the picking up and dropping of individual or items, whilst double yellow lines indicate that waiting is restricted 'at any time' the Traffic Regulation Orders (TRO) supporting the waiting restrictions contain certain exemptions, including that of setting down and picking up passengers and loading/unloading. Whilst there is no defined allowance on time permitted to carry out these activities, in general, these activities should only take a few minutes and if seen to be taking place by a Civil Enforcement Officer (CEO) then this would be for as long as it takes. This however does not apply if a loading/unloading ban (yellow kerb markings) is in place.
22. It should be noted that as part of the statutory consultation, the County Council wrote to approx. 1,500 properties within the zone asking for their views on the proposed changes. Following the closure of the consultation period, the County Council only received a total of 99 responses, giving a response rate of only 0.6%. As is common with Traffic Regulation Order consultations, these tend to

generate more objective feedback than confirmation of support, with those who have no view or are supportive not generally providing a response.




Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1-3: Consultation plans Annex 3: Consultation responses
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Contact Officers:	Vicki Neville (Senior Officer – TRO & Schemes) James Whiting (Team Leader – TRO & Schemes)
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February 2024





ANNEX 1

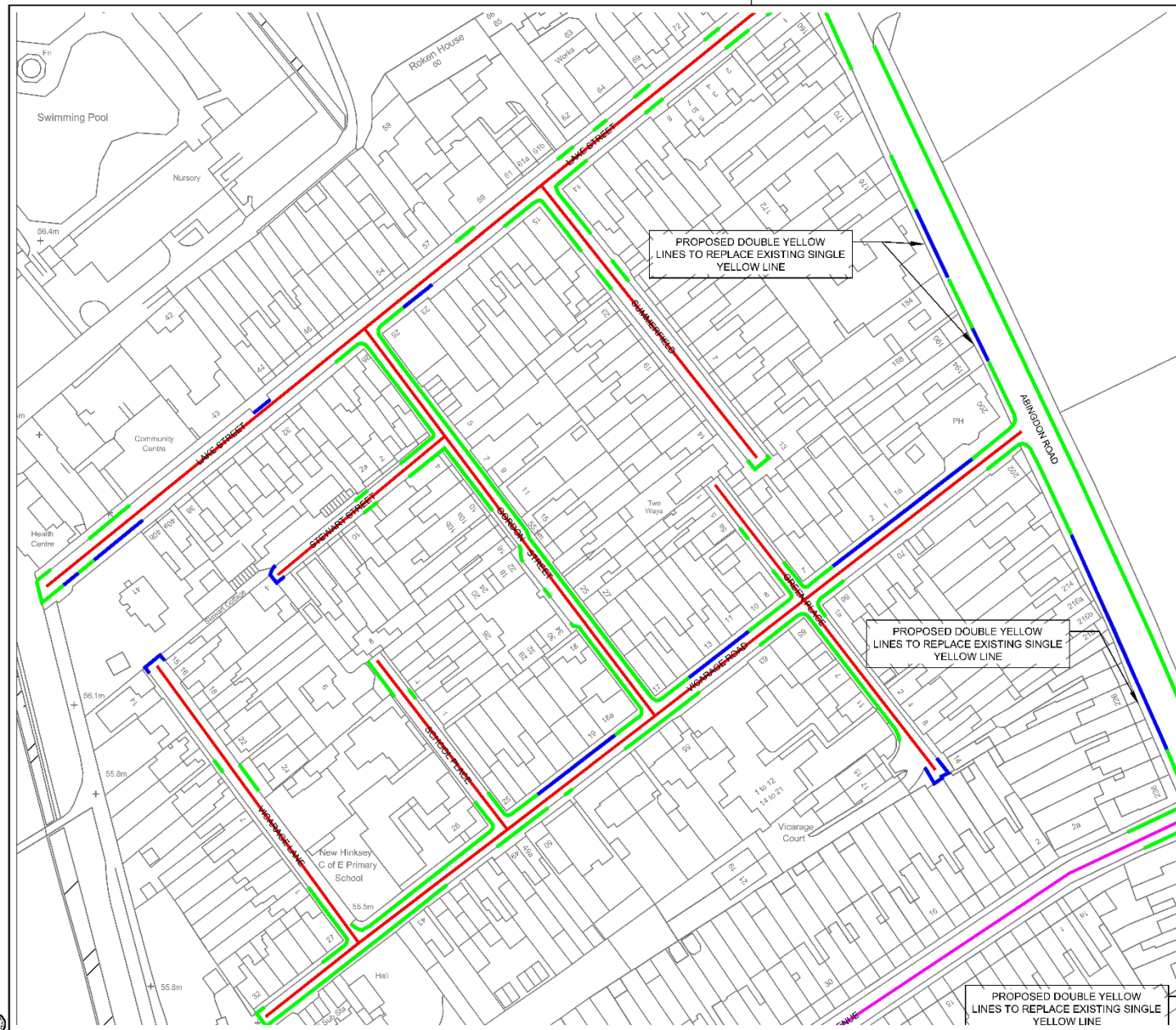
Drawing No.		PRD/2023/003		v.1	
KEY					
 EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES) TO REMAIN					
 PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES)					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED 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)					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL <small>Owen Jenkins Director for Infrastructure & Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01865 310 1111</small>					
Project title SOUTH OXFORD (EXT) 'SC' PROPOSED WAITING RESTRICTIONS					
Drawing title PROPOSED WAITING RESTRICTIONS ABINGDON ROAD OXFORD					
Drawing Status					
Scale @ A3 1:1000	Drawn by VN	Checked by JW	Approved by JW	Date drawn Nov 2023	
Oxfordshire Project No. & File Ref					
Drawing No.		PRD/2023/003		Revision v1	

P14: Improvement Schemes/Traffic and Road Safety/Projects/A - Oxford CPZ 4 South Oxford (EXT)/SNAGGING/PROPOSED AMENDMENTS 2023/South Oxford CPZ amendments.rwg







ANNEX 2

Drawing No.		CPZ/SO/2023/001		v.c.	
KEY					
 EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES) TO REMAIN					
 PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES)					
 PROPOSED CHANGE OF OPERATIONAL HOURS FROM MONDAY - SATURDAY 8AM-6.30PM PERMIT HOLDERS OR 2 HOURS NO RETURN WITHIN 2 HOURS NON-PERMIT HOLDERS TO 8AM-8PM (MONDAY - SUNDAY) PERMIT HOLDERS OR 1 HOUR NO RETURN WITHIN 1 HOUR NON - PERMIT HOLDERS					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDOUS RISKS A FORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT 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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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL Paul Farmer Deputy for Highways & Operations E: p.farmer@oxcc.gov.uk Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01865 310 1111					
Project title SOUTH OXFORD (EXT) 'SO' PROPOSED CPZ AMENDMENTS					
Drawing title PROPOSED WAITING RESTRICTIONS & OPERATIONAL CHANGES LAKE STREET/VICARAGE ROAD AREA					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:1000	VN	JW	JW		
Date drawn	Date checked	Date approved			
Nov 2023					
Oxfordshire Project No. & File Ref					
Drawing No.					
CPZ/SO/2023/001				Revision	v2





ANNEX 3

Drawing No.		CPZ/SO/2023/002		v.c.	
KEY					
 EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES) TO REMAIN					
 PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES)					
 PROPOSED CHANGE OF OPERATIONAL HOURS FROM MONDAY - SATURDAY 8AM-6.30PM TO MONDAY - SATURDAY 8AM-8PM					
2 HOURS NO RETURN WITHIN 2 HOURS NON-PERMIT HOLDERS TO REMAIN (MONDAY - SATURDAY 8AM-8PM)					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDOUS RISKS A GRADUALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:					
CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)					
USE (ENTER 'NONE' IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision		Drawn	Checked/Approved
 OXFORDSHIRE COUNTY COUNCIL Owen Jenkins Director for Infrastructure & Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01865 310 1111					
Project title					
SOUTH OXFORD (EXT) 'SO' PROPOSED CPZ AMENDMENTS					
Drawing title					
PROPOSED WAITING RESTRICTIONS & OPERATIONAL HOURS CHANGE SOUTH OXFORD (ext.)					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
NTS	VN	JW	JW		
Date drawn	Date checked	Date approved			
Nov 2023					
Oxfordshire Project No. & File Ref					
Drawing No.				Revision	
CPZ/SO/2023/002				v2	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Managing Director, (Go Ahead bus operator)	<p>Support – For some time we have highlighted the section between Vicarage Road and Lake Street in particular as one where parked vehicles on the western side of the road cause significant and unnecessary delays to buses.</p> <p>Abingdon Road is a key corridor for buses to and from Abingdon, Didcot and significant employment sites such as Milton Park, and also connects the busiest Park & Ride site of the Oxford Park & Ride system at Redbridge to the city centre. It is essential that buses can make progress along this corridor. At the present time, with the Botley Road having been closed for major rail related works, buses on the Abingdon Road are on average some 17% slower than they were in 2019 and these proposals should help to ameliorate this concerning trend.</p> <p>Oxford Bus Company and Thames Travel would also highlight the need for a suitable uplift in on the ground enforcement resources to police the proposed extended lengths of parking restrictions proposed in this area. Restrictions that are not enforced effectively tend to lose effectiveness over time and therefore it is important that the council prioritises resources effectively to ensure the proposed new measures achieve the desired outcomes.</p>
(3) Local City Cllr, (Oxford)	<p>Change of hours (Southern part) – Support</p> <p>Supporting as residents have called for this.</p> <p>Change of hours (Northern part) – Support</p> <p>Supporting as residents have called for this</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support</p>

	<p> Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support </p> <p>Abingdon Road especially, these extra DYs are very welcome for freer bus and cycle movements.</p>
<p>(4) As part of a group/organisation, (Oxford, Cyclo)</p>	<p>Change of hours (Southern part) – Support</p> <p>We support this change as it will discourage people using the streets as a place to park their cars free of charge for an evening out in the city centre.</p> <p>Change of hours (Northern part) – Support</p> <p>We support this change as it will discourage people using the streets as a place to park their cars free of charge for an evening out in the city centre.</p> <p> Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support </p>

	<p>Wytham Street – Support</p> <p>Preventing car drivers from parking in these streets makes it safer for people cycling and walking. Visibility improves and it frees up the pavements for pedestrians as many cars park on the pavements.</p>
(5) As part of a group/organisation, (Oxford, Sunningwell Road)	<p>Change of hours (Southern part) – Partially support</p> <p>I am very concerned that there is no proposal to reinstate the one hour parking places outside the Lake Street Surgery. The surgery currently only has only 1 place for patients and that's only if they are a blue badge holder. Although I am a local resident, I have on a number of occasions had to drive to the surgery taking family members who were too unwell to walk. We are part of a group practice and so patients coming from East Oxford and with no direct bus route, are even more likely to need to drive. Currently, there is nothing to stop local residents from Lake Street or nearby occupying all the car parking spaces near the surgery and this has happened since the CPZ has been instigated. I hope this can be changed. I am a member of the Patient Participation Group.</p> <p>Change of hours (Northern part) – Support</p> <p>I think it makes sense to extend this to the North part of the zone but not to the south, where the pressure on parking is not sufficient to justify it.</p> <p>Lake Street – Object</p> <p>The extension of the double yellow lines in Lake Street opposite the surgery may make it harder for patients to park if coming to the surgery. This is a problem that really needs to be solved by creating specific spaces for the surgery as they were before the CPZ was introduced.</p>
(6) Local resident, (Oxford)	<p>Change of hours (Southern part) – Object</p> <p>This just makes it much more difficult for friends and family to visit local residents and there is not a huge amount of benefit. What cars are going to park there 6-8pm on a weekday to go into town only? I'd imagine not many so it punishes more than it helps</p>

	<p>Change of hours (Northern part) – No objection</p> <p>Narrower roads make this more understand less if this has been an issue. However, thoughts from the previous question still apply</p> <p>How are people who live in the properties on these roads going to move in out etc?</p>
(7) Local resident, (Oxford)	<p>Change of hours (Southern part) – Partially support</p> <p>Change of hours (Northern part) – Partially support</p> <p>Abingdon Road – Object Bertie Place – Partially support Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Partially support Lake Street – Partially support Northampton Road – Partially support Stewart Street – Partially support Vicarage Lane – Partially support Vicarage Road – Partially support Weirs Lane – Support Wytham Street – Partially support</p> <p>Abingdon road: people need to be able to get to the pharmacy to pick up medications so dome parking outside the pharmacy is needed for 15 mins</p>
(8) Local resident, (Oxford)	<p>Change of hours (Southern part) – Object</p> <p>It seems to resolve no problems to me, but does create issues with for example visitors and guests to local residents, limiting that to 2 hours for most of the day.</p>

	<p>Change of hours (Northern part) – Object</p> <p>This is absolutely horrendous for visitors and guests, and totally unworkable.</p> <p>Abingdon Road – Object Bertie Place – Partially support Canning Crescent – Partially support Chatham Road – Partially support Fox Crescent – Partially support Green Place – Partially support Lake Street – Partially support Northampton Road – Partially support Stewart Street – Partially support Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Partially support Wytham Street – Object</p> <p>It is completely unclear what areas are meant, making it impossible to comment on.</p>
(9) Local resident, (Oxford)	<p>Partially support – I would be grateful if you could confirm that double yellow lines are planned for the entire western side of Abingdon Road. If not, I would like you to consider it. As a cyclist I have had several near-misses and have witnessed just as many as a result of cars parked on the side of the road, often in the cycle lane. If the council is serious about making the streets safe for cyclists it should be high on the priority list and an easy win.</p> <p>Related to this point, the fact that the cycle lanes stop and start make it quite difficult for all road users to understand who has priority and how cyclists should overtake slow moving traffic. At points where there are no cycle lanes it becomes quite dangerous for cyclists to pass cars on the lefthand side (inside lane). At these points, if it's safe to do so, some cycles overtake on the right (outside lane). Meanwhile, other cyclists maintain their line on the inside lane, which results sometimes in two cyclists overtaking one car.</p> <p>The cycle markings on the road give the impression that motorists should give priority to cyclists, but there is nothing to confirm or make it clear.</p>

	<p>With the amount of traffic using the Abingdon Road, is there a neccessity to have the islands in the middle of the road? Would it be safer to remove the islands and introduce continuous cycle lanes down both sides of the road?</p>
(10) Local resident, (Oxford)	<p>Partially support – I am in favour of the changes propose in the letter dated 21 December 2023.</p> <p>However the additional no waiting at any time on Abingdon Road risk being as ineffective as the present provisions - particularly outside the pub, shops & cafe between Lake St & Vicarage Road. These are flouted every day, blocking the cycle lane and forcing cyclists out into the middle of the carriageway, while also blocking the pavement. The vehicle users are rude to pedestrians when we complain about opening vehicle doors without checking for our legitimate presence. The commercial premises especially the pub respond to complaints with the false reply that this is only short term delivery use - they know very well that many of their customers are parked in the pavement and across the bike lanes. IT has restarted immediately that the floods have receded and traffic is back using the road. Can we have some targeted visits from traffic wardens? Every day for a week would get the message through that it is not worth taking the risk!</p>
(11) Local resident, (Oxford)	<p>Object – I supported the residents parking scheme for the roads further down from Hinksey Park (Lake St onwards) and was prepared to pay in order for us to actually be able to park. The new proposal reduces the space in which we can park which then puts us back at square one, but we would be paying for parking when there won't be space to park.</p> <p>There is a lack of monitoring as I know there has been a car in Green Place with a visitors permit in it which hasn't been "scratched" with the time and date. The double yellow lines are used by those who are visiting the pub.</p> <p>New double yellow lines have been proposed on the Abingdon road, taking away the parking, outside of rush hour times, which is vital for when people have filled all the spaces along the side streets with residents parking. We would have no back up place to park. We also would not be able to park outside our house to load/unload, drop off elderly parents, nor would work men have anywhere to leave their vehicles. (They are vulnerable to thefts as they are full of tools and equipment, which they need but also need to store while they are in residents properties.) Previously plumbers/electricians have been given parking tickets even when they are working on site.</p> <p>In the proposal information, it said that parking was available on both sides of Vicarage road which is nonsense and shows that whoever is coming up with these ideas does not actually know the area in which they are making</p>

proposals/ decisions. If people began parking on both sides of Vicarage road one of two things would happen: cars would need to park partly on the pavement or no other vehicle would be able to fit through.

1. We need as much space as possible in which to park and extending the double yellow line allocation is going to cause problems.
2. Removing the parking on the Abingdon road itself is going to cause problems for residents on the Abingdon road.

Do the council think it is for the safety of the cyclists that they want to remove the parking on the Abingdon Road? This would be nonsense as the council made my commute to work on my bicycle significantly more dangerous 3 years ago when they introduced intermittent cycle lanes on the southbound side of the Abingdon Road. There are stretches of the road where there are no cycle lanes and in these stretches cars "hug" the kerb as there is not enough room. My option is either to overtake them when they are in a long queue (dodging oncoming traffic) or I have to go on the pavement to get around them. Coaches and buses hug the kerb even when there is a cycle lane. A coach driver told me that he has every right to be in the cycle lane as it is a dashed line and not a solid line. Why did the council remove the old cycle lanes which were fit for purpose and replace them with intermittent totally ineffective stretches? How is that improving bicycle safety? Cars mostly ignore the cycle lanes in rush hour as they don't see them.

I also read in the most recent "Hinksey Park Labour News" that "New data has revealed that traffic on the Abingdon Road has increased by up to 18% in 2023." How narrow sighted are the people who write and observe these things? It is no surprise to anyone, surely, as the Botley road has been closed for 8 of those months! Where did the council think the cars were going to go instead? They come down the Abingdon road! Once the Botley road is opened again the traffic on the Abingdon road will be reduced. Are the council going to take credit for that and say that their new "schemes" have reduced traffic?!?!

The Abingdon road was flooded by the Tesco Express and was then closed for several days. It was initially kept open as it is a main arterial road into Oxford and vital for the access people need into Oxford. However the council is proposing to bring in a traffic filter in 2024 which in effect would close the Abingdon road in the long term, in the same way that the Botley road has been closed. The traffic problems and impact on local trade is significant. I suppose the council should have had no qualms about closing the Abingdon road on the Friday of the floods but clearly they did as it wasn't closed until rush hour on the Friday. WHY? Because the Abingdon road is a main arterial road!

Access to the Westgate shopping centre after the traffic filters are in place is going to be significantly reduced. Why did the council even allow the underground parking to be built when they are not going to give cars access to it? This is going to have a knock on effect onto businesses.

	<p>Traffic filters are not going to reduce traffic or pollution, instead the traffic and pollution will be greater (because people's journeys will be longer) but just around the ring road rather than in the city centre. Moving traffic to the ring road doesn't remove cars from the roads, nor reduce pollution.</p> <p>I am not convinced that councillors think any of their decisions through. They might have one aim but they then cause a damaging ripple effect on things that do actually work. So much money is wasted on trying to improve the traffic, only for the "improvements" to have no effect whatsoever on the traffic.</p> <p>Please: do not remove the parking on the Abingdon road and please do not bring in the traffic filter proposals.</p>
(12) Local resident, (Oxford)	<p>Support – This is just to say that I support the planned change to the parking restrictions envisaged in the above referenced letter. I think it makes a lot of sense.</p>
(13) Local resident, (Oxford)	<p>Partially support – I am broadly supportive of the proposals to increase restrictions, but wish to make two comments in response to the proposals:</p> <p>1. My experience is that the current restrictions are not pro-actively enforced and there rarely seem to be patrols checking and ticketing vehicles. Infringement notices only seem to be issued when we submit a report that a vehicle is illegally parked, and even then these are often not acted upon; particularly where it's a vehicle without a permit which has overstayed the 2-hour limit (which presumably is harder for the wardens to verify without making two trips). There have been cars parked in the streets near me for days which do not have a resident's permit nor are displaying a visitor's permit, but they are not monitored by the wardens and don't get ticketed. There are also clearly a number of vehicles whose owners live or regularly stay in the area but who have chosen not to get a permit because they know they won't get ticketed without one. There will be no improvement to the changes you may if the pro-active enforcement doesn't improve. It would be a great help if you could increase patrols in the area.</p> <p>2. I have real concerns about the effect of the plan to introduce double yellow lines along all of the Abingdon Road. Visitors to AkiPort café and The Berkshire Pub park on the single yellow lines all the time, which means they are not taking up residents' spaces in Lake Street, Vicarage Lane, Green Place. However, if double yellow lines are introduced, all these vehicles will be forced to park in the surrounding streets; taking up the already insufficient residents' spaces available. Please reconsider this decision, as it will have a significant impact on the ability of residents to park, particularly in the evenings and at weekends when the café and pub are busy, and spaces are already full.</p>

<p>(14) Local resident, (Oxford)</p>	<p>Object – Can you please take in consideration of local businesses on Abingdon road and lake street Abingdon road its a very wide road that can be 2 cars on movement and 1 parked the bikes can legal use the middle of the road to cycle</p> <p>4 business in risk to loose trade Pharmacy 190 Coffee shop 192 Corner shop 194 Pub 200 Abingdon road</p> <p>Please not all this business have bills to pay including taxes and covid and floods few weeks ago was enough to get life struggled for all of us so don't let this double yellow lines killing business we all have families to get food home</p>
<p>(15) Local resident, (Oxford, Abingdon Road)</p>	<p>Change of hours (Southern part) – Object</p> <p>I will not be able to park outside my house on Abingdon road to pick up my 89 year old mother, to drop off my shopping g or park in a Sunday to wash my car and other domestic tasks. Many residents park outside there houses after work and before 7.30. That's will now complete fire side road parking overnight - this is already siuover competitive and full</p> <p>Change of hours (Northern part) – No objection</p> <p>Abingdon Road – Object</p>
<p>(16) Local resident, (Oxford, Abingdon Road)</p>	<p>Change of hours (Southern part) – Support</p> <p>It is still hard to find parking available in the roads around where I live.</p> <p>Change of hours (Northern part) – Support</p> <p>Make parking spaces available to residents.</p>

	<p> Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object </p> <p> I live in the Abingdon road and rely on being able to park outside/near my house for early morning starts and safety getting to my car. I rely on being able to park outside/near for loading and unloading. Taking away the parking makes life very difficult indeed. Only someone who has parking outside their own house themselves or has off street parking themselves, would come up with the more stupid idea of taking away the single yellow lines. Whoever has this idea does not understand the difficulties in accessing to load and unload. If this is being done because of cyclists along the Abingdon road, I can say as I cyclist myself, the main problem is the removal of the bicycle lanes along the east side of the Abingdon road. Whoever came up with this stupid idea is not a cyclist or has not ridden along the Abingdon road heading south during rush hour. </p>
(17) Local resident, (Oxford, Abingdon Road)	<p> Change of hours (Southern part) – Support </p> <p> Please note that your document states that there is parking on both sides of Vicarage Road in "schedule 5" but there is not room for parking on both sides of the Vicarage road. If people parked on both sides there would be no room for vehicles to pass. Has anyone from the County Council actually been down to look at these road? Or do you want us to park on both sides of the road using the pavement to park on? </p> <p> Change of hours (Northern part) – Support </p>

	<p>Just in case you didn't read this before: Please note that your document states that there is parking on both sides of Vicarage Road in "schedule 5" but there is not room for parking on both sides of the Vicarage road. If people parked on both sides there would be no room for vehicles to pass. Has anyone from the County Council actually been down to look at these road? Or do you want us to park on both sides of the road using the pavement to park on?</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>Reducing the space available for parking will make it even more difficult for residents to find somewhere to park. Increasing double yellow lines leaves less space to park in. Please take a moment to think about where you park your car, and then imagine that space is taken away. How would you feel? Having to park a long way from one's house makes women feel less safe, or maybe you don't think we should be getting home in the dark or leaving home in the dark. This is practically impossible in the winter. Maybe you don't think women should be able to go out at all. Please consider the effect of reducing our options of parking as near as possible to our houses.</p>
(18) Local resident, (Oxford, Abingdon Road)	<p>Change of hours (Southern part) – No objection</p> <p>This seems reasonable for non-permit holders.</p> <p>Change of hours (Northern part) – No objection</p> <p>This seems reasonable for permit-holders.</p>

	<p>Abingdon Road – Object</p> <p>I am resident on Abingdon Road, having moved to the address in October 2023. Without the ability to pull up outside the house, moving in would have been nigh-on impossible. This is the case also for brief periods of essential loading - for example, when receiving deliveries.</p> <p>In addition, we routinely have visits from elderly parents who live in other cities. This short stretch of single yellow (restricted hours stopping/waiting) is of huge benefit in allowing them access for short visits without the stress of trying to find one of the very limited spaces in nearby side streets, followed by the difficult walk along a very busy road. I can see no convincing reason for the current permissions to be changed.</p>
(19) Local resident, (Oxford, Abingdon Road)	<p>Change of hours (Southern part) – No objection</p> <p>No objection</p> <p>Change of hours (Northern part) – No objection</p> <p>No objection</p> <p>Abingdon Road – Object</p> <p>I work from home and often have to load and unload heavy parcels from my address on Abingdon Road, I would not be able to carry my parcels to my car if I could not pull up outside of my house as I have back problems. This change of parking would seriously affect my ability to carry on working / making a living.</p> <p>We also have elderly and disabled relatives that visit in the times they can park outside the house as they have limited movement, this change of single to double yellows would make life extremely difficult for their visits. I understand the time restrictions as the road does get busy at peak times but as there is limited parking on the side roads, parking out front is often my only choice.</p> <p>Please look at how this will affect the local residents of Abingdon road</p>

<p>(20) Local resident, (Oxford, Abingdon Road)</p>	<p>Change of hours (Southern part) – Partially support</p> <p>I think Saturday should be 3 hours</p> <p>Change of hours (Northern part) – Object</p> <p>Sunday definitely not</p> <p>Abingdon Road – Support Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Partially support Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Support Wytham Street – Object</p>
<p>(21) Local resident, (Oxford, Abingdon Road)</p>	<p>Change of hours (Southern part) – No objection</p> <p>Change of hours (Northern part) – No objection</p> <p>Abingdon Road – Object</p> <p>We live on abingdon rd, precisely where you're planning to put double yellow lines. This will affect us, and our neighbours. At present we can unload and load within ten minutes (which I understand we're allowed.) The new restrictions mean we can't. At any time. We also need to clean the car sometimes, and need access to electricity and water. There's no mention of being able to park in the evenings or on sundays. I feel our needs are being disregarded.</p>

<p>(22) Local resident, (Oxford, Abingdon Road)</p>	<p>Object – As a resident living on Abingdon road, with no access to parking and unable to retrieve the 25 free parking permits you offer Oxford residents on a yearly basis (as my flat is one of three in a converted Victorian terraced house, and therefore the lady in the top flat managed to claim the 25 for herself as she moved in before me, and the council now won't give me any), I want to express my sincere opposition to these plans.</p> <p>I struggle to park on a daily basis in the free zones, especially having to move my car every few hours due to the parking restrictions (luckily I work from home, however I'm looking to move jobs this year to hybrid), and these restrictions will only make it worse, meaning I'll have to constantly move my car around from 8am - 8pm during the weeks.</p>
<p>(23) Local resident, (Oxford, Abingdon Road)</p>	<p>Object – I would like to object to the change to double yellow lines 'no waiting at any time' on Abingdon Road. At the moment there is an existing length of single yellow line. This allows those of us who live on Abingdon Road, on Sundays and in the evenings after work, to park outside our OWN houses. It allows us to do things like arrange deliveries, have friends and family visit, wash, cars... for those of us who work and travel to work, it is possible to park outside our house from 6:30 pm until 7:30 am when we leave for work. This is out-of-hours and poses no disruption to peak-hour traffic.</p> <p>At the moment, traffic on Abingdon Road is at a standstill in both directions for most of the day. As residents of Abingdon Road, we need to deal with the significant health effects of this stalled traffic idling for hours. And the earth has to deal with excessive unnecessary pollution.</p> <p>Encouraging people to drive into the city centre in private cars, by making it an easier route, only increases the amount of traffic and disruption to residents. When I look out my window at the traffic, I would say that 95% of the traffic is caused by single occupant, private cars of non-residents. On Saturdays and Sundays, the traffic going towards the city is at a standstill because of the poorly designed entrance to the Westgate shopping centre.</p> <p>The existence of parking for non residents in the centre of Oxford encourages people to take such trips. Many will begin the trip, hoping they will not get caught in traffic, but inevitably do so. Why not just discourage people from travelling to the city in private cars and give them a quick and efficient travel to the city on park and ride buses?</p> <p>The proposed supremacy of cars on Abingdon Road is not reasonable when there are adequate park-and-ride provisions, - but these are hampered by excessive single occupant car journeys into the city. If buses were allowed</p>

	<p>freedom to travel up and down Abingdon Road without hindrance from private traffic, more people would use the park-and-ride and the number of cars on the road would be significantly reduced.</p> <p>The reduction of the speed to 20 miles an hour has been good for traffic control and safety of local residents. It would be regretful, should these advances be reduced by councils insistence that Abingdon Road be free of on-street resident parking.</p>
(24) Local resident, (Oxford, Beresford Place)	<p>Change of hours (Southern part) – Support</p> <p>This will decrease cars parking in the CPZ that do not belong there. If anything it should be made even longer and include Sunday. Thank you!</p> <p>Change of hours (Northern part) – Support</p> <p>This is a real improvement as people are keen to use these parking spaces at any time, making these roads safer by reducing other parking and freeing up space. Thanks!</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support</p> <p>The introduction of 'No Waiting at Any Time' at these locations is a great step forward for visionzero as it makes junctions safer for all traffic (foot, bike, car) and will allow for more space for buses and reduce congestion by preventing dangerous parking and limiting the amount of cars in Hinksey.</p>

(25) Local resident, (Oxford, Bertie Place)	<p>Change of hours (Southern part) – Object</p> <p>Cars do not not park in the SE zone after 6pm unless they are residents therefore there is no need to extend the restriction as this just inconvenience the residents by having extra restrictions.</p> <p>Change of hours (Northern part) – No objection</p> <p>I do not live in the northern part therefore I do am not sure how this would impact the residents - the residents of that area should give their opinion.</p> <p>Abingdon Road – Support Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>Abingdon Road should have double yellows to ensure traffic flow. The rest of the roads should absolutely not have double yellow lines as this would hugely negatively impact the residents. It is not fair to residents to remove their already limited parking. People bought houses with the ability to park on the road and it should not be taken away. They are also side streets that are generally only used by residents only therefore it is not benefitting anyone enough to justify it.</p>

<p>(26) Local resident, (Oxford, Bertie Place)</p>	<p>Change of hours (Southern part) – Object</p> <p>This plan is unnecessary and will only make residents life more difficult and cause more financial issues. I think that the current restriction is acceptable but any more it won't be.</p> <p>Change of hours (Northern part) – Object</p> <p>We have 4 adults in the family and we all need the car to go to work and for other commitments, during the week we are all back home between 6/7pm and we are at home at the weekends, what we suppose to do if we have space for only 2 cars on the drive?</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>It will make resident life difficult</p>
<p>(27) Local resident, (Oxford, Canning Crescent)</p>	<p>Change of hours (Southern part) – Object</p> <p>I live on Canning Crescent and the current restrictions are fine - I see no need for the extending them.</p> <p>Change of hours (Northern part) – Object</p>

	<p>Once again, current restrictions are fine.</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>Putting double yellow lines is unnecessary now that the CPZ is in place and would have an adverse on friends and family visiting residents</p>
(28) Local resident, (Oxford, Fox Crescent)	<p>Change of hours (Southern part) – Partially support</p> <p>this should be the same as Grandpont/north of the ward. e.g. 8am to 8pm Monday to Sunday and (one hour waiting-no return in one hour) for non permit holders because the stricter restrictions in Grandpont will encourage more non permit holders to park in the lower/cold harbour section.</p> <p>Change of hours (Northern part) – Support</p> <p>this is the preferred option for the whole of the southern and northern section</p> <p>Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object</p>

	<p>Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>more double yellow lines in the roads, will take away precious parking spaces for residents with parking permits and their visitors. We, in cold harbour, are being inundated with non residents parking in our limited spaces since the cpz was introduced. Most of whom could easily park at Redbridge Park and Ride and are being encouraged to avoid it by the signs advertising free parking in our roads.</p>
(29) Local resident, (Oxford, Fox Crescent)	<p>Change of hours (Southern part) – Object</p> <p>Visitors comes at Saturday in evening and limited visitors parking available to purchase so no social engagement will be there</p> <p>Change of hours (Northern part) – Object</p> <p>For local residents it shouldn't be the case so the local residents should get free permits for the visitors parking to park near the city centre</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object</p>

	<p>Weirs Lane – Object Wytham Street – Object</p> <p>On fox crescent already its less parking space for residents by putting more yellow lines council is doing injustice to the residents as they don't bother to come and have look before proposing such foolish plan looks like its scam going on here year on year</p>
(30) Local resident, (Oxford, Green Place)	<p>Change of hours (Southern part) – No objection</p> <p>Makes sense</p> <p>Change of hours (Northern part) – Support</p> <p>Makes it easier for residents to find a space</p> <p>Abingdon Road – Support Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Support Wytham Street – Object</p> <p>Good for main roads but too severe for side roads</p>
(31) Local resident, (Oxford, Lake Street)	<p>Change of hours (Southern part) – Support</p>

	<p>More restrictions seem sensible.</p> <p>Change of hours (Northern part) – Support</p> <p>We live on Lake Street, and are a one-car household. Since the restrictions were introduced, things have been much better on the street, although Friday-Sunday can still be a little fraught. We support the new restrictions and the addition of extra yellow lines. That said, it will be crucial to enforce the restrictions. We live at number 16, and there are double yellow lines in front of our door. Several times a week, cars and/or vans are parked on those yellow lines, making it nearly impossible to exit our front door.</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Partially support Northampton Road – Support Stewart Street – Support Vicarage Lane – Partially support Vicarage Road – Partially support Weirs Lane – Support Wytham Street – Support</p> <p>We are worried that the restrictions on Vicarage Road/Lane will push residents' cars on to Lake Street, where parking is already very full. Again, it will be crucial to enforce the restrictions, with wardens passing frequently, especially in the summer months when the pool is open.</p>
(32) Local resident, (Oxford, Lake Street)	<p>Change of hours (Southern part) – No objection</p> <p>n/a</p> <p>Change of hours (Northern part) – Support</p>

	<p>Strongly support these as a resident living in this area (Lake Street). Particularly that Sunday is now also included - and shortening the window to 1hr no return and extended later into the evening also very positive.</p> <p>Abingdon Road – Support Lake Street – Partially support</p> <p>I think as much of Abingdon Road should be double yellow as possible, particularly making it safer for cyclists. I live on Lake Street, double yellow lines are good but should not be at the detriment of ensuring there are enough parking spaces for residents on the street.</p>
(33) Local resident, (Oxford, Lake Street)	<p>Change of hours (Southern part) – Object</p> <p>Reducing times means it is even more difficult for visitors. There is no provision for HMOs within the existing framework, and this makes it even harder. Council tax, rent, gas and electric all scale hugely under hmo properties where 3 or more are sharing, but we are still capped at 2 cars per house (despite the council deeming the property fit for however many individual adult occupants). This means many of us have to rely on occasional permits and ensuring we don't come home from work til after the permit. If you want to restrict it further or completely please consider adding the option for additional permits, if I need to be able to get to work to have money to pay the HMO rent</p> <p>Change of hours (Northern part) – Object</p> <p>Reducing times means it is even more difficult for visitors. There is no provision for HMOs within the existing framework, and this makes it even harder. Council tax, rent, gas and electric all scale hugely under hmo properties where 3 or more are sharing, but we are still capped at 2 cars per house (despite the council deeming the property fit for however many individual adult occupants). This means many of us have to rely on occasional permits and ensuring we don't come home from work til after the permit. If you want to restrict it further or completely please consider adding the option for additional permits, if I need to be able to get to work to have money to pay the HMO rent</p> <p>Abingdon Road – Support Bertie Place – Object Canning Crescent – Object Chatham Road – Object</p>

	<p> Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object </p> <p>It's already hard enough</p>
(34) Local resident, (Oxford, Lake Street)	<p>Change of hours (Southern part) – Object</p> <p>The current restrictions are sufficient. I can't see from the documentation presented that there any is clear evidence or reasoning to make the restrictions more severe.</p> <p>Change of hours (Northern part) – Object</p> <p>The current restrictions are sufficient. I can't see from the documentation presented that there is any clear evidence or reasoning to make the restrictions more severe.</p> <p> Abingdon Road – Support Bertie Place – Partially support Canning Crescent – Partially support Chatham Road – Partially support Fox Crescent – Partially support Green Place – Object Lake Street – Partially support Northampton Road – Partially support Stewart Street – Partially support Vicarage Lane – Partially support Vicarage Road – Partially support Weirs Lane – Partially support </p>

	<p>Wytham Street – Partially support</p> <p>There are existing double yellow lines , I don't think adding more no waiting areas/double yellows will help the situation as people have to park somewhere. It would be better if there was more monitoring of the disregard of double yellows and penalties for lack of adherence to these , particularly from delivery vans.</p>
(35) Local organisation, (Oxford, Lake Street)	<p>Partially support – We are a great supporter of this scheme with the parking that happens with the pools nearby using every inch of the adjoining roads.</p> <p>As a Community Centre, we use the old water pumping station at the far end of Lake Street and as this building was built in 1856 there was not a need to have any kind of parking associated with it and subsequent building works nearby have increased what space there is on the road. Even though as the staff and management Committee of the Centre we do not require parking as we all live within walking distance, we do offer rooms and there are times that the booker will be hosting a training session where people will come from farther afield thus needing to have a parking space.</p> <p>I have tried in vain to be able to obtain any parking permits and with the new extended times and days, this is going to impact what we can offer to potential customers.</p>
(36) Local resident, (Oxford, Lincoln Road)	<p>Change of hours (Southern part) – Object</p> <p>I object to this extension of the CPZ because I do not think there is a reason to change this. Curently I am allowed visitors to attend my home for up to 2 hours, from 4.30pm or after 6.30pm for the evening without the need for a permit. Raising this to 8pm will make this very restrictive for visitors visiting residents. I am extremely environmentally friendly I use public transport for the majority of my journeys and I do not own a car. However, like those who own a car I receive the same amount of visitor permits (1 per week) and I am not able to purchase more when required which makes visitor parking very restrictive. The increased restrictions will mean that I am unable to have less visitors and actually it would make sense for me to BUY a car (which I think is ridiculous!!) to enable me to have less restrictions. As then I would be able to drive about and pick up visitors and have them at my house rather than them travelling to my own house buy car. If the park and ride and public transports was more heavily subsidised many of the parking issues would not exist. The controlled parking has been neccessary due to the park and ride charges. As locals we saw a direct link to the introduction of charges some years ago with a massive increase in non residents using our roads to park in during key hours 9am to 5pm rather than paying the park and ride charges. The traffic on</p>

Abingdon road is due to non residents parking at the Westgate because they would rather pay extra than park and ride because they are having to pay for this anyway and it is not substantially more. I appreciate that there may be a neccessity to change the CPZ restrictions around Hinksey park due to the park and pool facilities but I do not think it is necessary from Norreys Avenue towards the park and ride. Coud there also be consideration for those who do not have a car to receive more visitor permits as I also cannot apply until at least the date passed the six month date of the previous issue and due to delays in gaining visitor permits (in some cases six weeks) I have been left with no visitor permits and I have to request some from other local residents. Thank you

Change of hours (Northern part) – **Object**

Please see my previous points as listed below:

I object to this extension of the CPZ because I do not think there is a reason to change this. Curently I am allowed visitors to attend my home for up to 2 hours, from 4.30pm or after 6.30pm for the evening without the need for a permit. Raising this to 8pm will make this very restrictive for visitors visiting residents. I am extremely environmentally friendly I use public transport for the majority of my journeys and I do not own a car. However, like those who own a car I receive the same amount of visitor permits (1 per week) and I am not able to purchase more when required which makes visitor parking very restrictive. The increased restrictions will mean that I am unable to have less visitors and actually it would make sense for me to BUY a car (which I think is ridiculous!!) to enable me to have less restrictions. As then I would be able to drive about and pick up visitors and have them at my house rather than them travelling to my own house buy car. If the park and ride and public transports was more heavily subsidised many of the parking issues would not exist. The controlled parking has been neccessary due to the park and ride charges. As locals we saw a direct link to the introduction of charges some years ago with a massive increase in non residents using our roads to park in during key hours 9am to 5pm rather than paying the park and ride charges. The traffic on Abingdon road is due to non residents parking at the Westgate because they would rather pay extra than park and ride because they are having to pay for this anyway and it is not substantially more. I appreciate that there may be a neccessity to change the CPZ restrictions around Hinksey park due to the park and pool facilities but I do not think it is necessary from Norreys Avenue towards the park and ride. Coud there also be consideration for those who do not have a car to receive more visitor permits as I also cannot apply until at least the date passed the six month date of the previous issue and due to delays in gaining visitor permits (in some cases six weeks) I have been left with no visitor permits and I have to request some from other local residents. Thank you

Abingdon Road – **Support**

Green Place – **Support**

Lake Street – **Support**

Stewart Street – **Support**

	<p>Vicarage Lane – Support Vicarage Road – Support Wytham Street – Partially support</p> <p>Where I have listed no objection it is because I do not know the area well enough to know if this is supportive for the local residents who reside in the local roads affected. I do feel however there needs to be parking bays made available for those who need to access the chemist on abingdon road as this is our nearest chemists and there are some situations where residents may not be entitled to gain a blue badge (e.g. disability may not meet criteria or illness may be short term) but may well need to access the chemist by car for whatever reason.</p>
(37) Local resident, (Oxford, Lincoln Road)	<p>Change of hours (Southern part) – Partially support</p> <p>Not sure it help with visitors specifically those with disabilities and not cars so dont have any visitors permit</p> <p>Change of hours (Northern part) – Object</p> <p>Sunday is an off day for many people so they visit families and they won't be able to park?</p> <p>Abingdon Road – Object Bertie Place – Partially support Canning Crescent – Partially support Chatham Road – Partially support Fox Crescent – Partially support Green Place – Partially support Lake Street – Partially support Northampton Road – Partially support Stewart Street – Partially support Vicarage Lane – Partially support Vicarage Road – Partially support Weirs Lane – Partially support Wytham Street – Partially support</p>

<p>(38) Local resident, (Oxford, Lincoln Road)</p>	<p>Change of hours (Southern part) – Object</p> <p>Stop restricting cars in Oxford</p> <p>Change of hours (Northern part) – Object</p> <p>1 hour is too short for visitors</p> <p>Abingdon Road – Support Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>Allow residents to have visitors</p>
<p>(39) Local resident, (Oxford, Lincoln Road)</p>	<p>Change of hours (Southern part) – Object</p> <p>I don't see any reason for it. As it currently stands it stops commuters using our roads as a free car park during work hours, but this suggested change just impinges on our life as residents</p> <p>Change of hours (Northern part) – Partially support</p> <p>I can see that the one hour time might be helpful on those streets (though I don't see any reason for extending the hours)</p>

(40) Local resident, (Oxford, Marlborough Road)	<p>Change of hours (Southern part) – Partially support</p> <p>Having no restrictions on Sundays will encourage on-street parking by shoppers seeking to avoid parking charges at the Redbridge Park & Ride. Sunday is the second busiest shopping day of the week. Restrictions should be in place during Sunday trading hours at least.</p> <p>Change of hours (Northern part) – Support</p> <p>It's essential that parking by city centre shoppers and commuters is prevented.</p> <p>Abingdon Road – Support</p> <p>Having zero parking on the Abingdon Rd makes it much easier to cycle along it. Enforcement will need resourcing however - all-day double-yellow parking is endemic at businesses between Lake St and Hinksey Park and need hammering down on.</p>
(41) Local resident, (Oxford, Marlborough Road)	<p>Change of hours (Southern part) – Object</p> <p>I don't see why benefit this will be to the residents and expect there will be significant cost associated with the signage which would be better spent elsewhere.</p> <p>Change of hours (Northern part) – Object</p> <p>As the majority of the area is residents poisoning only at all times I don't see why benefit this will be to the residents, indeed we aren't given enough visitors permits for the year especially if we need work done and this is the only bit that helps relieve this.</p> <p>Abingdon Road – Support Bertie Place – Object</p>

	<p>Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>I think this is all highly unnecessary and a waste of people's time and money when other ways to relieve parking and transport in Oxford would be much more effective.</p>
(42) Local resident, (Oxford, Monmouth Road)	<p>Change of hours (Southern part) – Object</p> <p>Adding 1.5 hours to the current scheme has no value, apart from adding to the Council coffers by residents having to buy more books of vouchers. My wife and i can see no possible advantage in this proposal: we feel it would deter friends or visitors from 'popping in' between 6.30 and 8pm. In our street I can see that nearly all contractors or tradesmen finish their work by 4 or 5, and are gone, and only residents' cars are left. We can see no good reason to increase the restriction amendments. It's just more bureaucracy.</p> <p>Change of hours (Northern part) – Object</p> <p>As under question 3.</p> <p>Abingdon Road – Partially support Bertie Place – Support Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Partially support</p>

	<p>Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Partially support Weirs Lane – Partially support Wytham Street – Object</p> <p>My views are that some of these roads are more difficult for me to negotiate as a cyclist if vans and lorries are waiting or operating there. The others I can bypass more easily.</p>
(43) Local resident, (Oxford, Monmouth Road)	<p>Change of hours (Southern part) – Support</p> <p>The new double yellow lines on Abingdon Road should significantly improve traffic flow, and in particular make it easier to cycle. This will stop people using Abingdon Road as daytime free parking to visit the city centre, which is obviously a good thing. Thank you for adding the double yellow lines on the junction of Fox Crescent and Chatham Road, where badly parked cars currently obscure sight lines for cycling round the corner.</p> <p>Change of hours (Northern part) – Support</p> <p>These roads are in heavy demand for parking, and it will be good to reduce short term parking to visit the city centre here.</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support</p>

	<p>Weirs Lane – Support Wytham Street – Support</p> <p>These all look like sensible changes, to reduce parking on corners and improve sight lines.</p>
(44) Local resident, (Oxford, Monmouth Road)	<p>Change of hours (Southern part) – Support helps residents</p> <p>Change of hours (Northern part) – Support reduces short-term parking for city centre</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support</p> <p>help making cycling safer, esp. on Fox crescent where there is a dangerous bend when cars are parked</p>
(45) Local resident, (Oxford, Monmouth Road)	<p>Partially support – I would like to raise an area for the investigation to consider amending parking regulations on the basis of a safety concern.</p>

	<p>I cycle to work via the Abingdon Road, between 8 and 9am on weekday mornings. During this time, when the road is especially busy with commuter traffic, there are often cars parked on the road near the cafe on 192 Abingdon Rd, Oxford OX1 4RA. This results in cyclists having to move out into the centre of the lane. I feel it would be safer if there were parking restrictions here.</p>
<p>(46) Local resident, (Oxford, Monmouth Road)</p>	<p>Object – I am writing to strongly oppose changes to the parking restrictions on Monmouth Road and surrounding SE zone areas.</p> <p>I am a homeowner and resident on Monmouth Road and the current scheme does not require any amendments.</p> <p>It is already restrictive when friends, family or contractors visit our properties, more restrictions are not conducive to our community and our daily life.</p> <p>The extension to 8pm is not justifiable and will simply act to further isolate vulnerable people and those of us who are single parents with regards to visitors.</p> <p>There is never an issue of parking for residents or their visitors on Monmouth Road at present, increasing restrictions on nearby roads to one hour has the potential to disrupt a system that is currently working for Monmouth Road residents.</p> <p>If you were to do anything I would propose you reduce the restriction on Saturday to between 10am-4pm to prevent people parking all day to go in to town, whilst maintaining a more sensible community approach to enable residents to socialise.</p> <p>Certainly not extend the existing hours of operation.</p> <p>The current number of free parking permits is already restrictive (I know we can pay for more). Similarly, it is objectionable to have to pay to park your one family vehicle outside your home.</p> <p>Please reconsider these unnecessary steps which I can see will only benefit the Council's coffers and have a negative impact of the lives of residents in the SE area.</p>
<p>(47) Local resident, (Oxford, Newton Road)</p>	<p>Change of hours (Southern part) – No objection</p>

	<p>This part doesn't affect me significantly.</p> <p>Change of hours (Northern part) – No objection</p> <p>Seems sensible for workpeople etc.</p> <p>Abingdon Road – Support</p> <p>Abingdon Road is dangerous for cars waiting. Cyclists are at particular danger of cars waiting on the road. The rest I don't use, so no objections from me.</p>
(48) Local resident, (Oxford, Norrey Avenue)	<p>Change of hours (Southern part) – Partially support</p> <p>It can be difficult to find anywhere to park in my street (Norreys Av) after about 6.30pm</p> <p>Change of hours (Northern part) – Support</p> <p>Finding a parking space in any of these streets at any time of day is problematic, the proopsed changes will help</p> <p>Abingdon Road – Support</p> <p>This should help keep traffic moving in the Abingdon Rd</p>
(49) Local resident, (Oxford, Norreys Avenue)	<p>Change of hours (Southern part) – Object</p> <p>We live in Norreys Avenue, where the existing CPZ has done little to reduce the parking problem, which is predominantly caused by local people (who have permits) and their own cars. The existing CPZ is restrictive enough without expanding it, given the limited number of permits available to each household. It is very hard whenever we have building work carried out of relatives visiting to help with childcare, and have to ration permits. We often suggest to people that they visit us on Sundays when the permits are not in force, or in the evenings. To expand this to 8pm on our street will only make things more constricting for us. We object.</p> <p>Change of hours (Northern part) – Object</p>

	<p>I object to the expansion to Sundays on the grounds that this is the day of the much-loved Farmers Market, which could do with all the footfall it can get, and when people can legally park in the nearby streets to attend it.</p> <p>Abingdon Road – Support</p> <p>I support the no waiting time yellow lines on Abingdon Road, because I am a cyclist most of the time and cars parked along the road make it much less safe for my children and I to cycle along it. I would like to ensure however that there is parking outside the pharmacy/shops as these are used by the elderly when collecting medicines.</p>
(50) Local resident, (Oxford, Norreys Avenue)	<p>Change of hours (Southern part) – Object</p> <p>The CPZ has already levied an unnecessary 'tax' on residents to park in front of our own houses. There was no problem to fix on Norreys Avenue as there was generally ample parking available during the day. Parking only really becomes an issue near the end of the day when people returned home from work (people who are residents and already have permits), and several houses have more than one car, which complicates things further. The problem of parking on our street hasn't improved following the CPZ, and this extension to the time of operation will just make it more difficult for those residents with friends or family visiting, or people coming to carry out work at the house.</p> <p>Change of hours (Northern part) – Object</p> <p>Expanding the time of operation to include Sundays further restricts residents having friends and family visit them, and will very likely have a deleterious impact on the South Oxford Farmer's Market, which is important to local residents too.</p> <p>Abingdon Road – Support</p> <p>The Abingdon Road is now almost always standing traffic, which is likely made worse by people stopping along the road. Local residents are now subject to a higher level of air pollution from motor vehicles on the Abingdon Road than ever before. Easing the traffic in whatever way is possible is a step in the right direction.</p>

<p>(51) Local resident, (Oxford, Norreys Avenue)</p>	<p>Change of hours (Southern part) – Object</p> <p>The current times work well. A one hour restriction will cause problems. Visits from plumbers etc won't fit in an hour. How will the swimming pool survive as no family could swim in an hour. Local businesses will struggle. I live alone and the proposed hours would make the current number of permits insufficient with visits from tradespeople and friends and family. I think this totally unacceptable and strongly object.</p> <p>Change of hours (Northern part) – Object</p> <p>Reasons already stated.</p> <p>Abingdon Road – Object Lake Street – Object Vicarage Lane – Object Vicarage Road – Object</p> <p>These restrictions are not needed</p>
<p>(52) Local resident, (Oxford, Norreys Avenue)</p>	<p>Change of hours (Southern part) – No objection</p> <p>I have no objection in principle but I question the need for making a change at this time when the council is financially under pressure. The cost of making new parking signs and fitting them whilst other more important services will be cut back seems to be a highly profligate use of tax payers money.</p> <p>Change of hours (Northern part) – Partially support</p> <p>I have no objection in principle but I question the need for making a change at this time when the council is financially under pressure. The cost of making new parking signs and fitting them whilst other more important services will be cut back seems to be a highly profligate use of tax payers money.</p> <p>I have no objection in principle but I question the need for making a change at this time when the council is financially under pressure. The cost of making new parking signs and fitting them whilst other more important services will be cut back seems to be a highly profligate use of tax payers money.</p>

(53) Local resident, (Oxford, Norreys Avenue)	<p>Change of hours (Southern part) – Object</p> <p>I see no reason to extend the hours of the CPZ to 8pm in the southern roads of the scheme. The scheme has been effective in reducing the number of commuters using the area as a free car park, but I have never seen commuters parking in the area in the 6pm-8pm window so do not think this will result in any significant advantage over the current arrangements. Parking in the early evening is generally easy in Norreys Avenue and I would see no reason for introducing this additional measure. It would however result in significant loss of amenity for local residents as if for example I have visitors arriving in the early evening for an evening social event or staying overnight this would use up a visitor's permit which it doesn't at present. I therefore object to the introduction of the longer operating hours in the southern streets and would strongly prefer it to remain with the current hours which work well</p> <p>Change of hours (Northern part) – No objection</p> <p>I do not live in the northern streets and have no strong opinion one way or the other.</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support</p> <p>Abingdon Road - the parking on Abingdon Road results in difficulty cycling down Abingdon Road and/or difficulties turning out of side roads due to reduced visibility.</p>

	<p>I would additionally strongly encourage the council to consider "No Waiting at Any Time" on the whole length of one side of Norreys Avenue as currently vehicles park on the pavement on both sides of the road, blocking the pavements on both sides, meaning that vulnerable pedestrians (eg wheelchair users and pedestrians with prams/pushchairs) cannot use the pavement. This is dangerous.</p>
<p>(54) Local resident, (Oxford, Norreys Avenue)</p>	<p>Object – As Norreys Avenue residents, we objected to the permit scheme originally because we knew the vast majority of cars parked in the road belonged to residents, many of whom own two cars. And we felt the system would really just be an additional local tax and cause complications with visitors. Especially when those visitors need to stay for a long duration, ie in our case, grandparents looking after kids during school holidays, houseswap guests (we engage in very sustainable houseswaps for the majority of our holidays, home and abroad).</p> <p>We have been proved right in that the system has not made it any easier to find a parking space in the road, and every year since it began we have run out of our full allocation of visitors permits before year end, relying occasionally on the kindness of neighbours to make up the difference.</p> <p>Extending the times of operation will only exacerbate the shortage of visitor permits as more will need to be used to cover a visitors' total stay.</p> <p>We would really appreciate a rethink of this entire policy. Motorists living in Oxford really feel their rights are being impinged from all angles.</p>
<p>(55) Local resident, (Oxford, Norreys Avenue)</p>	<p>Support – The proposals seem to me to be sensible. Restricted parking has made it much easier for residents like us to park in Norreys Avenue- although the two hours free looks generous when the swimming pool is open.</p> <p>On another matter, I suspect this is not your province, but I wonder who I could contact to have a moan about the new surface on Norreys Avenue that was put down last year? It's just an awful piece of work: there is still grit in the road which hits paintwork and lights of parked cars when cars come past, as they do with tedious regularity, at more than 20mph. And in the summer, the road just melts.</p>
<p>(56) Local resident, (Oxford, Norreys Avenue)</p>	<p>Object –I live on Norreys Avenue and find that the current restrictions work very well and am pleased that they have been introduced.I think that the further restrictions suggested are overkill and not necessary. I am particularly concerned that the restrictions in the Lake Street and Abingdon Road areas will be damaging to the small parade</p>

	<p>containing the Berkshire Pub , the Portuguese store and cafe and the pharmacy. These enterprises are an important part of the community (particularly the Portuguese and Brazilian communities) ,it is difficult enough for small businesses to maintain a toehold in South Oxford and I am concerned that the proposal will adversely affect these businesses. It would certainly be a sad day if they were forced out by over zealous parking restrictions.</p>
<p>(57) Local resident, (Oxford, Northampton Road)</p>	<p>Object – I do not agree with Northampton Road changes, Times should be the same for all roads of the Abingdon rd.If not we will get more cars parking for an extra hour.</p> <p>You can say on paper what you like but until you start enforcing your ideas nothing will work</p>
<p>(58) Local resident, (Oxford, Oswestry Road)</p>	<p>Change of hours (Southern part) – No objection</p> <p>This change doesn't seem particularly necessary given that the roads affected do not have particular issues with on road parking, so a slight change to the timing will have little to no impact.</p> <p>Change of hours (Northern part) – Support</p> <p>I think this would be beneficial for residents and would act as a deterrent for non-residents parking there, particularly those that have taken advantage of the two hour spaces to use the park facilities.</p> <p>Abingdon Road – Partially support</p> <p>I think this is generally fine, but would caution that the change should be carefully considered for Lake Street and Abingdon road to ensure that local businesses and access to the GP surgery are not affected by the proposed changes.</p>
<p>(59) Local resident, (Oxford, Oswestry Road)</p>	<p>Change of hours (Southern part) – Object</p> <p>Don't feel the times need changing. Working effectively as it is</p> <p>Change of hours (Northern part) – Object</p>

	<p>No reason to do it on a sunday</p> <p>Abingdon Road – Support</p>
(60) Local resident, (Oxford, Oswestry Road)	<p>Change of hours (Southern part) – Object</p> <p>I don't know why you are extending the hours. It can't be to stop commuters as they will all have gone home by then. Restrictions between 10 and 4.30 would have solved this. Anyone parking after 6pm probably lives in South Oxford so I'm not sure what problem this will solve. Has a survey been done to see how many cars are parked without permits anyway?</p> <p>Change of hours (Northern part) – Object</p> <p>As before, unless you have done a survey and know who and how many are parking without permits, residents or visitors, and for what reason, just increasing the restrictions wont make any difference. And why Sunday too - can't be for commuters.</p>
(61) Local resident, (Oxford, Oswestry Road)	<p>Change of hours (Southern part) – Object</p> <p>I don't feel that this is required on Oswestry Road, parking was never an issue on this road even before the existing CPZ. Extending the hours here is just a further inconvenience for our visitors.</p> <p>Change of hours (Northern part) – No objection</p> <p>If this is what the residents on the northern part want then no objection so long as it not later applied to the southern part. The fact that the existing CPZ has not resolved issues around parking for pool etc was entirely predictable and raised in the last consultation.</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support</p>

	<p>Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support</p> <p>These seem sensible for access reasons. The cars parked on the Abingdon can make cycling tricky especially when traffic is bad.</p>
(62) Local resident, (Oxford, Stewart Street)	<p>Change of hours (Southern part) – Support</p> <p>This will allow access for non residents to use our beautiful parks and trails during after school hours</p> <p>Change of hours (Northern part) – Support</p> <p>Allow non residents to visit our area after school hours</p> <p>Abingdon Road – Support Lake Street – Support Stewart Street – Object Vicarage Lane – Object</p> <p>The areas I have objected to have very little or no parking</p>
(63) Local resident, (Oxford, Summerfield)	<p>Change of hours (Southern part) – Support</p> <p>Change of time is more likely to prevent those who use these streets for commuter parking in preference to the Park and Ride car park</p> <p>Change of hours (Northern part) – Support</p>

	<p>Change to 7 days a week with longer time period is more likely to limit parking by pool and park users in preference to the Hinksey park car park, as well as Westgate shoppers. In my view it never made sense to make the time limit Mon-Sat rather than Mon-Sun and I said so at the initial consultation. Westgate, Hinksey pool, Hinksey Park and the community centre all operate 7 days a week and until 8pm for at least half of the year</p> <p>Abingdon Road – Partially support Green Place – Support Lake Street – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support</p> <p>I have selected "no objection" for the locations which do not directly affect me as I live in the northern part of the SE area, but which I can see from the map make sense to enable traffic to turn in dead ends, make for clearer street for bikes and cars to turn etc. I have selected "partially support" for Abingdon Road only because I have a concern about people not being able to pick up prescriptions from the pharmacy by car. I fully support trying to keep Abingdon Road completely free of parked traffic as well as limiting the Abingdon road parking relating to the adjacent shop and pub. I have selected "support" for the locations in my immediate area as I agree that they make sense. In particular Vicarage Road is too narrow to allow parking on both sides of the road.</p>
(64) Local resident, (Oxford, Summerfield)	<p>Change of hours (Southern part) – No objection</p> <p>Happy to see it extended, no objection to the details.</p> <p>Change of hours (Northern part) – Support</p> <p>2 hours has been less problematic than I expected when the CPZ first came in, but 1 hour will prevent some of the "parking while your child is at kung fu at the community centre" that we currently get.</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support</p>

	<p> Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support </p> <p>What the double yellows really need is thorough enforcement, wherever they are. There are constantly cars outside Akiport blocking the cycle lane, including when the clear lane is supposed to be in operation.</p>
(65) Local resident, (Oxford, Summerfield)	<p>Change of hours (Southern part) – No objection</p> <p>Southern section not relevant to me</p> <p>Change of hours (Northern part) – Object</p> <p>I object to the change to a 1 hour slot because it would mean using a visitor permit every time family come to visit even just for lunch: 2 hours seems much more reasonable. No objection to the change in times/addition of Sunday, though.</p> <p> Abingdon Road – Support Lake Street – Support </p> <p>Traffic on Abingdon Road is so bad and additional double yellows might reduce that</p>
(66) Local resident, (Oxford, Summerfield)	<p>Partially support – I fully support the extensions to the periods for which parking is controlled.</p> <p>However, I have some concerns that this may not be enough to prevent guests at the rebuilt Victoria Hotel on Abingdon Road parking on residential streets once the hotel opens. The hotel has nowhere near enough parking spaces and despite some pious claptrap, most of its guests will not come by public transport.</p>

(67) Local resident, (Oxford, Sunningwell Road)	<p>Change of hours (Southern part) – Partially support</p> <p>It is important to reinstate the parking spaces in front of the Lake Street doctors' surgery</p> <p>Change of hours (Northern part) – Partially support</p> <p>It is important to reinstate the parking spaces around the doctors' surgery in Lake Street</p> <p>Lake Street – No objection</p> <p>See comments on Lake Street doctors surgery above</p>
(68) Local resident, (Oxford, Sunningwell Road)	<p>Change of hours (Southern part) – Object</p> <p>I support the need to reduce non-resident parking in the South Oxford area but I feel your proposed parking restrictions aren't restrictive enough. We already face issues with drivers using Wytham Street as a rat run to try and avoid the heavily congested Abingdon Rd. At weekends, we regularly face issues with people parking in our streets and walking into town. Very little is done in terms of policing and enforcing the parking restrictions in South Oxford. I would propose to have a blanket '8am to 8pm Monday to Sunday (one hour no return in one hour)' for all streets suggested on this extension rather than only the roads north of Norreys Avenue.</p> <p>Change of hours (Northern part) – Support</p> <p>Very little is done in terms of policing and enforcing the parking restrictions in South Oxford. How would this be policed? There is currently very little deterrent to prevent non-residents parking in our streets.</p> <p>Abingdon Road – Support Lake Street – Support Wytham Street – Support</p>

	I support the proposal but question the benefit if it won't be policed.
(69) Local resident, (Oxford, Sunningwell Road)	<p>Change of hours (Southern part) – Object</p> <p>I would prefer it if the two hours waiting period was reduced to 30 minutes during the school run period, which could be set to match the operating hours of the St Ebbes School Street. There are very few other businesses in the area which would be materially affected by a 30 minute period during the day, and this would act as a encouragement for a) New Hinksey parents to stop blocking Wytham/Sunningwell/Norreys Road with their parking, and for customers of other local businesses to use public transport if needed. In the summer, the area is also badly affected by inconsiderate driving and parking by people using the swimming pool and park/lake, which this would discourage too.</p> <p>Change of hours (Northern part) – Partially support</p> <p>Same as before - should be 30 mins.</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support</p> <p>I support these (especially Abingdon Road) but there needs to be much better enforcement and prosecution where restrictions are ignored. There is currently a lot of DYL parking on Abingdon Road which never seems to be actioned, so these measures become at best a hypothetical deterrent.</p>

(70) Local resident, (Oxford, Sunningwell Road)	<p>Change of hours (Southern part) – Object</p> <p>Parking is generally not normally problematic for residents on the street with the current restrictions, and would increase the need for the expensive guest parking permits when having visitors.</p> <p>Change of hours (Northern part) – Object</p> <p>Strongly object. Parking is generally not normally problematic for residents on the street with the current restrictions, and would increase the need for the expensive guest parking permits when having visitors.</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>There is not currently a problem with this.</p>
(71) Local resident, (Oxford, Sunningwell Road)	<p>Change of hours (Southern part) – Object</p> <p>There is sufficient parking available for residents given the current restrictions.</p>

	<p>Change of hours (Northern part) – Object</p> <p>Again, this is trying to address a problem that does not exist.</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>I am not sure what the purpose of these changes would be.</p>
(72) Local resident, (Oxford, Sunningwell Road)	<p>Change of hours (Southern part) – Object</p> <p>Not banning parking on a Sunday for part of the CPZ will encourage cars from the other part of the CPZ to park there.</p> <p>Change of hours (Northern part) – No objection</p> <p>Sunday is at least as popular as Saturday for outside cars to park because of the many leisure attractions in the area.</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support</p>

	<p>Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support</p> <p>Parking in these places impedes buses on the Abingdon Road and elsewhere makes walking and cycling more difficult and more dangerous.</p>
(73) Local resident, (Oxford, Sunningwell Road)	<p>Change of hours (Southern part) – Support</p> <p>Would like to see enforcement !!!!! Very rare / never see presence of wardens Multiple building contractors park multiple vehicles</p> <p>Change of hours (Northern part) – Support</p> <p>Less non local Parker's the better and extended hours good so when locals return from work can park near houses</p> <p>Abingdon Road – Object Lake Street – Object</p> <p>Chemist and amenities / shop access needed on Abingdon rd</p>
(74) Local resident, (Oxford, Sunningwell Road)	<p>Change of hours (Southern part) – No objection</p> <p>Local resident area and won't change our parking currently.</p> <p>Change of hours (Northern part) – No objection</p>

	<p>Not my residential area</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support</p> <p>None</p>
(75) Local resident, (Oxford, Vicarage Lane)	<p>Change of hours (Southern part) – Partially support</p> <p>I have no specific view on the southern part of the CPZ. However in general for the CPZ as a whole I object to being unable to register my preference for a lower degree of parking control. When the CPZ was introduced we were specifically promised an opportunity to give our views on whether the restrictions should be retained, increased, or removed. This has not happened as promised.</p> <p>Change of hours (Northern part) – Object</p> <p>I live on Vicarage Lane and although parking is not always available on this small street there has always been a space within one minute's walk - even when the community centre is busy. I've found the CPZ restrictions haven't made finding a space any easier on Vicarage Lane, but they have affected the frequency with which family and friends can visit without being fined. Not everyone can cycle or walk, especially in winter. I would prefer the CPZ restrictions to be abolished or relaxed on Vicarage Lane but as a minimum I would be keen to see them not made more onerous than they already are. I don't believe a majority of residents of Vicarage Lane support these restrictions and would be</p>

	<p>glad to see the results of this survey. There are far more pressing issues, e.g. illegal parking on Abingdon Road hindering visibility pulling out of Vicarage Road which the Council doesn't seem to have the appetite to enforce upon.</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>My experience is that there are generally sufficient double yellow lines and the problem is one of enforcing the rules to eliminate dangerous illegal parking. Families in south Oxford need cars. We have lives to live. Various new restrictions would reduce parking availability and impair quality of life in an area that is far from the city centre where people have to rely on vehicle mobility for themselves and for visitors.</p>
(76) Local resident, (Oxford, Vicarage Lane)	<p>Change of hours (Southern part) – Object</p> <p>Totally unnecessary</p> <p>Change of hours (Northern part) – Object</p> <p>This will affect people coming over from East Oxford and Grandpont to the Community centre, eg art events, community cafe and doctors. One hour is not enough. Also extending hours will not make any difference, apart from using more visitor permits.</p> <p>Abingdon Road – Object Bertie Place – Object</p>

	<p>Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>Will reduce residents parking even further. I am 73 and need my car when I cannot use my bike.</p>
<p>(77) Local resident, (Oxford, Vicarage Lane)</p>	<p>Change of hours (Southern part) – Object</p> <p>Not necessary. There is usually parking space available space especially during the weekend. Make it more difficult to have visitors.</p> <p>Change of hours (Northern part) – Object</p> <p>There are always free space on the Sunday. This is limiting access for visitors without any rational.</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object</p>

	<p>Weirs Lane – Object Wytham Street – Object</p> <p>Parking spaces are limited. No reason to add more double yellow lanes apart if the intention is to make the life of residents more difficult.</p>
(78) Local resident, (Oxford, Vicarage Lane)	<p>Change of hours (Southern part) – Object</p> <p>I think rules are 'tight enough' already.</p> <p>Change of hours (Northern part) – Object</p> <p>Seems, to me, to work as things are.</p> <p>Abingdon Road – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Partially support Wytham Street – Object</p> <p>We need to keep some 'flexibility' in the system. It shouldn't be too exclusive.</p>
(79) Local resident, (Oxford, Vicarage Lane)	<p>Change of hours (Southern part) – Support</p> <p>It is hard to find a parking space on the street I live on, which is very annoying when I have to pay for a permit</p> <p>Change of hours (Northern part) – No objection</p> <p>No comment</p>

	<p>Green Place – Partially support Lake Street – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Wytham Street – Support</p> <p>No comment</p>
(80) Local resident, (Oxford, Vicarage Lane)	<p>Change of hours (Southern part) – No objection</p> <p>I have not personally experienced any issues with the current setup, and I have not heard that it's causing trouble to anyone, but I don't live in this area myself.</p> <p>Change of hours (Northern part) – Object</p> <p>I live in this area and this change of policy would 100% make our lives more difficult, not improved in any way. It means we can hardly ever have visitors over, professional people or anyone other than our own car (also with some limitations).</p> <p>Abingdon Road – Support Vicarage Lane – Object Vicarage Road – Object</p> <p>Abingdon road - current situation makes it difficult and dangerous to join Abingdon road from smaller streets, and also affect the already heavy traffic on the main road. For the smaller roads, so long as it's not a hindrance to passage of vehicles (including emergency and delivery ones) there's no reason to reduce the amount of available parking.</p>
(81) Local resident, (Oxford, Vicarage Lane)	<p>Change of hours (Southern part) – Support</p> <p>Change of hours (Northern part) – No objection</p>

	<p>Vicarage Lane – Object</p> <p>I have been a resident of Vicarage lane for nearly twenty years and I object strongly to the proposal to put double yellow lines at the end of Vicarage Land adjacent to houses 14 and 15. There is already a severe lack of parking for residents of Vicarage Lane. Your proposal will remove two other parking spaces from the residents. in particular this will result in removing the parking space used by a very elderly and frail gentleman who lives at no. 14 who has been able to park outside of his own house for the last twenty year or more. All residents of Vicarage Lane make use of these spaces. There is no legitimate reason for the yellow lines on any grounds whether that be traffic flow (Vicarage Lane is a dead end road) or safety as parking at the end of the end of the dead end impedes no one or any vehicles movement. Therefore, the County Council does not meet its own threshold as stated below that: 'The proposals help to ensure the County Council continues its responsibility to consider the provision of convenient and 1 safe movement of motor vehicles and other traffic, ensuring that danger is minimised 2 whilst facilitating the effective and safe passage of traffic, and considering the need for appropriate parking. Therefore on what basis has this decision been made? The residents who live in the road do not want it.</p>
(82) Local resident, (Oxford, Vicarage Lane)	<p>Change of hours (Southern part) – Partially support</p> <p>Why does East Oxford have resident permit only spaces 24/7, with only a few reserved for 2 hour waiting, and South Oxford not?</p> <p>Change of hours (Northern part) – Partially support</p> <p>As above, why can't we havex24/7 resent permit holders for the majority of spaces? We will still suffer from Airbnb parking after 8pm. There is not frequent enough enforcement to make the 1hr wait slot effective - swimmers and dog walkers park here all the time. Its only marginally better than what we currently have, which is basically no improvement on pre-CPZ difficulties. In small streets like these there really needs to be only one permit per household too.</p> <p>Abingdon Road – Support Green Place – Object Lake Street – Object Stewart Street – Object</p>

	<p>Vicarage Lane – Object Vicarage Road – Object</p> <p>More double yellows on tiny streets like Lake St, Vic Rd, Green Place & Vic Lane where we are already fighting for spaces makes no sense at all. The CPZs are supposed to make life easier for residents, not harder. I don't know how it affects less dense housing on eg Wytham, Camning etc. More double yellows on the main roads - Weirs Lane & Abingdon Road are a good idea, if only they were enforced</p>
(83) Local resident, (Oxford, Vicarage Road)	<p>Change of hours (Southern part) – No objection</p> <p>I don't see a problem as is, but seems ok.</p> <p>Change of hours (Northern part) – Partially support</p> <p>Having restrictions on Sunday seems good, but I would prefer that they are consistent throughout the zone. I think additional restrictions on some parts of the zone could potentially affect house prices which is not fair.</p> <p>Lake Street – Support Vicarage Road – Support</p> <p>I am very pleased to see that the lines will be drawn on the north side of vicarage rd. we've had many anti-social parking incidents over the years, including being unable to get a bike or buggy out of our house. I personally would like to see parking restricted to a so by one side of the road in most small roads to stop pavement parking - especially where the houses are flat fronted terraced house, eg south side of Lake Street.</p>
(84) Local resident, (Oxford, Vicarage Road)	<p>Change of hours (Southern part) – No objection</p> <p>No objection but it is pointless unless it is enforced</p> <p>Change of hours (Northern part) – No objection</p> <p>As before</p>

	<p>Abingdon Road – Support Vicarage Road – Support</p> <p>At Vicarage Road there needs to be double yellow lines the full length of the road on the side of the road which starts with the pub and 1a, 1, 2 etc . Without this, cars park on both sides and this is an access hazard. Where there are double yellow lines already, this needs to be enforced on the Abingdon road by the shops/pub. It is a danger turning in and out of Vicarage Road with reduced visibility. If double yellow lines are put in the other roads above, these need to be proportional to have enough space for cars to park with resident permits.</p>
(85) Local resident, (Oxford, Vicarage Road)	<p>Change of hours (Southern part) – Support</p> <p>It would reduce non-permit holder use</p> <p>Change of hours (Northern part) – Support</p> <p>It would help reduce major parking issues on Saturday evenings. I am concerned 8am to 8pm is not far enough and it should be increased to 24 hours. Secondly, I strongly feel Lake Street would benefit from marked bays to help ensure drivers park appropriately.</p> <p>Abingdon Road – Partially support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Wytham Street – Support</p> <p>My only concern is reducing the single yellow lines outside the shops may hurt trade. However, parking between Vicarage Road and Lake Street is very antisocial with cars often parked on the footpath. I am also concerned that the double yellow lines will be ignored by parents picking children up from New Hinksey school (the existing ones are largely ignored). This needs more proactive work from the school to crackdown on parents' antisocial behaviour and enforcement by parking wardens.</p>

(86) Local resident, (Oxford, Vicarage Road)	<p>Change of hours (Southern part) – No objection</p> <p>extension to 8pm important for those driving home from work and looking for parking</p> <p>Change of hours (Northern part) – Support</p> <p>evening parking needed for those driving home from work; Sunday restriction especially important in the summer when visitors to the park or the lido may deprive residents of space</p> <p>Abingdon Road – Support Green Place – Support Lake Street – Support Vicarage Lane – Support Vicarage Road – Support</p> <p>double yellow lines needed to keep some parts of the street free for emergency vehicles and pavements clear for prams</p>
(87) Local resident, (Oxford, Weirs Lane)	<p>Object – I was very disheartened to attend the consultation for this initial proposal, when the majority of residents were against the CPZ (except residents in the few problematic streets) but this was ignored.</p> <p>There is no reason to include Weirs Lane in this proposal whatsoever. There was not a parking problem before the CPZ and there is not one now that requires further restrictions.</p> <p>There is no argument to include Weirs Lane. Nobody parks here and there are lots of spaces (having lived here 12 years). Any arguments about overflow from the restrictions on Abingdon Road are nonsensical. Could you explain the rationale behind this? That is Weirs Lane specifically.</p> <p>How was the feedback from the local residents gathered? And which streets were included in this?</p>

	<p>Unfortunately, after seeing this process many times before I'm also aware that the council will proceed with this no matter the opposition. Im certain that, like every other restriction proposed, that this is a foregone conclusion, however, the I felt compelled to reply to this letter to express my disappointment at the latest restriction that the council has decided to impose.</p>
<p>(88) Local resident, (Oxford, Western Road)</p>	<p>Object – I wish to object to part of the proposals related to Abingdon Road, as below:</p> <p>Akiport cafes, Abingdon Road, and new parking proposals The proposals are likely to have a negative impact on the businesses trading at 188 to 194 (nos approximate) Abingdon Rd.</p> <p>The two shops occupied by Portuguese Cafe 'Akiport' seem to be unique and patronised by a widespread diaspora. Whilst I may prefer that their patrons did not come by car ... many do. I wish to see these businesses continue. The Cycle Lane is brought into disrepute by the current 'lenient' parking restrictions, and this requires action, but effectively closing these businesses is not acceptable.</p> <p>The cycle lane needs to be routed >outside< the parking area and for the general carriageway narrowed. I believe that the on-street parking here is poorly policed which is a negative situation for people cycling, having to go into the lane where motorists might not expect them.</p> <p>I would expect to see wands protecting the cycle path - especially where it turns out and routed passing the marked short stay bays.</p> <p>I want the proposals to accommodate the Akiport cafe (and Wellbeing Pharmacy) by routing the cycle lane past newly marked short stay markings.</p> <p>On cycle lanes:- The ETRO markings in Abingdon Road are incoherent and make things worse for people cycling. They are incoherent and promote bad decisions by drivers. The original plan has not been followed and some sections of wider lane have been omitted. The 'new' ETRO marking delivers less total distance of cycling provision than existed prior to 2020. The design remains unacceptable.</p>
<p>(89) Local resident, (Oxford, Wytham Street)</p>	<p>Change of hours (Southern part) – Object</p>

	<p>Don't see the need. No parking issues on Wytham Street. This would mean permits for all friends and family who come round for dinner and isn't needed</p> <p>Change of hours (Northern part) – No objection</p> <p>Don't know enough about the issues</p>
(90) Local resident, (Oxford, Wytham Street)	<p>Change of hours (Southern part) – Object</p> <p>No need. Barely saw commuters before this cand in. Certainly don't see the need to extend times further.</p> <p>Change of hours (Northern part) – Object</p> <p>As previous. Don't see the need.</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>Again no need / no issues traffic from what I can see.</p>
(91) Local resident, (Oxford, Wytham Street)	<p>Change of hours (Southern part) – Object</p>

	<p>I view these proposals as very unhelpful and intrusive. The extension of the restricted timing to 8pm on Wytham Street will cause great inconvenience and mean that my partner will need to use a visitor ticket whenever she comes for an evening meal. There are no signs that commuters are parking in Wytham Street during these times, indeed it tends to be harder to find a parking spaces later in the evening. It raises a question in my mind about the motivation for these changes, and to what degree the council is seeking these changes as a means to raise revenue through parking tickets and visitor permits.</p> <p>Change of hours (Northern part) – Object</p> <p>These changes will have a disastrous impact on people from outside South Oxford (ie the vast majority) using Hinksey Pool and other facilities. One hour is not sufficient, given that pool swimming slots are greater than this. The parking capacity in Hinksey Park is already inadequate. Many folk bringing small children (who currently come by car) will be deterred from using the pool during school holidays and Saturdays. This could also impact on the financial viability of the pool.</p> <p>Abingdon Road – Support Lake Street – Partially support Stewart Street – Partially support Vicarage Lane – Support Vicarage Road – Partially support</p> <p>Double yellow lines are welcome for turning circles and to protect bike lanes. I am not sure that central Vicarage Lane and Lake St should have double yellow lines; I suggest they are converted to restricted parking to allow use by park/swimming pool users.</p>
(92) Local resident, (Oxford, Wytham Street)	<p>Change of hours (Southern part) – Object</p> <p>1) There is no reason given why the change should be made. What is the advantage to extending the hours? People using the street improperly for parking all day and going into the city would be caught by the existing hours, so what is this for?</p> <p>2) Changing the hours makes it more difficult for us to have visitors over in late afternoon / early evening. With a young child this is a key time for us to have visitors, for his (and our!) socialisation.</p> <p>3) I'm sure you already ran this survey once – why is it being run again?</p>

	<p>Change of hours (Northern part) – No objection</p> <p>Not a resident of this area so I won't comment</p> <p>It doesn't seem to be any change on my street, Wytham Street. Assuming this is true it seems fine.</p>
(93) Local resident, (Oxford, Wytham Street)	<p>Change of hours (Southern part) – Object</p> <p>People need parking spaces.</p> <p>Change of hours (Northern part) – Object</p> <p>People need parking spaces</p> <p>Abingdon Road – Object Bertie Place – Object Canning Crescent – Object Chatham Road – Object Fox Crescent – Object Green Place – Object Lake Street – Object Northampton Road – Object Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Object Wytham Street – Object</p> <p>People need parking spaces</p>
(94) Local resident, (Oxford, Wytham Street)	<p>Change of hours (Southern part) – Object</p>

Extending the hours is unnecessary, there is plenty of parking through the area at all times. Parking immediately outside your house is not always possible, but there is always a space within a 1 minute walk. I support residents with mobility or disability concerns having designated parking spaces outside their properties but we need to also support people who need support at home from people that live outside the area - having family and friends visit in order to socialise and offset feeling isolated, getting help to provide after school care, babysitting, or help with day to day routines is vital. This shouldn't come at the expense of having to buy lots of permits. I also like to socialise with friends and family and this is taxed by having to use permits. Whilst the cost of living goes up, we need to make the decision to stay at home more, don't make that harder by not letting people come to visit us in the evenings and weekends. There isn't a parking crisis in the area, you can always get a parking space within a few meters of your house. There isn't a need to further extend these rules. The only reason you would extend this is to make money at the expense of the local residents, which is unfair and immoral during a cost of living crisis.

If there is a parking crisis on certain streets, then target those streets, don't penalise all the residents in a wider area because of a localised issue.

Change of hours (Northern part) – **Object**

I strongly object to this. There is absolutely no need to extend this to Sundays. Parking and driving in the area is quiet on a Sunday. Extending this parking restriction to Sunday would only serve to make money, at the inconvenience of the residents that live in the local area.

Abingdon Road – **Object**

Bertie Place – **Object**

Canning Crescent – **Object**

Chatham Road – **Object**

Fox Crescent – **Object**

Green Place – **Object**

Lake Street – **Object**

Northampton Road – **Object**

Stewart Street – **Object**

Vicarage Lane – **Object**

Vicarage Road – **Object**

Weirs Lane – **Object**

Wytham Street – **Object**

	<p>Largely people are sensible, but also, people need to be able to wait in areas for good reason - to pick up a prescription, drop off and pick up an individual with mobility issues, to have a more sustainability option for food delivery (rather than us all driving to the supermarket). Whilst I approve of double yellow lines, we need to be balanced in this approach</p>
<p>(95) Local resident, (Oxford, Wytham Street)</p>	<p>Change of hours (Southern part) – No objection</p> <p>.</p> <p>Change of hours (Northern part) – Object</p> <p>This will adversely affect those attending St John's church in vicarage road. Please allow longer permit free parking on Sundays</p> <p>Abingdon Road – Support Green Place – Object Lake Street – Object Northampton Road – Partially support Stewart Street – Object Vicarage Lane – Object Vicarage Road – Object Weirs Lane – Support</p> <p>Mains yes double yellow. Side streets no double yellows</p>
<p>(96) Local resident, (Oxford, Wytham Street)</p>	<p>Change of hours (Southern part) – Object</p> <p>I am a resident and whilst I supported the introduction of some parking measures what we currently have seem sufficient. My issue is that my husband and I cannot afford childcare and so grandma comes to help often for a week at a time. We only have one car (gave up one for the environment) and the number of permits we are allowed get burned through and mother in law has to pay to park elsewhere and walk to us. Which is ridiculous that my son's grandmother cannot park outside our house! If the hours are extended then we will need to use more permits up for late afternoon/evening guests (who we often have).</p>

	<p>I also think that allowing house to have two cars registered per address but those with only one car only being allocated the same number of permits is punitive for those of us trying to help the environment! It would be good if you could nominate another car to be registered to the address if they are close family as now a days people rely on family to help with childcare more and more.</p> <p>Change of hours (Northern part) – Object</p> <p>Same as before as I assume others are in th same position as us. Certainly I saw such a comment on a Facebook group</p> <p>Abingdon Road – Support Lake Street – Object Northampton Road – Object Wytham Street – Object</p> <p>Amenities such as doctor surgeries require people to need to be able to wait</p>
(97) Local resident, (Oxford, Wytham Street)	<p>Change of hours (Southern part) – No objection</p> <p>Parking in the area needs to be tailored for residents and deter short term parking solutions for people popping into town etc</p> <p>Change of hours (Northern part) – Support</p> <p>Will not impact residents</p> <p>Abingdon Road – Support Bertie Place – Support Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support</p>

	<p>Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support</p> <p>Make the area better for residents</p>
(98) Member of public, (Oxford, Southfield Park)	<p>Change of hours (Southern part) – No objection</p> <p>No opinion</p> <p>Change of hours (Northern part) – No objection</p> <p>No opinion</p> <p>Abingdon Road – Support</p> <p>Abingdon Road is unsafe for cycling. The Quickways schemes have significantly improved cycling on Iffley Road and Cowley Road by removing parking. The proposal to replace these single yellow lines with double yellow lines on Abingdon Road is not as substantial, but is a move in the right direction.</p>
(99) Member of public, (Oxford, Stratfield Road)	<p>Change of hours (Southern part) – No objection</p> <p>If the residents think this is better.</p> <p>Change of hours (Northern part) – Support</p> <p>Makes it easier to enforce</p> <p>Abingdon Road – Support Bertie Place – Support</p>

	<p> Canning Crescent – Support Chatham Road – Support Fox Crescent – Support Green Place – Support Lake Street – Support Northampton Road – Support Stewart Street – Support Vicarage Lane – Support Vicarage Road – Support Weirs Lane – Support Wytham Street – Support </p> <p> The Abingdon Rd DYs are critical for making cycling safer and avoiding delays to buses. And this is Action 6 in the Central Oxfordshire Travel Plan. The other DYs will help lay the groundwork for enforcement of the ban on pavement parking. </p>
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Divisions affected: *Cowley*

CABINET MEMBER FOR TRANSPORT MANAGEMENT 22 FEBRUARY 2024

OXFORD: COWLEY CENTRE WEST – PROPOSED AMENDMENTS TO WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following as advertised:
 - a) replace the various lengths of existing 'No Waiting 8am to 6.30pm Monday to Saturday' (single yellow lines) parking restrictions & the two-hour shared use parking bay opposite the junction with Hockmore Street with new 'No Waiting at Any Time' (double yellow lines) on Crowell Road,
 - b) extend the existing double yellow lines on Rahere Road, southwards from Bartholomew Road for 30 metres on the eastern side, and 27 metres on the western side.

Executive summary

2. Following the implementation of a Controlled Parking Zone in Cowley Centre West in March 2021, as part of the planned monitoring of the operation of the scheme, officers have worked with the local member to consult on localised amendments to address issues raised by local residents and the County Councillor.
3. This report presents responses received to a statutory consultation on a proposal to introduce new and amend existing 'No Waiting at Any Time' (double yellow lines) restrictions on parts of Crowell Road and Rahere Road, and to remove an existing 2-hour parking place for non-permit holders in Crowell Road as shown in **Annexes 1 & 2**.

Financial Implications

4. Funding for consultation on the proposals has been provided from the County Council's Capital Programme and from developer contributions.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.
6. Whilst 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 permit.
7. 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.

Sustainability Implications

8. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help facilitate 'active travel' by encouraging the use of alternative sustainable transport modes.

Formal Consultation

9. A formal consultation was carried out between 04 January and 02 February 2024. 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, local City Cllr's, and the local County Councillors representing the Cowley, and Rose Hill & Littlemore divisions.
10. A letter was also sent directly to approx. 160 properties in the area, and street notices were placed on site in the immediate vicinity adjacent to the proposed changes.
11. 19 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Partially support	Support	No objection	Total
Crowell Road	9 (47%)	1	7 (37%)	2	19
Rahere Road	8 (42%)	2	5 (26%)	4	19

12. Additionally, a further five emails were received, comprising of four objections from local residents, and one non-objection from Thames Valley Police.

13. The responses are shown at **Annex 3** and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

14. Thames Valley Police expressed no objections to the proposed amendments in Crowell Road and Rahere Road.

Crowell Road – proposed double yellow lines:

15. The County Councillor was approached for his views and comments based on the responses received during the public consultation – Councillor Hicks has responded with the following;

“As the councillor for Cowley Division, I am in full support of these amendments to the Cowley West CPZ. In particular I am supportive of the proposals to help the safety of north/south cycling on Crowell Road, as these proposals will mean cyclists won't have to swerve into the rest of the carriageway to get around parked cars/vans. This will become more important in the context of an ANPR camera on Crowell Road to maintain safety and attractiveness of cycling on the OXR16 route for all ages as vehicle movements on this route go up”.

16. The proposal for Crowell Road has been developed at the request and in consultation with the local member for Cowley, who raised concern over the safe movement of motor vehicles and other traffic, namely Cyclists along this route. Whilst balancing the demand for parking, the proposal helps ensure the County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic (including Pedestrians and Cyclists).
17. A majority of residents in Crowell Road have some provision of off-street parking and those residents without this option, have the opportunity to park in the surrounding roads with a parking permit. Visitors are also able to utilise the available parking within the area with the use of a visitors permit or for a short-term stay, the nearest two hour limited waiting parking bays located in The Grates and Gaisford Road.
18. In terms of the concerns raised relating to the picking up and dropping of individuals or items, whilst double yellow lines indicate that waiting is restricted 'at any time' the Traffic Regulation Order (TRO) supporting the waiting restrictions contain certain exemptions, including that of setting down and picking up passengers and loading/unloading. Whilst there is no defined allowance on time permitted to carry out these activities, in general, these activities should only take a few minutes and if seen to be taking place by a Civil Enforcement Officer (CEO) then this would be for as long as it takes to complete the action.

Rahere Road – proposed double yellow lines:

19. The County Councillor was approached for her views and comments based on the responses received during the public consultation – Councillor Elphinstone has responded with the following;

"Inconsiderate parking is a danger to residents. There are local concerns for displacement parking and obstructive vehicles. I have spoken to residents in Rahere Road, and they have requested the area to become a controlled parking zone to remedy the problem. I support the implementation of the DYLS at the junction and for a future CPZ to be considered for this area."

20. The proposal for Rahere Road has been developed following a number of concerns and requests made by the local City Councillor and some local residents due to the obstructive and damaging (particularly to verges) parking currently taking place at this junction.
21. Whilst concerns of displacement are noted, the proposed extension of the double yellow lines provides additional protection in terms of ensuring that access is maintained and safety is improved for both motorists and pedestrians, and prevents further damage of the verges.
22. It is also worth noting that the County Councils strategic direction is to rollout new CPZs across the City as part of wider objectives to cut car use in the city. Officers are currently working with the City Council and County Members to finalise this programme of work and to secure CIL funding so that we can continue to bring forward new schemes over the next few years. Rahere Road has been provisionally included as part of the Littlemore North zone in the future rollout of CPZs across the City, which will hopefully help address the concerns raised by those objecting.

Bill Cotton
Corporate Director, Environment and Place

Annexes	Annex 1-2: Consultation plans Annex 3: Consultation responses
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Contact Officers: Vicki Neville (Senior Officer – TRO & Schemes)
James Whiting (Team Leader – TRO & Schemes)

February 2024

P14: Improvement Schemes/Traffic and Road Safety/Projects A - Oxford CPZ 2 Cowley Centre West CPZ2/SLAGGING AND REQUESTS/Cowley Centre West amendments.dwg



KEY

EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES) TO REMAIN

PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS (DOUBLE YELLOW LINES) TO REPLACE EXISTING SINGLE YELLOW LINES

PROPOSED REMOVAL OF DUAL USE PERMIT HOLDERS OR 2 HOUR 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 RISKS:

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DENOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved


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Project title
COWLEY CENTRE WEST
PROPOSED PARKING CHANGES
'CT'

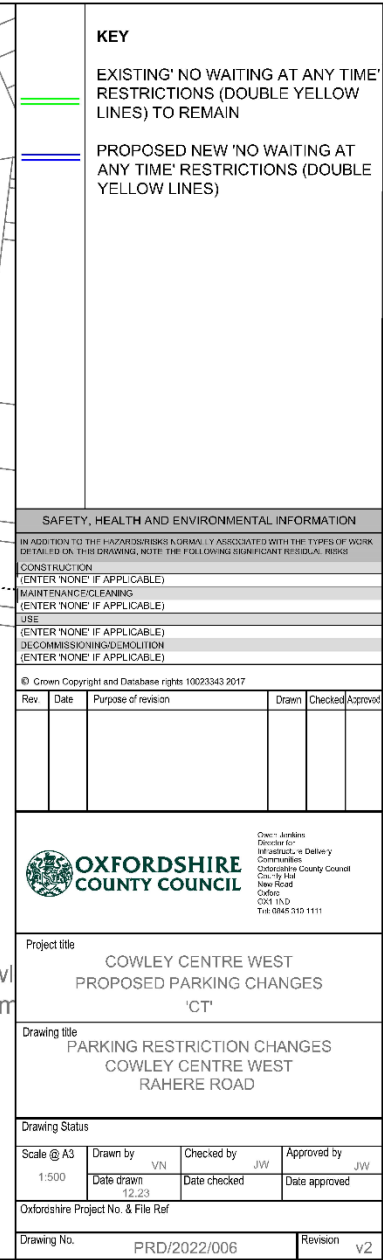
Drawing title
PARKING RESTRICTION CHANGES
COWLEY CENTRE WEST
CROWELL ROAD

Drawing Status

Scale @ A3 1:750	Drawn by VN	Checked by JW	Approved by JW
Date drawn 11.23	Date checked	Date approved	

Oxfordshire Project No. & File Ref

Drawing No. PRD/2022/007	Revision v2
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local resident, (Oxford)	<p>Object – I would like to share that I oppose any additional restrictions made. This is with regard to letter reference: CM/12.6.320/P0704.</p> <p>Further if the council would consider removing the LTNs at any point, many people I know - mothers trying to pick up children, trades people, elderly and disabled drivers, those now facing extreme rush hour traffic in major part due to the minor arteries of Oxford being blocked - and I would firmly support and appreciate it.</p>
(3) Local resident, (Oxford)	<p>Object – I am writing to express my strong objection to the proposed road double yellow lines in our neighbourhood. This plan will have a negative impact on the residents, the traffic and the safety of the area.</p> <p>First of all, the double yellow lines will force the drivers to park their cars outside our houses, creating congestion and noise. This will reduce the quality of life and the property value of our homes. Moreover, the parked cars will block the road and prevent the access of emergency vehicles, such as ambulances and fire trucks. This could put lives at risk in case of an accident or a fire as the road narrows at this point.</p> <p>Secondly, the double yellow lines will endanger the children who attend the school nearby. The school is already facing a shortage of parking spaces for the staff and the parents. The double yellow lines will make this situation worse, forcing them to park further away and walk along the busy road. This will increase the risk of collisions and injuries, especially during peak hours.</p> <p>Therefore, I urge you to reconsider this plan and find a better solution that respects the needs and rights of the residents, the drivers and the school community.</p>
(4) Local resident, (Oxford)	Object – I use this road both as a cyclist, a motorist and as a pedestrian. This seems unnecessarily malicious, unjustified and draconian.

	<p>Having a 24/7 parking ban on Crowell Road will mean that any vehicle picking up or dropping off (including, for example, supermarket food deliveries, or any taxi servicing anyone with limited mobility) could be at risk of a fine as they would be in breach of the new restrictions.</p> <p>It also seems pointless to remove the ability to park legally after 6/6:30 at night, when the shopping centre is shut. I'm also unclear why this vendetta is being carried out against Crowell Road residents when other, busier, roads in the immediate vicinity have fewer or no parking restrictions.</p> <p>To have such a harsh restriction on a road which - even with the gate open to taxis and buses - will still be much quieter than it was before the LTNs... and even then the levels of traffic did not seem unduly impacted by the routine illegal parking along what was then a major route in to Cowley.</p>
(5) Local resident, (Oxford)	<p>Object – I am writing to express my strong objections to the proposed installation of double yellow lines in Rahere Road (extending extra 30 metres).</p> <p>At the moment there is an average of 15 vehicles parking in this road at all times of the day..</p> <ul style="list-style-type: none"> a) Bartholomew Road residents who cannot or will not park in their own road due to Resident Permit Parking. b) Teachers from the School in Bartholomew Road are unable to park within the school premises and then park in Rahere Road from 8am to 5pm. c) Shoppers who visit nearby shops. d) Vans, lorries, trucks etc when working on houses in Bartholomew and other nearby roads. e) There is a bus stop opposite Rahere Road and people are using Rahere Road to park their cars and catch a bus. <p>By extending the yellow lines to go further down Rahere Road, we believe, will make the situation far worse. There are 8-10 cars parked at the top end of the road regularly. If this proposal goes through we anticipate that these people will then decide to park their vehicles further down Rahere Road at the bottom end of the road and into Van Diemens Lane. The bottom end of Rahere Road is much narrower than the top end. Two cars parked on either side at the narrow end of Rahere Road means that even large cars are not able to pass through.</p> <p>We already have problems with Vans, Ambulances and Council Rubbish Collection lorries unable to get through because of cars parked both sides of the road. We have also experienced our bins not being emptied because the lorry can't get through. Also at different times of the day, parents park in Rahere Road to pick up and set down children attending the school in Bartholomew Road. Cars also park half on the pavement and half on the road. This</p>

	<p>is dangerous to the general public and especially elderly people and mums and dads pushing prams who can't walk on the path and have to go around the cars by walking into the road.</p> <p>I have a disability and at times I have difficulty getting out of my own driveway. Cars parked on both sides of the road mean I can't see oncoming traffic.</p> <p>Therefore, I urge you to reconsider this plan and find a better solution.</p>
(6) Local resident, (Cowley, Crowell Road)	<p>Crowell Road – Object The single yellow lines outside my property on Crowell Road, allow visitors to drop off at any time - to no longer allow this will be detrimental to my visitors and myself. Visitors on a Sunday will no longer be able to park outside and also evening parking will be stopped. The proposal states - “The proposals help ensure the County Council continues its responsibility to consider the provision of convenient and 1 safe movement of motor vehicles and other traffic (including Pedestrians and Cyclists), ensuring that danger is minimised 2 whilst facilitating the effective and safe passage of traffic, and considering the need for appropriate parking”. I would like to know who this will provide a convenience for - certainly not residents. I would also like to know what “dangers” the proposal is talking about. The road has never seen any accidents or incidents as it is and our parking has already been restricted considerably. The road is wide enough to allow safe passage of vehicles as it stands. Also the introduction of the restriction at the top of Crowell road has already caused huge inconvenience and huge increase in travel time, petrol consumption and anxiety for residents. I do not understand where this idea has come from and there is nothing in the proposal to support itself, there is no evidence for this proposal to take place so I object completely to the proposal.</p> <p>Rahere Road – Object Please see my previous comments</p>
(7) Local resident, (Littlemore, Littlemore Road)	<p>Crowell Road – Object I live in Littlemore Rd -which will now bear the brunt of parking following these introductions</p> <p>Rahere Road – Object Again Littlemore Rd and surrounding roads will bear the brunt of parking. These schemes solve nothing they just kick the can further down the road</p>

(8) Local resident, (Oxford)	<p>Crowell Road – Object Discrimination, leaving people aisle with nowhere to park.</p> <p>Rahere Road – Object Discrimination, leaving people aisle. Please stop this non sense of restriction.</p>
(9) Local resident, (Oxford, Florence Park)	<p>Crowell Road – Object There is too much parking restrictions in East Oxford already, 600 parking spaces were removed as part of Quickways, please stop expanding CPZ.</p> <p>Rahere Road – Object There is too much parking restrictions in East Oxford already, 600 parking spaces were removed as part of Quickways, please stop expanding CPZ.</p>
(10) Local resident, (Oxford)	<p>Crowell Road – Object Why do you need to do this? Leave Cowley and Littlemore alone... You have already done enough damage here</p> <p>Rahere Road – Object Same as above</p>
(11) Local resident, (Oxford, Crowell Road)	<p>Crowell Road – Object It's quite a wide road with much less traffic these days thanks to the LTNs, haven't seen any problems with parking along the street.</p> <p>Rahere Road – Partially support Seems sensible, quite a narrow road and people seem to park halfway across the pavement a lot</p>
(12) Local resident, (Oxford, Lewin Close)	<p>Crowell Road – Partially support We miss the explicit provision of active travel supporting traffic management measures, e.g. the introduction of at least dashed cycle lanes or preferably exclusive cycle lanes.</p>

	<p>We criticise the the lack of traffic calming measures, e.g. lane narrowing, speed bumps, or speed tables. This is of even more importance considering the LTN filter at Crowell Road / Littlemore Road will soon be replaced with APNR and allow taxis and private hire vehicles through. It shall be anticipated that these will not respect the 20mph speed limit.</p> <p>Rahere Road – Support Full support.</p>
(13) Local resident, (Cowley, Crowell Road)	<p>Crowell Road – Object I use this road both as a cyclist, a motorist and as a pedestrian. This seems malicious, unjustified and draconian. Having a 24/7 parking ban on Crowell Road will mean that any vehicle picking up or dropping off (including, for example, supermarket food deliveries, or any taxi servicing anyone with limited mobility) could be at risk of a fine as they would be in breach of the new restrictions. It also seems pointless to remove the ability to park legally after 6/6:30 at night..? I'm unclear why this vendetta is being carried out against Crowell Road residents when other, busier, roads in the immediate vicinity have fewer or no parking restrictions.</p> <p>Rahere Road – No objection This may be another stupid idea, or it may be a a stroke of genius. But it's not a road I regularly use as either a motorist or as a pedestrian, so my view are irrelevant.</p>
(14) Local resident, (Oxford, Crowell Road)	<p>Crowell Road – Object Double yellow lines on Crowell Road are unnecessary and will cause inconvenience to residents, their visitors, tradespeople, delivery vehicles etc.</p> <p>Rahere Road – No objection I do not know the circumstances of Rahere Road</p>
(15) As a business, (Oxford, Hockmore Street/Pound Way Templars Square)	<p>Crowell Road – Object I run a business that uses facilities in the area after Castle Car Park closes, that requires moving of equipment. It will leave nowhere to park in the local vicinity after 6pm and that will effect me.</p>

	<p>Rahere Road – No objection This does not apply to me.</p>
<p>(16) Local resident, (Littlemore)</p>	<p>Crowell Road – No objection Does not affect me in any way</p> <p>Rahere Road – Object Disc parking would be better for residents</p>
<p>(17) Local resident, (Littlemore, Rahere Road)</p>	<p>Crowell Road – No objection Not relevant</p> <p>Rahere Road – Partially support Whilst the parking situation at the Bartholomew Road end of Rahere Road is an issue and at time of school drop off and pickup can be busy and difficult to negotiate, the introduction of this length of double yellow line is excessive and will only push the</p>
<p>(18) Member of public, (Oxford, Southfield Road)</p>	<p>Crowell Road – Support This road (and Beauchamp Ln) are important for cyclist to avoid the horrible roundabout between in between rds and barns rd. Additionally, the entrances from in between roads to those two roads should be optimized for cyclists</p> <p>Rahere Road – No objection</p>
<p>(19) Local resident, (Oxford, Alice Smith Square)</p>	<p>Crowell Road – Support Less cars is a good thing.</p> <p>Rahere Road – Object Again, less cars is a good thing</p>

<p>(20) Local resident, (Oxford, Bartholomew Road)</p>	<p>Crowell Road – Support As the main cycleway connecting Littlemore to the Cowley LTNs, quickways and quietways, Crowell Road should enjoy some of the same traffic control measures afforded to Iffley and Cowley Roads. I'd prefer segregated cycle paths, but reducing erratic parking on this road is a good first step.</p> <p>Rahere Road – Object If the argument is that by virtue of being on the edge of a CPZ, this leads to uncontrolled parking on Rahere Road, then surely extending double yellow lines will just continue to push the problem further along the road and into the surrounding streets?</p>
<p>(21) Local resident, (Oxford, Beresford Place)</p>	<p>Crowell Road – Support safer streets, less street clutter and less incentive to put cars where they do not belong. Will also help reduce CPZ expansion impacts on further out places.</p> <p>Rahere Road – Support same as above.</p>
<p>(22) As part of a group/organisation, (CYCLOX)</p>	<p>Crowell Road – Support Removal of car parking will make Crowell Road make it safer for people cycling and walking. It will also increase the perception of safety which could result in more people willing to cycle along the road.</p> <p>Rahere Road – Support We support this amendment as it will improve visibility for road users, and therefore make the road safer.</p>
<p>(23) Member of public, (Oxford, Stratfield)</p>	<p>Crowell Road – Support Sensible measures to address CPZ overspill problems.</p> <p>Rahere Road – Support A sensible measure to address CPZ overspill.</p>

<p>(24) Member of public, (Oxford, Marlborough Road)</p>	<p>Crowell Road – Support On-street parking makes it more difficult to cycle in the area. There is no need for any on-street parking in Central Cowley, when there are ample surface and multi-storey parking facilities in the area, free or cheap and some under-utilised. Please now start enforcing the double-yellow lines on Between Towns road opposite the shops, which has been grossly abused for decades.</p> <p>Rahere Road – Support Presumably this is driven by the nearby primary school. Parents should be encouraged to walk, cycle or take the bus for the school run.</p>
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Divisions affected: *Abingdon North*

CABINET MEMBER FOR TRANSPORT MANAGEMENT 22 FEBRUARY 2024

ABINGDON: B4017 BATH STREET – PROPOSED NO WAITING AT ANY TIME RESTRICTIONS & CYCLE LANE

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to
 - a. Approve as advertised the extension of the existing 'No Waiting at Any Time' parking restriction (double yellow lines) on the east side of Bath Street, south of the Fitzharry's Road link footpath.
 - b. Instruct officers to review and agree the proposed advisory cycle provision in consultation with local cycling groups, local member and other local stakeholders.

Executive summary

2. This report presents responses to a consultation on a proposal to extend by 54 meters northwards the existing 'No Waiting at Any Time' (double yellow lines) parking restrictions on the east side of Bath Street, south of the Fitzharry's Road link footpath, which will subsequently replace the same length of 'Limited Waiting' (2 hours, 8am to 6pm Monday to Saturday) parking provision, as shown in **Annex 1**.
3. The proposals have been put forward to help support the planned introduction of an advisory cycle lane on the east side of Bath Street towards Stratton Way, which will help improve safety and amenity for pedal cyclists by removing any potential vehicle obstruction in this narrow section of the carriageway.
4. These proposals are a re-consultation of the exact same matters from both December 2018 (approved by the Cabinet Member for Environment in February 2019) & February 2021 (again, approved by the Cabinet Member for Environment in March 2021), which have been required to be put forward again as a result of the expiration of the statutory two-year period within which to complete implementation on site.

Financial Implications

5. Funding for the proposals, including consultation will be met by the developers of land north of Abingdon for residential purposes.

Equality and Inclusion Implications

6. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

7. The proposals would help facilitate the safe movement of cyclists between the residential areas located in north Abingdon and the town centre.

Formal consultation

8. A formal consultation was carried out between 09 August and 08 September 2023. A notice was published in the Oxfordshire Herald Series 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, Vale of White Horse District Council, local District Cllr's, and the local County Councillor representing the Abingdon North division.
9. A letter was also sent to approx. 50 adjacent properties in the area, and street notices were also placed on site in the immediate vicinity.
10. Eight responses were received during the course of the formal consultation, with: one in support, and six objections.
11. Additionally, an email from Thames Valley Police (TVP) was received, stating they had no objection to the proposal.
12. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.
13. It should be noted that the level of response was lower than that received in the original consultation, but at a similar level to the first re-consultation, as shown below:
 - a. December 2018 – 54 responses received, with 36 (67%) in support, 13 (24%) objecting and a further 5 (9%) neither supporting/objecting or raising concerns.

- b. March 2021 – Six responses received, with two objections, one expression of non-objection, and three expressions of support.

Officer response to objections/concerns

14. Thames Valley Police raised no objection to the proposal although queried the need for the proposal noting that two previous consultations have been carried out and the measures approved but then not implemented. Noting the above, significant progress has now been made in relation to the issues that caused delay, meaning that the scheme should be delivered within the two-year implementation period, should the TRO be re-approved.
15. The local member expressed support for the proposal, commenting that it is long overdue.
16. Oxfordshire Cycling Network (OCN) expressed support for the proposed introduction of no waiting at any time restrictions but objected to the proposed advisory cycle lane on the grounds that it is of substandard width and suggested two alternative options for on carriageway cycle provision. Accepting the grounds for objection, officers – including the County Council's Active Travel Officer – will meet with representatives of OCN and other local stakeholders to agree the best option, noting that the measures under consideration are not subject to statutory consultation.
17. Five objections were received from local residents primarily in respect of the loss of parking for local residents but with some responses raising concerns on safety (including for cyclists) and the accuracy of the formal notice of proposal. The majority of these responses also requested that consideration be given to extending the existing town centre residents parking scheme to include the nearby premises on Bath Street with no off-street parking provision.
18. Noting the above objections, it is considered that the proposal to introduce additional 'No Waiting at Any Time' restrictions will improve safety for all road users, including pedal cyclists, and that these benefits will apply irrespective of the detail of the advisory cycling provision to be put in place here. While it is accepted that there was an error in one point of detail within the formal notice of proposal, it is not considered to be material to conveying an accurate description of the effect of the scheme.
19. The request for the extension of the existing residents parking scheme will be reviewed by the Oxfordshire County Council Parking Team, although at present it is not possible to comment on the likely timescales for such a review.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1 Consultation plan
Annex 2 Consultation responses

Contact Officers:

Ryan Moore (Lead TDM Engineer)

February 2024

Drawing No.

Key

- Existing No Waiting at Any Time (double yellow lines) 131 metres.
- Proposed "No Waiting at Any Time" (double yellow lines) (approx. 54 metres)
- Existing Monday - Saturday 8am - 6pm 2 Hours No return within 1 hour (approx. 113 metres)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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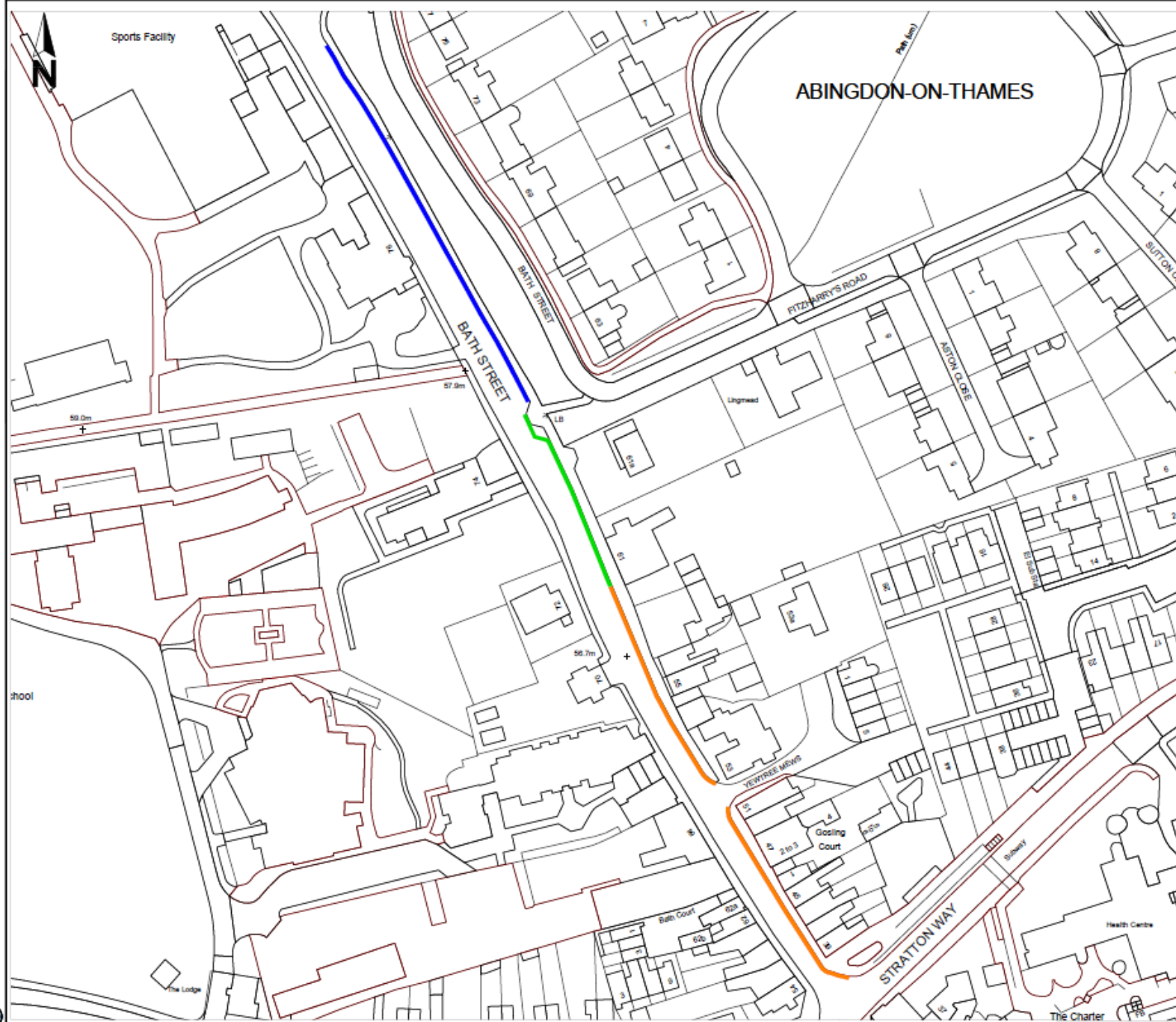
Project title
PROPOSED NO WAITING AT ANY TIME

Drawing title
**ABINGDON
BATH STREET (UPPER)**

Drawing Status			
Scale @ A3	Drawn by JAC	Checked by	Approved by
N.T.S.	Date drawn 11/18	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0



Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – but as this has been 5 years in the making and subject of two previous consultations is there really a need to continue with it .
(2) Local County Cllr, (division)	Support – This is long overdue and essential to facilitate safer journeys by bike into the centre of town from Wootton road. Enabling this will lead to increased uptake of cycling and all manner of environmental and safety benefits for the wider town.
(3) Local group/organisation, (Oxfordshire Cycling Network)	<p>Support/Object - First, I support the removal of the parking bays and the installation of the proposed extension to the 'No waiting at any time' double yellow lines.</p> <p>However, I object strongly to the proposed sub-one-metre cycle lanes.</p> <p>Cycle lanes under one metre wide cycle lanes are dangerous as they encourage riding close to the kerb and they legitimise and increase the number of 'close passes' as drivers 'squeeze through' when passing each other. They go against national standards for a minimum width of 2.0m (Desirable minimum width), or 1.5m (Absolute minimum at constraints) – LTN 1/20 Table 5-2.</p> <p>At the Letcombe Avenue junction, the Bath Street cross-section from east to west is as follows: 2.0m parking bay/ 7.8m general carriageway/ 0.6m advisory cycle lane (Total 10.4m). This could be reconfigured as:</p> <ul style="list-style-type: none"> • 1.5m cycle lane • 7.4m general carriageway (2x 3.7) • 1.5m cycle lane <p>The width varies, but it is common practice in such circumstances to remove to centre line and to use Advisory cycle lanes. At places where the width is sufficient, wands can be placed to provide extra protection for cyclists. This approach is working well on, for example, Iffley Road, Oxford and has led to a significant increase in cycle traffic. (See picture).</p>

	<p>For the 120 metres at the south end, where the road narrows to about 6 metres, there are two options:</p> <ul style="list-style-type: none"> • Keep 1.5m cycle lanes and narrow the central carriageway. The traffic in Bath St. The 7000 AADT traffic on Bath Street is higher than you would normally choose for this LTN 1/20 recommends 4500 a day, 500 per hour (para 6.4.16). However, the approach seems to work for short sections with higher flows e.g. Hollybush Row, on the approach to Frideswide Square in Oxford. o https://www.google.co.uk/maps/@51.7521711,-1.2673051,3a,90y,356.81h,73.98t/data=!3m6!1e1!3m4!1smiSr75iGE1Uiggpz_vnxbA!2e0!7i16384!8i8192?entry=ttu • End the cycle lanes and revert to mixed traffic, with cycle symbols (TRGSD 1057) in the carriageway.
(4) Local resident, (Abingdon, Bath Street)	<p>Object – 1. The proposed measure will reduce pedestrian safety. Many, perhaps even most, cyclists use the pavement on the west side of Bath Street between the pedestrian crossing on Stratton Way and the start of the proposed cycle lane, in both directions. The pavement is too narrow for shared use. Measures to encourage cycling along Bath Street will bring cyclists into more conflict with pedestrians and should wait until the Bath Street/Stratton Way junction is redesigned. My young children are already wary of stepping out of our front door (56 Bath Street) because they have had close encounters with cyclists. I recommend that your engineers experience the current usage of cyclists of the road at school start or finish times.</p> <p>2. The notice is incorrect. Apart from one parking space (at the north end), all the parking spaces proposed for removal have parking restrictions from Monday to Friday, not Monday to Saturday.</p> <p>3. The existence of Friday evening to Monday morning weekend parking is highly valued by the residents of Bath Street without any private parking places (the houses nearest Stratton Way), as it is used by their overnight visitors. It is an option to change some or all of the parking places proposed for retention to have Mon-Fri restrictions instead of Mon-Sat, or better still have some residents parking bays.</p>
(5) Local resident, (Abingdon, Bath Street)	<p>Object – As a resident of Bath Street I agree that cycling should generally be made safer in Abingdon, however residents of this section of Bath Street heavily rely on this area for parking.</p> <p>A number of the houses on the area of Bath Street next to the Stratton Way junction (north of the town centre) have no private or on-street parking and the difficulties this creates are exaggerated by having no access to a resident's parking scheme. This issue has been highlighted several times through the consultation regarding the introduction of a</p>

	<p>cycle lane near this section of Bath Street, and was directly discussed in the 'Report by Director for Infrastructure Delivery' produced on 17 January 2019. Point 12 of this report stated 'Extending the current Abingdon residents parking scheme to apply to the length of parking that would be retained under the current proposal should in principle be a longer-term option, but is likely to be more appropriately considered when civil parking enforcement is adopted by the Vale of White Horse District Council.'</p> <p>We now ask that as the civil parking enforcement scheme has been adopted, that this is now seriously looked at as an option for the residents of Bath Street near the junction of Stratton Way. These issues will not go away, and the residents are in desperate need of a viable solution to parking.</p>
(6) Local resident, (Abingdon, Bath Street)	<p>Object – While I am in support of making Abingdon safer for cyclists, this consultation also raises the ongoing question of parking support for residents of Bath Street.</p> <p>This issue was directly discussed in response to this consultation in the 'Report by Director for Infrastructure Delivery' produced in January 2019. Point 12 stated: 'Extending the current Abingdon residents parking scheme to apply to the length of parking that would be retained under the current proposal should in principle be a longer-term option...'. As we are now 4 years on from this point, I urge the Council to look into this.</p>
(7) Local resident, (Abingdon, Bath Street)	<p>Object – I am responding to your letter dated 09 August 2023. I was one of the respondents to the consultation and I must say I am astonished at the short sightedness of this proposal. I live at Bath Street, and this is the ONLY area that residents of Bath Street can park, and at great cost when a parking ticket is issued.</p> <p>In my response I objected to any changes and suggested that residents were issued with a permit. There are about four houses along the east and west side that do not have any parking.</p> <p>I am wondering what you suggest? I work at the JR and live with my grandson. I regularly pick him up after work and already walk with him some distance to get him home when parking along the east side is full. It's not a difficult concept to consider our quality of life in this street when we pay steep council taxes. Issuing five resident permits to residents that do not have any parking seems to be an obvious solution. If this cannot be considered then I would like to understand why.</p>

	I have copied in my MP as I'm extremely concerned for the safety of children who reside on the street and for residents who are not able to park near our homes.
(8) Local resident, (Abingdon, Bath Street)	<p>Object – We must object to the proposals which will remove about 8 parking spaces from the east side of Bath Street north of Stratton Way.</p> <p>My parents are now very old, and with multiple and serious health problems, they require up to four care visits by myself, NHS and agency staff every day. To do this we rely on the availability of the 2-hour restricted, but free, parking in Bath Street nearby to the north.</p> <p>Even now, there is not always a vacant space and sometimes I have to wait to park. 8 spaces will be more than 25% of the available parking and is too much to lose. This is untenable.</p> <p>My parents have lived in Bath Street for over 50 years and wish to stay in their home. They have always had double yellow lines directly outside their house and have therefore relied on the parking further north.</p> <p>My father, was a town councillor for many years and supports initiatives to improve Abingdon, but this one really is not needed, especially in view of the new 20mph town limit.</p> <p>To reiterate, any reduction to the on-street parking in Bath Street will cause hardship to my parents and may force them to leave their home. A concern which will cause acute distress.</p>

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Divisions affected: *Carterton South & West*

CABINET MEMBER FOR TRANSPORT MANAGEMENT 22 FEBRUARY 2024

ALVESCOT: B4020 MAIN ROAD – PROPOSED TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is **RECOMMENDED** to approve – as advertised – the traffic calming carriageway narrowing feature on the B4020 Main Road, Alvescot.

Executive summary

2. This report presents responses to the statutory consultation on the proposal to construct a traffic calming carriageway narrowing feature on the B4020 Main Road, approximately 15 metres southeast of its junction with Mill Lane. The narrowing will feature kerbed buildouts with wooden bollards, and will also facilitate an informal crossing pedestrian crossing point, as shown in **Annex 1**. Priority will be given to traffic travelling south-eastwards, with traffic heading north-westwards required to give-way.
3. The proposals were put forward in conjunction with the village-wide 20mph speed limit, which was approved in December 2023 and has subsequently been implemented on the 05 February 2024.

Financial Implications

4. Funding for the proposals (including consultation) has been provided by the Parish Council, who will also fund the implementation if approved.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help facilitate the newly introduced 20mph speed limit, and the safe movement of traffic, and will subsequently also help improve road safety especially for the more vulnerable road users in the area.

Formal consultation

7. Formal consultation was carried out between 06 September and 06 October 2023. A notice was published in the Witney & West Oxfordshire Gazette newspaper, and an email 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, West Oxfordshire District Council, the local District Cllrs, Alvescot parish council, and the local County Councillor representing the Carterton South & West division.
8. 96 responses were received during the course of the formal consultation, comprising of: 71 in support (74%), 14 objections (15%), seven raising concerns (7%), and four not objecting.
9. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police raised no objection to the proposals.
11. Ideally a formal controlled crossing would be introduced, but costs would make this prohibitively expensive, and visual intrusion of the necessary infrastructure would be problematic. The proposed kerb prominences will allow pedestrians and drivers better forward visibility of one another.
12. While it is accepted that pedestrians will not have priority as would be the case with a controlled crossing, by building out both kerbs, the distance over which pedestrians must cross is in effect halved.
13. Additionally, a physical feature in the carriageway will have a greater slowing effect on traffic than just road markings on the road surface, thereby theoretically helping achieve greater compliance with the newly introduced 20mph speed limit.
14. Calming features on the outskirts of the village are considered a little too far from the centre to have the most beneficial effect in the centre, although without them speeds could be considerably higher. This proposal is therefore considered to be in the best place to serve those vulnerable road-users accessing the school and other local facilities/amenities.

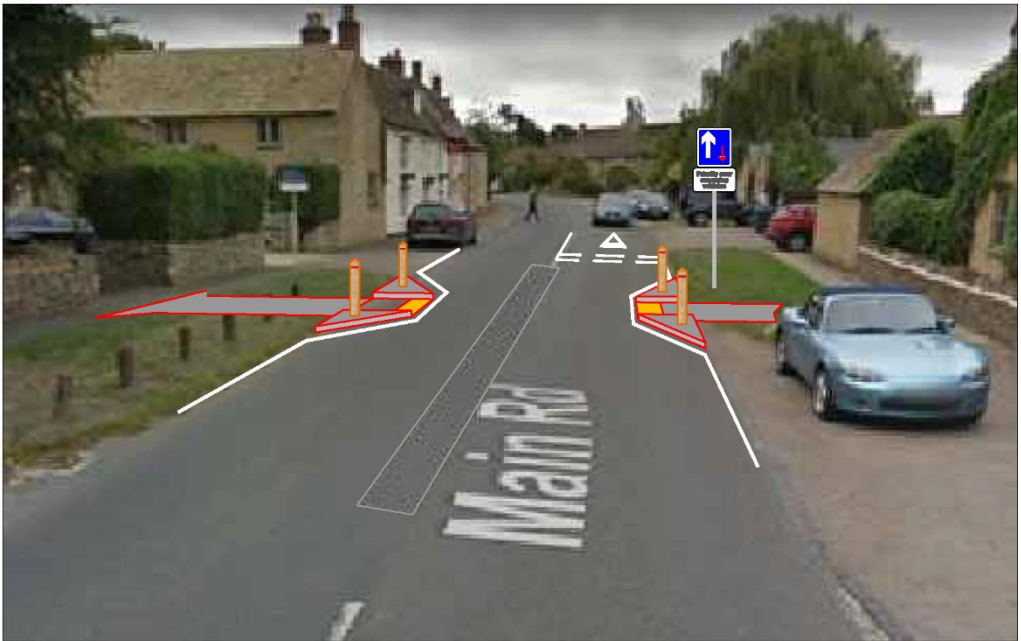
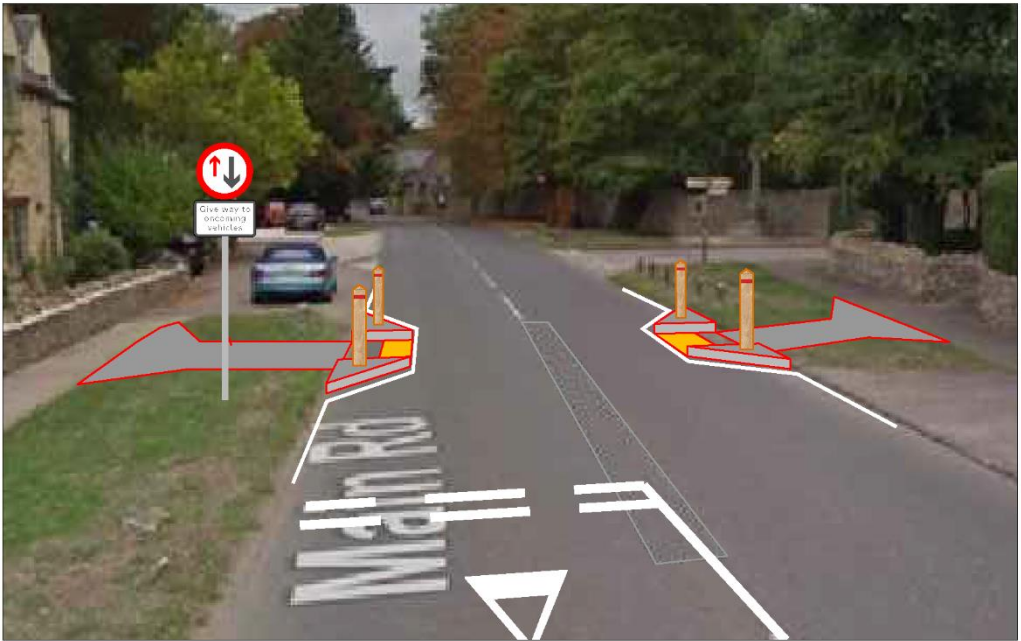
15. Traffic surveys conducted before and after installation of the existing calming buildouts in the village evidence a significant reduction in hourly mean speeds of traffic. With traffic surveys having been conducted in November 2018 and September 2021 through the Council's Traffic Monitoring team, there is no evidence to suggest that the chicanes have increased traffic speeds.

Bill Cotton
Corporate Director, Environment and Place

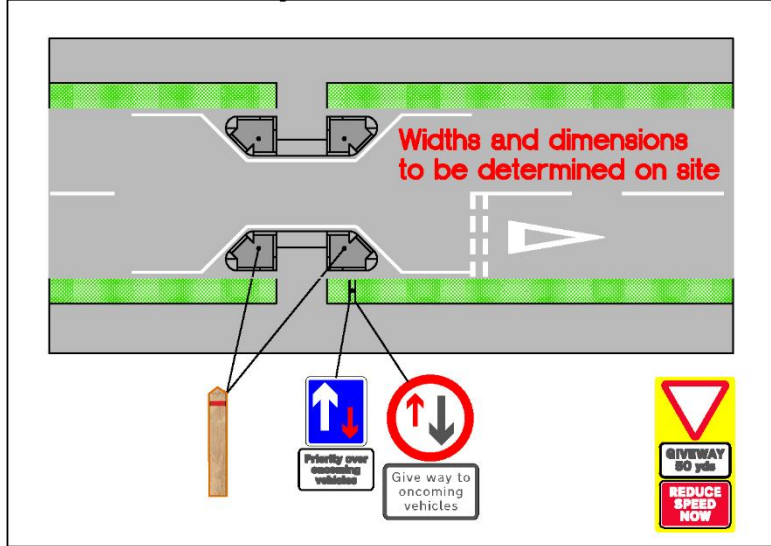
Annexes	Annex 1: Consultation plan Annex 2: Consultation responses
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Contact Officers:	James Wright (Senior Officer – Traffic & Road Safety)
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February 2024



Schematic plan



Supply and erect new sign and post
76mm dia x 8.8m post.

Supply and erect new sign and post
76mm dia x 8.8m post.

Supply and erect new sign and post
76mm dia x 4.8m post.
Exact distance to be agreed before
ordering signs.

Drawing No.		Revision	
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Rev.	Date	Purpose of revision	Drawn Checked/Approved
OXFORDSHIRE COUNTY COUNCIL Deen Jerrids Director for Infrastructure Delivery Oxfordshire County Council County Hall Oxford OX1 1UD Tel: 01865 360 11 11 Fax: 01865 241577			
Project title PROPOSED TRAFFIC CALMING			
Drawing title ALVESCOT			
Drawing Status			
Scale @ A3 N.T.S.	Drawn by JEW	Checked by	Approved by
	Date drawn 04/23	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	No objection
(2) Local County Cllr, (Carterton South & West division)	Support – I am happy to support this safety driven initiative for Alvescot. Thank you for being so proactive with their application,
(3) Local Resident, (Alvescot, Lower End)	Object – I don't think the cost is justified.
(4) Local Resident, (Alvescot, Lower End)	Object – Unnecessary low speed limit for that road.
(5) Local Resident, (Alvescot, Main Road)	Object – The existing traffic calming chicanes on entry/exit of either end of the village on the B4020 have had no impact on reducing the speed of the traffic through the village. In fact, these measures have increased the speed of the traffic through the village as drivers seek to make up lost time. I live directly on the B4020 in roughly the centre of Alvescot so see this every day. Further measures of this nature will not benefit the village at all. The main priority should be the safety of children in the area of the school and a proper crossing and short 20mph limit in this area would surely be beneficial. Additional chicanes etc will not be beneficial and are really not welcome.
(6) Local Resident, (Alvescot, Main Road)	Object – Just put in a proper pedestrian crossing by the school, everyone knows it there and will be more cautious, the traffic calming already implemented is a disaster, just makes people speed through the main part of the village,
(7) Local Resident, (Alvescot, Main Road)	Object – There is already natural traffic calming in the village from parked cars on Main Road and this does little to help the situation. The traffic calming on entry to the village has made it worse as motorists speed up throughout the village. More traffic calming of this nature is worse for residents as this creates noise from running engines when stopped at the traffic calming and then when cars are accelerating having been stopped. There is an issue of safety

	in the village relating to the school for children crossing the road at the start and end of the school day and during the day to access the sports field. A pedestrian crossing in the location of the village car park would be welcome - this will improve the safety and will also slow traffic. Motorists respect such measures as pedestrian crossings.
(8) Member of public, (Alvescot, Oakley Close)	Object – Pointless
(9) Local Resident, (Alvescot, Station Road)	Object – I believe a crossing rather than a chicane would be far better
(10) Local Resident, (Alvescot, Station Road)	Object – There is already traffic calming at both ends of Alvescot. Why not just put in a zebra crossing or something similar?
(11) Local Resident, (Alvescot, Lower End)	Object – As included in earlier free text box.
(12) Local Resident, (Alvescot, Lower End)	Object – No necessary
(13) Local Resident, (Bampton, Church Street)	Object – Dangerous - putting opposing vehicles in conflict.
(14) Member of public, (Brize Norton, Brize Norton)	Object – The current speed limit is reasonable
(15) Local Resident, (Carterton, Home Close)	Object – I drive through Brize Norton from Carterton towards Witney every day and without fail, the traffic "calming" features enrage and infuriate drivers by delaying them completely unnecessarily. I then regularly see drivers accelerate in temper to 40mph. When it was 30 mph and no calming, the vast majority of drivers stuck to it (35 years of local driving experience).

(16) Member of public, (Carterton, Mayfield Close)	Object – The flow of traffic is already heavy in Alvescot especially at school drop off. Extra traffic calming would cause chaos. The village already has them at each end and it's a tiny village.
(17) Local Resident, (Alvescot, Lower End)	Concerns – I do not necessarily support calming features as proposed. I wonder if they cause increased noise in the immediate vicinity with vehicles having to stop and start.
(18) Local Resident, (Alvescot, Lower End)	Concerns – Blocking exit from and congestion at Lower End and B4020 junction.
(19) Local Resident, (Alvescot, Main Road)	Concerns – As I said it should be a proper zebra crossing not an informal, pedestrians should get right of way and vehicles made to stop due to the school and bus stops and drivers will pay more attention also more obvious School signs wouldn't hurt with perhaps the flashing yellow lights at drop off and pick up times.
(20) Local Resident, (Alvescot, Main Road)	Concerns – The speed of a road should accurately reflect the road conditions and form a safe transition between speed limits. The 40 mph is appropriate for the width of the road and the situation of the housing along it. Arbitrarily lowering speed limits will not gather the respect or compliance of drivers.
(21) Local Resident, (Alvescot, Pemsco Close)	Concerns – Traffic calming already in village and has made speed prob worse not better
(22) Local Resident, (Alvescot, Station Road)	Concerns – We feel that people wouldn't adhere to the new limit
(23) Local Resident, (Alvescot, Station Road)	Concerns – no comments.
(24) Local Resident, (Alvescot, Mill Lane)	Support – Support

(25) Local Resident, (Alvescot, Gassons Mead)	Support – The road is too fast and drivers do not stick to the speed limit. The school children are at extreme danger of a driver hitting them.
(26) Local Resident, (Alvescot, Lower End)	Support – Well placed opposite the school and a key crossing place for many in the village, as well as staggering flow through the village for those that will continue to ignore any speed limit in place.
(27) Local Resident, (Alvescot, Lower End)	Support – Same views as for 20mph
(28) Local Resident, (Alvescot, Lower End)	Support – As previously noted
(29) Local Resident, (Alvescot, Lower End)	Support – The downhill section towards the village gets some very speedy cars coming through.
(30) Local Resident, (Alvescot, Lower End)	Support – Anything that slows down the thru traffic near the school has to be a good thing
(31) Local Resident, (Alvescot, Lower End)	Support – Traffic too fast not safe to cross road especially the children going to the school and the park
(32) Local Resident, (Alvescot, Lower End)	Support – I've seen 2 very bad push bike accidents on this road with vehicles travelling too quickly. This influenced me to stop cycling on the road and to not allow my children to either.
(33) Local Resident, (Alvescot, Lower End)	Support – The traffic needs to be slowed, it's so dangerous crossing

(34) Local Resident, (Alvescot, Lower End)	Support – Help slow traffic down
(35) Local Resident, (Alvescot, Main Road)	Support – This road is very challenging to cross with small children and an elderly disable parent. It would mean all learn to cross at that point making it safer in general.
(36) Local Resident, (Alvescot, Main Road)	Support – Already outlined
(37) Local Resident, (Alvescot, Main Road)	Support – I maintain actually it should be a zebra crossing for the school children who need to cross regularly. It should have Belisha beacons.
(38) Local Resident, (Alvescot, Main Road)	Support – My answers are as number 6
(39) Local Resident, (Alvescot, Main road alvescot)	Support – Cars travel too fast and cause accidents
(40) Local Resident, (Alvescot, Pemscott Close)	Support – This would make it easier for pedestrians to cross
(41) Local Resident, (Alvescot, Station Road)	Support – The proposal would make the road safe for pedestrians, cyclists and vehicle drivers.
(42) Local Resident, (Alvescot, Station Road)	Support – Safety
(43) Local Resident, (Alvescot, Thorpes Field)	Support – As a resident of Alvescot who regularly accesses and uses local amenities including the church, play park, pub and school, as well as footpaths, road safety has been a concern for a number of years due to the increase in

	both volume and speed of vehicular traffic I wholly support efforts to slow down traffic and to implement a pedestrian crossing point - this will be a real asset to the village for both residents and visitors; those who are able bodied as well as those with limited mobility - our elderly residents and also those such as myself with children. Our village has a number of young families who walk to and from the village school and to school bus stops, and improving road safety with these measures will really help keep our children safe.
(44) Local Resident, (Alvescot, Thorpes Field)	Support – A safer crossing point is very much needed to prevent further accidents.
(45) Local Resident, (Alvescot, Thorpes Field)	Support – As stated in previous comments, constantly witness speeds way in excess of the current limit, so any/all measures supported.
(46) Local Resident, (Alvescot, Thorpes Field)	Support – Safer crossing for all especially children at school times
(47) Local Resident, (Alvescot, Main Road)	Support – Supporting the 20 so we don't have any dead children
(48) Local Resident, (Alvescot)	Support – Wanting school to be safer
(49) Member of public, (Alvescot, B4020 Main Road)	Support – Safety school children
(50) Local Resident, (Alvescot, Gassons Mead)	Support – Children cross regularly at this point.
(51) Local Resident, (Alvescot, Gassons Mead/Station Road)	Support – Improved safety

(52) Local Resident, (Alvescot, Lower End)	Support – Many people already drive faster than 30 through the village which is particularly worrying at school pick ups and drop offs. The informal crossing near the school will at least slow people down.
(53) Local Resident, (Alvescot, Lower End)	Support – There's lots of cyclists use that road and if drivers are coming rounds bends too fast they don't see them in time
(54) Local Resident, (Alvescot, Lower End)	Support – I support it but I worry that it won't be adhered to so how can it be enforced?
(55) Local Resident, (Alvescot, Lower End)	Support – Safety of children and residents
(56) Local Resident, (Alvescot, Lower End)	Support – To protect the children crossing to from school
(57) Local Resident, (Alvescot, Lower End)	Support – The village needs to be safer
(58) Local Resident, (Alvescot, Main Road)	Support – The school needs a safe area to cross
(59) Local Resident, (Alvescot, Main Road)	Support – This is very much needed for the children to cross safely to and from school and to the park and as the children use the park during school time to this would be a safer means of crossing the children
(60) Local Resident, (Alvescot, Main Road)	Support – It provides a safer environment for me and my dogs

(61) Local Resident, (Alvescot, Main Road)	Support – Cars too fast at present
(62) Local Resident, (Alvescot, Main Road)	Support – I support this proposal for the safety of people who live/work in this village
(63) Local Resident, (Alvescot, Main Road)	Support – School safety
(64) Local Resident, (Alvescot, Main Road)	Support – People drive far too quickly along this road in all weathers and it's a matter of time before an accident occurs.
(65) Local Resident, (Alvescot, Main Road)	Support – I support the change fully.
(66) Local Resident, (Alvescot, Main Road)	Support – Concerns about traffic speeds in the village
(67) Local Resident, (Alvescot, Oakey Close)	Support – Help to further slow the traffic down in an area where there are often more vulnerable pedestrians
(68) Local Resident, (Alvescot, Pemscott Close)	Support – Again, I think that people that want to speed will still speed.
(69) Local Resident, (Alvescot, Station Road)	Support – It's clear that it wouldn't be long before there is serious injury to the villagers of alvescot
(70) Local Resident, (Alvescot, Station Road)	Support – The crossing to St Peters has been a hazard for years. Parking remains a problem.

(71) Local Resident, (Alvescot, Station Road)	Support – We need to slow the traffic down.
(72) Local Resident, (Alvescot, Thorpes Field)	Support – Desperately needed to allow children to safely cross and slow centre traffic flows
(73) As part of a group/organisation, (Bampton)	Support – I walk dogs and wan the road to be safe for all
(74) Member of public, (Bampton, Broad Street)	Support – Safety to the residents
(75) Member of public, (Bampton, New Road)	Support – To slow the traffic down before a child gets hit.
(76) Member of public, (Bampton, Shergold Road)	Support – Cars driving far too fast on this road
(77) Local Resident, (Burford, Shilton Road)	Support – As mentioned before
(78) Member of public, (Carterton, Kestrel Close)	Support – Traffic travels too fast through the village at times and going out of the village. I think this will help make it safer.
(79) Local Resident, (Carterton, Tamarisk)	Support – Traffic needs to go slower to make sure people are not injured and to ensure no more children are hit on this road.
(80) Member of public, (Carterton, Woodcote Road)	Support – Same as previous comment - mainly it will slow people down before entering the village

(81) Local Resident, (Carterton, Clarkston Road)	Support – To aid the safe crossing of the children to and from school and the park
(82) Member of public, (Carterton, Empire Drive)	Support – To add safety to the school children
(83) Local Resident, (Carterton, Falcon Close)	Support – Daughter goes to school in village.
(84) Local Resident, (Carterton, Halton Road)	Support – Cars drive too fast.
(85) Member of public, (Carterton, Latimer)	Support – As previously stated
(86) Member of public, (Carterton)	Support – Village residents would benefit aswell as the school children
(87) Member of public, (Carterton, Stirling Close)	Support – Child goes to the primary school
(88) Member of public, (Faringdon, London Road)	Support – All efforts to slow traffic should be supported.
(89) Member of public, (Filkins)	Support – The speed needs reducing
(90) Member of public, (Alvescot, Main Road)	Support – We need traffic to calm by the school.

(91) Member of public, (Shilton, Church Lane)	Support – As per previous answer
(92) Member of public, (St Peters primary school, Main Road)	Support – Supporting to slow traffic
(93) Member of public, (St Peter's school, Main road)	Support – Na
(94) Local Resident, (Alvescot)	No opinion – N/A
(95) Local Resident, (Alvescot, Station Road)	No opinion – I have no problem with this traffic calming proposal. I believe this will slow traffic to some extent therefore making 20mph limit unnecessary
(96) Member of public, (Carterton, Glenmore Road)	No opinion – No opinion

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