



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

Thursday, 30 April 2020 at 10.00 am

Please note that due to guidelines imposed on social distancing by the Government this meeting will be held remotely

For further information on this please contact the Committee Officer (details below) bearing in mind the information set out at Item 3 on this Agenda

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Monday 11 May 2020 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 black ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

April 2020

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 21 May 2020

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. Declarations 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

This Cabinet Member for Environment Delegated Decisions meeting will be held remotely in order to conform with current guidelines regarding social distancing. Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 24th April. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk together with 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.

Where a meeting is held remotely and the addressee is unable to participate remotely their written submission will be accepted.

Written submissions should be no longer than 1 A4 sheet.

4. Oxford - Hollow Way North - Proposed Controlled Parking Zone (Pages 1 - 24)

Forward Plan Ref: 2019/146

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE4**).

New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Hollow Way North area, but to review specific suggestions for minor adjustments as raised in the consultation responses as noted in paragraphs 11 and 17 of the report CMDE4.

5. Oxford - Cowley Marsh Area - Proposed Controlled Parking Zone (Pages 25 - 66)

Forward Plan Ref: 2020/015

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE5**).

New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Marsh area, noting that local consultations may be carried out in respect of changes to proposals for part of Barracks Lane and also in respect of minor changes to proposals for no waiting at any time restrictions.

6. Abingdon, Henley, Oxford and Wallingford: Amendments to Fees for Residents Vehicle and Visitor Permits and On-Street Parking (Pages 67 - 70)

Forward Plan Ref: 2020/022

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE6**).

Following approval on 21 January 2020 by Cabinet for revised fees the County Council was then obliged to advertise its intention to alter the Traffic Regulation Order to give effect to these changes. The report presents responses received to a statutory consultation to increase fees for on-street parking and parking permits required in Controlled Parking Zones (CPZs).

The Cabinet Member for Environment is RECOMMENDED to approve the proposed increases to fees for permits for the Controlled Parking Zones in Oxford, North Hinksey and Henley on Thames and for on-street pay and display parking in Abingdon, Henley and Wallingford as advertised.

7. Oxford - Oriel Square and Turl Street - Amended Access Restrictions (Pages 71 - 82)

Forward Plan Ref: 2020/009

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE7**).

The report presents responses received to a statutory consultation on a proposal to amend the permitted vehicles in Oriel Square and Turl Street in Oxford.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed amendments to access restrictions applying to Oriel Square and Turl Street, Oxford.

8. Oxford: Various Locations - Proposed Exclusion from Permit Eligibility for Residents Permits (Pages 83 - 86)

Forward Plan Ref: 2020/016

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by the Interim Director for Community Operations (**CMDE8**).

A decision is sought on the proposed exclusion of eligibility for parking permits for residents of 77A-81A London Road Oxford in accordance with a planning condition set by Oxford City Council for the redevelopment of these properties

The Cabinet Member for the Environment is RECOMMENDED to approve the proposed exclusion of eligibility for 77a to 81a London Road Oxford for residents and visitor permits as advertised.

9. Proposed Waiting Restrictions and Traffic Calming - Bankside, Banbury (Pages 87 - 104)

Forward Plan Ref: 2019/191

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Paul Dear, Senior Engineer Tel: 07557 082569

Report by the Interim Director for Community Operations (**CMDE9**).

The Longford Park residential development in south east Banbury is underway with a significant number of homes already completed and occupied. As the site is further developed, a new junction at Bankside is being constructed and measures on Bankside are now proposed to provide for the additional demands for travel arising from the development. If approved, these measures, which include the replacement of the existing traffic calming chicanes with speed cushions, a raised

zebra crossing and the introduction of additional waiting restrictions, will be funded by the developer. Also proposed, although not requiring formal consultation are advisory cycle lanes on both sides of the road along its full length, reflecting that Bankside already forms part of a signed cycle route to the station.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed waiting restrictions, zebra crossing and traffic calming measures at Bankside, Banbury, as advertised.

10. Wallingford: A4130 Wallingford Bypass - Proposed 40mph Speed Limit and Right Turn Prohibition (Pages 105 - 112)

Forward Plan Ref: 2020/036

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Interim Director for Community Operations (**CMDE10**).

The report presents responses received to a statutory consultation on a proposal to introduce a permanent 40mph speed limit on the A4130 Calvin Thomas Way (forming part of the Wallingford bypass) between its roundabout junctions at Slade End and the Hithercroft Road and a prohibition of the right turn to and from the A4130 at the junction of the access to new residential development to the east of the A4130 Calvin Thomas Way. The proposed speed limit and right turn prohibition will replace existing temporary Traffic Regulation Orders giving the same effect as the current proposals. It is however intended – once the development is completed in several years' time - to remove both proposed restrictions when construction works are complete, though noting that a further consultation will be required ahead of these restrictions being revoked.

The proposals have been put forward to accommodate the development of adjacent land and, if approved, would be funded by the developers.

The Cabinet Member for the Environment is RECOMMENDED to approve the 40mph speed limit and prohibition of right turns as advertised.

11. Wendlebury: A41 - Proposed Extension of 40mph Speed Limit and 50mph Speed Limit (Pages 113 - 120)

Forward Plan Ref: 2020/035

Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704

Report by Interim Director for Community Operations (**CMDE11**).

The report presents responses received to a statutory consultation to extend the 40mph speed limit on the northbound carriageway of the A41 on the approach to its roundabout junction with Vendee Drive and also to introduce a 50mph speed limit to the south of the extended 40mph put forward following a review of the recent accident history and specifically at the A41 roundabout junction with Vendee Drive, where there has been a significant record of injury accidents involving northbound vehicles on the A41 travelling at excessive speed and, if approved, would be funded by the Road Safety budget within the County Council's

Capital programme.

The Cabinet Member for the Environment is RECOMMENDED to approve the extension of the 40mph speed limit and introduction of a 50mph speed limit on the A41 as advertised.

Division(s): Churchill and Lye Valley

CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020

OXFORD – HOLLOW WAY NORTH – PROPOSED CONTROLLED PARKING ZONE

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve proposals as advertised for a Controlled Parking Zone (CPZ) in the Hollow Way North area, but to review specific suggestions for minor adjustments as raised in the consultation responses as noted in paragraphs 11 and 17.

Executive summary

2. Following approval by the Cabinet Member for Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents the responses to a formal consultation on a new CPZ in the Hollow Way North area.

Introduction

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

Background

4. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, using capital funding, together with contributions secured from development to deliver the programme. Formal consultation was carried out in September and October 2019 but, at the request of the local member and following feedback from residents in the roads closest to the new Parade Green Student accommodation, it was agreed to amend the scheme in respect of these roads to help ensure that parking pressures arising from this accommodation were adequately managed and also to propose a limit of two vehicle permits per property (with the initial consultation, no limit on the number of permits per property was set, although the cost of a third and subsequent permits did increase). In view of this the consultation responses were not reported to the Cabinet Member for Environment for a decision.

Formal Consultation

5. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 6 February and 6 March 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, the local County Councillor. A letter was sent directly to approximately 1,100 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
6. Thirty-nine responses were received during the formal consultation and these are summarised in the tables below:

Response to CPZ	Businesses / other organisations	Residents	Overall Percentage
Object	-	19	49%
Support	3	13	41%
Neither/Concerns	2	2	10%
No Opinion	-	-	0%
<i>Total</i>	<i>5</i>	<i>34</i>	<i>100</i>

Response to Parking Restrictions	Businesses and other organisations	Residents	Overall Percentage
Object	-	12	31%
Support	3	19	56%
Neither/Concerns	2	1	8%
No Opinion	-	2	5%
<i>Total</i>	<i>5</i>	<i>34</i>	<i>100</i>

7. The above table is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of responses of members for the public by road

Road	Object	Support	Neither / No opinion	Total
Burton Place	1	-	-	1
Cranmer Road	3	2	1	6
Craufurd Road	2	-	-	2
East Field Close	1	1	-	2
Fern Hill Road	1	-	-	1
Fletcher Road	-	2	-	2
Hollow Way	2	1	1	4
Horspath Road	3	-	-	3
Hunter Close	-	2	-	2
Kennedy Close	-	4	-	4
Meyseys Close	2	-	-	2
Reliance Way	1	-	-	1
Troy Close	3	1	-	4
<i>Based Elsewhere</i>	-	3	2	5
Total	19	16	4	39

8. The table summarises the main issues raised by members of the public expressing an objection, an undecided opinion or qualified support; as respondents in several cases cited more than one concern. The totals are greater than the number of such respondents:
9. The individual responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.
10. Thames Valley Police expressed no objection to the proposals.
11. The Oxford City Council Transformation Project Manager expressed concerns about the inclusion of on street parking places in St Francis Court due to the potential obstruction of accesses and also numbers 226 to 238 Hollow Way being included in this new CPZ, rather than in the adjacent Lye Valley CPZ. Noting the above, a review will be carried out in respect of numbers 226 to 238 and a further local consultation carried out as part of this. In respect of the potential for the obstruction of St Francis Court by parked vehicles, it should be noted that no marked parking bays are proposed, and so – as at present – any driver of a vehicle parking in the road will need to ensure that their vehicle does not cause obstruction.
12. The Oxford Pedestrian Association expressed support in principle for CPZs but noted that these should not regularise pavement parking to the detriment of pedestrians.

13. Oxford Brookes University expressed support for the proposal though suggested that a limit of three vehicle permits per property would be more appropriate than the currently proposed limit of two permits taking account of the number of houses in multiple occupation.
14. Unite Student accommodation expressed support for the proposals, noting that while the tenancy agreements for their residents required the latter not to have a vehicle, it was not possible for them to enforce this and, mindful of the parking pressures so caused and the potential for conflict with other residents, they would welcome the implementation of the CPZ as quickly as possible. It should be noted that part of the funding for the scheme was secured from the development of the Unite Student's Parade Green accommodation.
15. The remaining responses were from members of the public. Those expressing an objection cited concerns over the cost of the permits, the limit of two vehicle permits per property (mostly on the grounds that this was too restrictive), though some respondents considered that properties should only be eligible for one vehicle permit) and the visitor permit allocation. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as apply in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, this is consistent with many other CPZs.
16. The objections also cited concerns that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents and businesses and their customers.
17. Objections and concerns were also raised in respect of the proposed double yellow lines, including in Cranmer Road. While officers will review the scope to make minor amendments to accommodate the suggested changes, it will be important to ensure that junctions are kept clear of parked vehicles.
18. Some objections and concerns were in respect of the omission of Horspath Road from the proposed scheme. In response to this it is confirmed that the adjacent roads to the south of the current proposal are intended to be included in the Hollow Way South CPZ, though noting that scheme is currently unfunded.

Monitoring and evaluation

19. It is suggested that a review of the scheme is carried out approximately 12 months after the implementation of the CPZ should it be approved.

How the Project supports LTP4 Objectives

- 20 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.

Financial and Staff Implications (including Revenue)

- 21 Funding for the proposed CPZ has been provided from the County Council's Capital Programme and other developer contributions.

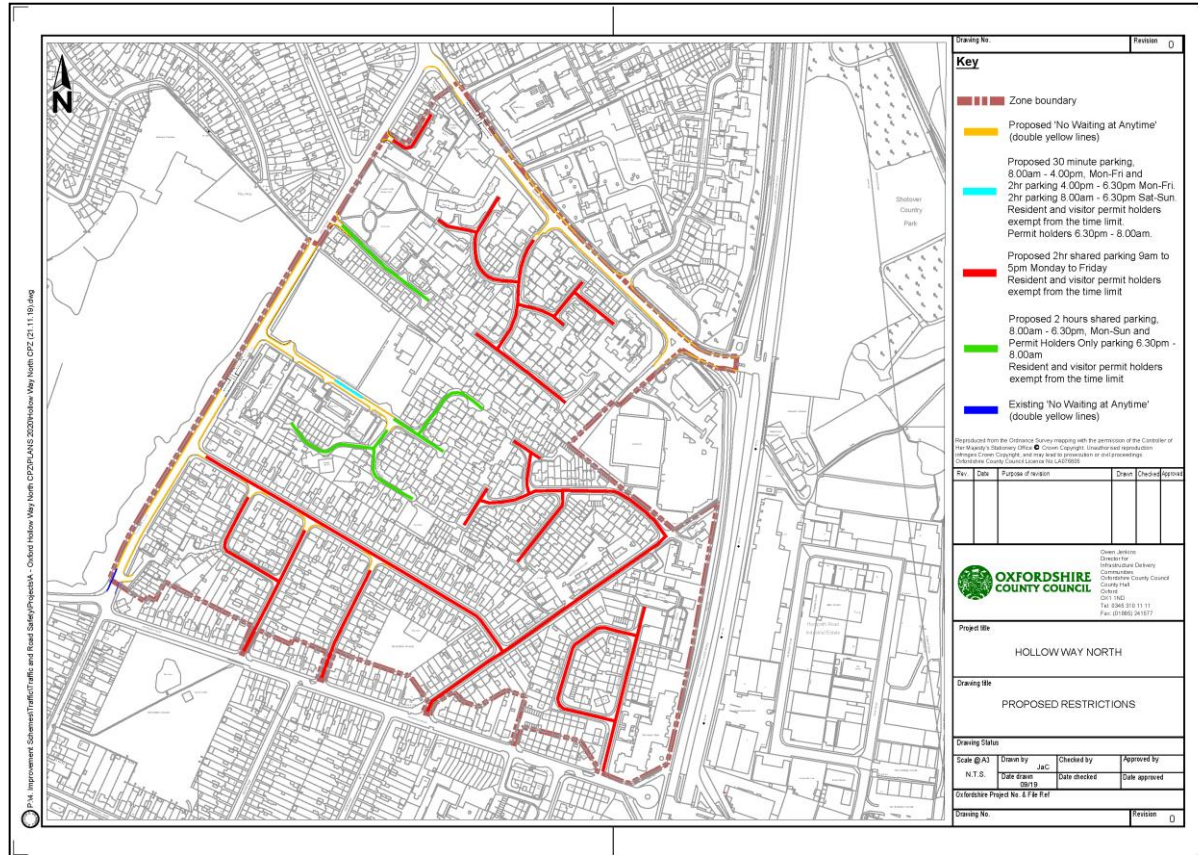
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed Controlled Parking Zone
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Ben Smith 07392 318877

April 2020



0.146.R18 - Improvement of on-street traffic and Road Safety Project - Oxford Hollow Way North - CPD146182-20180806 - Hollow Way North CPD (11.10.18)

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – These restrictions place no burden upon Thames Valley Police in terms of enforcement as they fall within an area of Civil Parking Enforcement .</p>
(2) Transformation Project Manager, (Oxford City Council)	<p>Concerns – I have now had some more time to review the proposal and published plans. There are some further flaws and irregularities.</p> <p>St Francis Court is a small close/dead end that provides access to the rear parking spaces for the houses at 226-238 Hollow Way. This close also provides access to the elderly housing and a few dedicated parking spaces for them. AT the moment there are no restrictions and some of the old folks as well as residents of 226-238 park along the St Francis Court section of the road. However this currently does prevent the residents form actually using their dedicated parking (as set out in the original planning permissions form 30 years ago, and noted in the conditions/covenants of the title deeds. Therefore there should not be any designated parking in this area that would prevent from residents actually getting in/out of their rear Garden parking spaces. Which would also mean that there really is no adequate space for any off-street parking.</p> <p>A further issues arises from the proposed and existing CPZ boundaries. St Francis Court has no actual access to any of the other roads, and access is from Hollow Way. This part of Hollow Way however is part of Lye valley. According to the existing and proposed boundaries, 226-238 Hollow Way and the pub would not be in any CPZ. The parking restrictions to the front of 226-238 Hollow Way is part of Lye Valley, and now you propose St Francis to be Hollow Way North. However residents of the above addresses are the only ones with the elder neighbours to use this land. But as things stand would not be eligible to park outside their houses in either area, not have access to their parking on their land due to existing parking behaviours.</p> <p>The most sensible solution would be to include St Francis and 226-238 Hollow Way and the pub as part of Lye Valley due to the physical location and connection, and the front of the houses are part of Lye Valley anyway.</p> <p>If St Francis is included in North Hollow way, those few residents should become eligible to get permits for either the new CPZ or Lye Valley.</p>

	226-238 Hollow Way would be most suitable to the Lye valley CPZ or eligibility for both CPZ's.
(3) Local Group, (Oxford Pedestrians Association)	<p>Support - OxPA is generally in favour of CPZs because they regularise and control car parking so supports all three proposals; however we do not support and have been disappointed by the painting of lines on pavements to regularise vehicle parking on footways or on part of footways as CPZs are brought in. This has been done to date in many CPZs and has led to much reduced pavement space for walkers and wheelchair users, without room for two wheelchair users to pass one another. (Given also that vehicles cross over the lines, and that vegetation hangs into pavements from gardens, the space is often less than the minimal amount thought to have been allowed.) And also, the practice of pavement parking should not be regularised because it supports the idea that parking means getting two wheels onto a footway, prioritising the needs of drivers over non-drivers, which can be seen widely in Oxford. Looking at the maps we cannot see the detail of what is proposed, so wish to have our thoughts about pavement parking taken into account when the CPZs are being decided on. Given that the County's policy is to put the needs of pedestrians at the top of the hierarchy of road users, we hope to see this policy put into practice by ending the slicing of footways into parking places and unfriendly narrow single-file walking spaces.</p>
(4) Oxford Brookes University	<p>Support – At Oxford Brookes University, we were pleased to hear about the Oxfordshire County Council's proposal to introduce a Controlled Parking Zone (CPZ) within the Hollow Way North area.</p> <p>We regularly receive concerns from local residents regarding vehicles parked within their street and the implementation of CPZs in other areas has made a huge difference to residents.</p> <p>We would support the introduction of a CPZ in Hollow Way North, as we have been made aware of concerns regarding the number of vehicles parked in this area. However, the information on the consultation website indicates that resident permits will be limited to one per resident with a maximum of two permits per property. Due to the number of Houses of Multiple Occupation (HMOs) in the area (many of them housing local workers), we would suggest that it may be more appropriate for each property to be allocated up to a maximum of three parking permits, rather than two.</p>
(5) Unite Students	<p>Support – I am writing to express our support for the above scheme and to stress the urgency of its introduction.</p> <p>As you will be aware, Unite Students own and operate the recently opened student accommodation buildings at Parade Green, Cowley.</p>

	<p>Unite Students paid a contribution of £46,500 towards the CPZ to Oxford County Council as part of the S278 prior to our S106 with Oxford City Council.</p> <p>Whilst our tenancy agreements clearly set out that our customers are not allowed to bring a car into the city of Oxford, our staff lack the authority to effectively enforce this condition. The perceived increase in student vehicles in the area and the delay to the introduction of the zone has been a source of frustration for longstanding residents, whose complaints have fallen at our door.</p> <p>Occasionally, disputes have resulted in conflict and even vandalism which is affecting both students and longstanding residents alike.</p> <p>We are doing our utmost to educate students and to discourage inconsiderate parking in residential areas and we are using the powers at our disposal to penalise breaches of tenancy agreements where they can be proven. However, without the effective regulation and monitoring of parking in areas surrounding our property, it is highly likely that this conflict will continue, negatively impacting the wellbeing of all residents in the area.</p> <p>We, therefore, urge you to introduce the proposed scheme as soon as possible.</p>
(6) Local Resident, (Oxford)	<p>CPZ - Object - The principle of a CPZ is OK, but the associated additional annual costs for residents is exploitative and unnecessary. Certainly too expensive.</p> <p>The result of an imposed CPZ will mean that more green front garden space will be lost to residents creating off-street parking. This is considerably bad for the environment, and is a contributory factor to flooding and pollution. There should be 1 annual residents permit at no cost, and an additional one could cost more than £65 if necessary. A total of 50 visitor permits should be free for each property. This only amounts to approx 1 visitor per week.</p> <p>Parking Restrictions - Object - They are unnecessary. The problem of congestion and car parking is mainly caused by the high number of students in the area. OCC planners approved student residential developments without due consideration of the resulting effects on the area.</p> <p>Responsibility for patrols, fines and penalties for students bringing cars to Oxford should belong to Oxford Brookes, and OCC should impose penalties upon them if they fail to do so.</p>

<p>(7) Local Resident, (Oxford)</p>	<p>CPZ - Object - 1. Now that you have now changed other roads near Parade Green halls (eg. James Wolfe Road etc) to 24/7 residents parking, then all the students are now going to park in Cranmer Road overnight. There are already students parking overnight in Cranmer Road. If they cannot park overnight in James Wolfe Road etc anymore, then there will be even more trying to park in Cranmer Road.</p> <p>I think these new proposals are going to make problems in Cranmer Road worse. Please can you change Cranmer Road to have the same restrictions. ie. permit holders only overnight.</p> <p>2. It is also going to be chaos in Cranmer Road at the weekends when it is student arrivals/departures weekends in Sept/May. Your proposals will not help with this. Cranmer Road should be 9am-5pm weekends as well. There should also not be any 2 hour time limited spaces either, otherwise it will become a car park for students and their visitors coming and going non-stop all day.</p> <p>2. The proposals include this text 'The development of Controlled Parking Zones) CPZs is a key element of the County Council's Parking Strategy, and forms part of action plans to tackle the problems of congestion identified for Oxford, as well as to improve air quality and the street environment. CPZs restrict the availability of commuter parking in residential streets and encourage commuters to find alternative means of transport both into and within the City. ' Thus the CPZ is not primarily for the benefit of specific residents, it is part of a Council ideological strategy for the benefit of all citizens. Therefore, the scheme including residents permits should be paid for entirely from the general Council tax funds and not by specific individuals.</p> <p>Parking Restrictions - Object - The double yellow lines extend too far into Cranmer Road and will encourage people to obstruct and/or park very close to my driveway. This means I cannot see when pulling out of my driveway. I have to pullout blind sometimes. This is even more dangerous when cars come around the corner too fast from Hollow Way. The yellow lines will allow cars to come around the corner even faster as there will no obstructions.</p>
<p>(8) Local Resident, (Oxford)</p>	<p>CPZ - Object – No comments.</p> <p>Parking Restrictions - Support – No comments.</p>
<p>(9) Local Resident, (Oxford)</p>	<p>CPZ - Object - I believe that this measure is not for the benefit of the residents; it is just another way for the council to collect money from the residents via annual parking permits. I think that we pay already enough council tax to have to</p>

	<p>pay an additional £65 per annum.</p> <p>Again, as in my previous response in November, I would be really interested to see the results of this round of consultation. I did not see the results of the first (informal) consultation, even if I asked.</p> <p>In any case, I am certain that the CPZ measures will be applied regardless of the residents' views. Like I said above, this is only aimed at extra revenue for the Council and we, the citizens, cannot do much about it, can we?</p> <p>Parking Restrictions - Object – <i>See comments above.</i></p>
(10) Local Resident, (Oxford)	<p>CPZ - Object - I remain in strong opposition to these proposals. I do not believe that such a scheme is necessary in our area, and further believe that it would be detrimental to residents. The most recent, seemingly rushed revisions have done nothing to assuage my concerns.</p> <p>The intended limit of two permits per property further compounds my previous concerns: that this limit unfairly penalises residents living in HMOs, which, thanks to the state of the property market in Oxford, includes a substantial number of professionals who under these proposals would be unable to keep their vehicle near their house - many of whom would need their vehicle for commuting. I do not believe that residents should be further penalised for needing to share accommodation due to the excessive house and rent prices in the city. What exactly does the council propose they do with their vehicles?</p> <p>While on the subject of the charging structure - Article 29 (3) (b) appears to discriminate on the basis of age with no justification given (but was presumably inserted after receiving feedback in the original consultation from those who stand to benefit). What must I do to secure a similar exception for my own age group? Had this point been worded in terms of <u>_need_</u> or <u>_ability to pay_</u> it would not have needed defending.</p> <p>I also feel that students - in particular, those students of Oxford Brookes living in Paul Kent Hall and Parade Green - are being unfairly scapegoated for the introduction of this scheme. It is disingenuous to imply, as I have heard from one councillor, that we should expect a large number of these students to break the terms of their leases by bringing cars to Oxford and park where they're not allowed. I wonder if there has been any evidence gathered to substantiate these claims; and if not, they most certainly should not be used as justification to impose parking permits in the area!</p> <p>The irony remains that one of the justifications given in the "statement of reasons" is "we need a CPZ to deal with the</p>

	<p>problems caused by introducing a neighbouring CPZ". Perhaps nobody responsible sees the circular logic here?</p> <p>In general the drafting of the documentation remains poor; from the aforementioned contradiction, to a number of typographical errors (for example, conflating "residents", "resident's" and "residents'") and at times the grammar leaves the text apparently meaningless ("save for the avoidance of doubt this prohibition does not apply to...").</p> <p>Is the wording of Article 15 (3) intended to prevent drivers from parking partially on the pavement so as to leave the carriageway unobstructed? While parking in such a way as to block the pavement for pedestrian users (especially wheelchair users) is clearly unwelcome, in many places it is possible to park in such a way that the pavement remains unobstructed, and so too the carriageway, even with another vehicle parked opposite. To enforce such a restriction would effectively cut in half the available spaces for parking, which surely cannot be the intention.</p> <p>Further, I have concerns over the enforcement of these restrictions, especially given the sporadic and unreliable nature of enforcement in other parts of the city (as a walk along St Aldates on a Sunday afternoon will demonstrate). I have not received any assurances about frequency and consistency of enforcement in this zone.</p> <p>I wonder, too, how many residents will be pushed to decide to drive to work rather than use public transport, in order to not leave their car in a road covered by these new restrictions? Or how many front gardens will now become de facto driveways instead of green spaces?</p> <p>Parking Restrictions - Support - It's nice that you included the correct area in the consultation this time.</p>
(11) Local Resident, (Oxford)	<p>CPZ - Object - Why should residents be put at a financial disadvantage due to Brooke's university inability to carry out their NO CAR policy, as requested by the council in the planning approval of Parade green! Double yellow lines on the corners of these roads would be a solution rather than a CPZ!</p> <p>Parking Restrictions - Support - This is a far better solution than a CPZ</p>
(12) Online Respondent, (Oxford)	<p>CPZ - Object - All that will happen is the traffic will be displaced to area where they don't have to use a permit. So in effect the problem will be moved from one area to another within the city limits.</p> <p>1. I would like to know how much additional revenue will be generated by the requirements of residents being forced to purchase a parking permit for their own area?</p>

	<p>2. What will be the cost of enforcing the CPZ? 3. Will this remaining revenue be used to repair damaged roads in Oxford city that have been neglected? 4. Does the council have the intention of making the length of hollow way (from its junction of the B480 up to the slade) a no parking area at anytime? 5. How does the council enforce parking on double yellow lines?</p> <p>Parking Restrictions - Support – No comments.</p>
(13) Local Resident, (Oxford)	<p>CPZ - Object - cannot understand why Horspath Road is not part of the proposed controlled parking zone,this road is getting more dangerous everyday with vehicles parked either side of road and on pavements and it's making harder for residents to get in and out of there drives.then you get the congestion when vehicles are banked up because the way the vehicles are parked.the restrictions proposed are only going to lead to more inconsiderate parking and making the road even more dangerous.it would be nice for a county official to come and see for themselves.</p> <p>Parking Restrictions - Object - cannot understand why Horspath Road is not part of the proposed controlled parking zone,this road is getting more dangerous everyday with vehicles parked either side of road and on pavements and it's making harder for residents to get in and out of there drives when vehicles are parked directly outside or blocking drives.you get the congestion when vehicles are banked up because the way the vehicles are parked.the restrictions proposed are only going to lead to more inconsiderate parking and making the road even more dangerous.it would be nice for a county official to come and see for themselves.</p>
(14) Local Resident, (Oxford)	<p>CPZ - Object - There is not problem on my street and not problems in the streets around, i live here for more than 5 years and we never had issues, always there is a free space for me/my family and neighbours to park, including visitors, I hardly oppose to this, the costs of living in Oxford are already expensive this will top up ever more in the living costs, everywhere where we go in Oxford we need to pay for parking, i don't want to pay for parking in my own house</p> <p>Parking Restrictions - Object - Not necessary, I drive through those streets on daily basis and there is no problem as they are at the moment, I don't want my tax contribution spent on this, and if someone ever need to park in those locations I believe that is valid and does not disturb anyone, also in general cars parked adds a extra layer of safety as the other drivers won't drive too fast so is better for protect the kids</p>

<p>(15) Local Resident, (Oxford)</p>	<p>CPZ - Object - The controls do not go far enough in some areas where there should be restricted parking at all times. Also, is there a plan for proposed road markings that take into consideration of off road parking?</p> <p>Parking Restrictions - Support - Double yellow lines should be introduced where they were covered up by new road surfaces at road junctions as per Highway Code.</p>
<p>(16) Local Resident, (Oxford)</p>	<p>CPZ - Object - The proposed parking spaces on the road in St Frances Court will prevent me from being able to access the rear of my property by car. My house backs onto St Francis Court where i have a dropped curb and gates to park my car in my back garden. If you allow cars to park directly behind this then you will be blocking my access. Please could someone offer to do a site visit so i can explain further?</p> <p>Parking Restrictions - No opinion – No comments.</p>
<p>(17) Local Resident, (Oxford)</p>	<p>CPZ - Object - This is nothing but a robbery against the residents. There are NO issues with parking on Craufurd Road during these times you propose. You will not get a penny out of me to park my car on the street where I live. Corruption at its finest.</p> <p>Parking Restrictions - Object – No comments.</p>
<p>(18) Local Resident, (Oxford)</p>	<p>CPZ - Object - If the CPZ is enforced in the streets specified, it will encourage more people to park in Fern Hill Road. I don't object to that in itself but parking restrictions need to be enforced in Fern Hill Road otherwise the whole street will be lined with cars parked on both sides of the road.</p> <p>Parking Restrictions - Support – No comments.</p>
<p>(19) Local Resident, (Oxford)</p>	<p>CPZ - Object – No comments.</p> <p>Parking Restrictions - Object – No comments.</p>

(20) Local Resident, (Oxford)	<p>CPZ - Object - The proposals for restricting parking on the roads surrounding Horspath Road will increase pressure on uncontrolled parking on the top end of Horspath Road, which is already pressured by parking on both sides of the road. Double decker buses using Horspath Road are hindered by the uncontrolled parking. The new CPZ will put extra parking pressures on Horspath Road, as it is not included in the proposed plans. ,</p> <p>Parking Restrictions - No opinion – No commnets.</p>
(21) Local Resident, (Oxford)	<p>CPZ - Object – No comments.</p> <p>Parking Restrictions - Object – No comments.</p>
(22) Local Resident, (Oxford)	<p>CPZ - Object - There are multiple properties on Troy Close and surrounding streets that are HMO and therefore have a number of tenants living in them. Our own property has 5 tenants with 4 of those owning cars that are vital for their commutes to work. We're concerned that limiting properties to 2 permits won't allow us to park our cars on our own residential streets. Most of us travel long distances to get to work, including Milton Keynes, therefore it's not possible to not have our cars with us. We ask that the number of permits per house is increased.</p> <p>Parking Restrictions - Object – <i>See comments above.</i></p>
(23) Local Resident, (Oxford)	<p>CPZ - Object - I have been a resident at Meyseys Close for 4 years now and have never had any problems with parking. I own a car and work day and night shifts and never had to park on double yellow lines or other residential areas so far. This proposal offers a solution to residents at a cost for the same residents, which I personally find not fair and somehow disrespectful. As a resident we should be entitled to free parking permits. When I rented my flat 4 years ago with a2dominion I was offered free parking, obviously with the proposed CPZ fee that's not the case anymore. When I contacted the agency/landlord a2dominion they are not even aware of such CPZ propositions by the Council. I should also say that I have contacted Oxfordshire County Council regarding the implementation of protected bike sheds around our residential area before and I got no feedback so far. Working and living around Oxford City we are encouraged to cycle to work and reduce the amount of air pollution / cars around the town, however when questioned about proposed sheds / safe bicycle storage around residential areas we get no response and are obliged to leave our bicycles exposed to natural elements such as rain and snow that obviously have a extreme damage effect on it, exposed to thieves and vandalism and make our houses / flat entrances look less presentable / ugly. I would like to hear from Oxfordshire County</p>

	<p>Council on the above situations.</p> <p>Parking Restrictions - Support - No parking should ever be allowed at double yellow lines. So I agree with the above for double yellow lines restrictions.</p>
(24) Local Resident, (Oxford)	<p>CPZ - Object – I responded to the Council’s formal consultation of October 2019 and to the informal consultation at the end of 2018. On both occasions I objected to the introduction of a CPZ in East Field Close. I wish again to object to the proposals in the Council’s current formal consultation.</p> <p>I have read the Statement of Reasons and the Public Notice. I have examined the draft Order. Can I repeat what I said in my earlier responses. All properties in East Field Close and the two roads leading off it either have off-street parking or have use of off-street parking courts. There (continues to be) minimal long-term non-residential parking in the Close that is not associated with houses in the Close. Any such parking when it does occur is addressed by our informal Neighbourhood Watch.</p> <p>RPZ’s were originally introduced in Oxford in 1972-74 in pursuance of the City Council’s Balanced Transport Policy. They were introduced to tackle large-scale non-residential parking in the residential areas surrounding the City centre (ie. South, West and East Oxford and Jericho). There was no charge for residents’ parking permits then. RPZs were later extended to cover areas where there was a demonstrable need for such controls (eg. around central Headington and Summertown). These areas were attractive to non-residential car users because they could park there free of charge and commute into Oxford and to London (for Headington) and for work locally and in the City centre (for Summertown). This ‘stick’ approach to traffic and parking was coupled with the ‘carrot’ of park and ride provision on the edge of the City (Red Bridge first and then Seacourt).</p> <p>In contrast to the challenges of the past as described in the previous paragraph, there is no ‘demonstrable need’ for residents’ priority parking in East Field Close. RPZ’s were not and should not be now, used as a blanket tool of traffic management where minimal non-residential parking occurs, nor in situations where it is felt it might occur in the future (eg. the reference in the Statement to hospital developments). The Universities and the hospitals, through the planning process, must address the parking needs of their employees in ways that do not result in adverse financial consequences for local residents.</p> <p>The Statement of Reasons refers to a ‘very large new student accommodation project’ in James Wolfe Road. That development, and the Slade Park Hall development in Horspath Driftway each have a planning condition attached that relates to students having a clause in their tenancy agreement not to bring cars to Oxford. Indeed, this requirement on students is displayed on publicly viewable notices on the Paul Kent Hall wall in James Wolfe Road. If such planning</p>

conditions cannot be enforced then that is an issue for, eg Brookes, and the consequences (of any unenforceability) should not fall upon local residents.

Turning now to the detail of the advertised scheme, the Statement of Reasons does not explain how the various proposed charges are justified. The purpose of the Statement is to enable those affected to decide whether and on what grounds to object. The amount of the charges is a component part of the Order and should be justified in the Statement. Lack of justification might lead people to think that they are set as a revenue-raising exercise. That of course would be contrary to the provisions of the 1984 Act.

Neither the Statement, nor the Public Notice refers to the proposal to introduce a hotel and guest house permit scheme Part VIII of the Order contains these details. Members of the public have therefore not been consulted upon this element. Clearly therefore, this element cannot be introduced without consultation.

I have not seen any research or survey findings on parking levels, conducted before the advertisement of the Order, to support the introduction of a CPZ. I would expect such work to have been carried out otherwise you cannot say that the policy is supported by evidence.

Can I please repeat what I have said in my two previous letters, namely the alternative ways in which the Section 1 (1) Road Traffic Regulation Act 1984 objectives might be met. I reproduce the relevant part of my letters below:-

The funding to which the (County Council's informal) consultation letter refers is presumably Community Infrastructure Levy (CIL) money. I am aware that £2million CIL has been secured from the BT development (Parade Green). I think this money should be used for wider benefit. Here are two suggestions. First, it should be used to improve The Slade/Hollow Way/Horspath Driftway roundabout. There is insufficient/no interweaving space on the roundabout. And there is no speed deterrence on the Horspath Driftway approach to the roundabout. Entry to the roundabout is a matter of nerve as well as judgement. Both these issues (most importantly the second) should be addressed using the CIL funds. Second, the money should be used to improve traffic flow for buses in the narrow stretch of Hollow Way south of Horspath Road. Bus users are frequently held up by the lack of capacity and phasing of the traffic signals at the south end of Hollow Way. This causes traffic back-up, at peak times along the entire length of the narrow part of Hollow Way.

Finally, there are two drafting errors that I have seen in the draft Order. In Schedule 2 there is a reference to East Field Road. Presumably this should be a reference to East Field Close. In Schedule 3A there is a reference to Meyseys Road. Presumably this should be a reference to Meyseys Close.

So, in summary:-

	<ul style="list-style-type: none"> • I am not in favour of a residents' parking scheme in East Field Close. • There is minimal parking in East Field Close at present that is not associated with the properties in the Close and this position has not changed as a result of the Parade Green development. • Residents' parking schemes should be used where there is a demonstrable current need for such measures to be introduced. There is no such current need in East Field Close. • The consequences of development should fall upon the occupiers of developments to address. They should not fall upon local residents. • Monies available to spend in the area should be spent for the benefit of the wider community, for example to address the issues referred earlier in this letter. <p>Parking Restrictions - Object – <i>See comments above.</i></p>
(25) Local Resident, (Oxford)	<p>CPZ - Neither - For the sake of the theory of this- I support. However, under the current proposed roads that are included in this CPZ, I currently object. Our small cul-de-sac, which is public and NOT private, seems to have been left out of the plannings for CPZ.</p> <p>I implore you to please include us. Our road is already oversubscribed for parking- to have all the roads around us zoned and with our tiny road to be forgotten would cause hell for us residents of the cul-de-sac to park.</p> <p>I fore-see the residents of the surrounding, soon to be CPZ area, using our tiny road as a dumping ground for their extra vehicles/ vans/ taxis/ student cars etc. We have already had problems with cars being dumped by non-residents and students parking up without moving vehicles for most of the term time.</p> <p>We need to be included to avoid problems going forward.</p> <p>Our specific location- we are the small cul-de-sac off Hollow Way (yet still addressed as Hollow Way) opposite Barracks Lane, opposite the golf course.</p> <p>Please do not let our little residential road become a dumping ground for the overflow of vehicles.</p>

	<p>I am trusting of yourselves, as the council to which I happily pay my taxes to, to ensure that we are all included in this CPZ enforcement.</p> <p>Parking Restrictions - Object - I object the small amount of yellow lines proposed to the top of our cul-de-sac. We are already stretched for residents parking, and also have commuters and weekend shoppers parking in our tiny road. I would prefer to see the proposal showing our road as CPZ rather than part double-yellows.</p> <p>I raised this as an issue on your previous consultation. Please do not ignore our concerns at this late stage- WE NEED THE PARKING CPZ TOO!</p>
(26) Local Resident, (Oxford)	<p>CPZ - Neither - Cranmer Road has students parking there evening, overnight and weekends. Cranmer Road needs to have permit holders only evenings, nighttime and weekends like James Wolfe Road. Family and friends can't visit as there is no where safe for them to park because students park there in the way.</p> <p>Parking Restrictions - Neither – No comments.</p>
(27) Local Resident, (Oxford)	<p>CPZ - Support - This really needs to go ahead ASAP as parking is ridiculous In this area</p> <p>Parking Restrictions - Support - Needs to go ahead ASAP with it being controlled at the same time</p>
(28) Local Resident, (Oxford)	<p>CPZ - Support - The sooner this starts the better, to many student, contract building firms ,and residents from streets with restriction.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(29) Local Resident, (Oxford)	<p>CPZ - Support – No comments.</p> <p>Parking Restrictions - Support - Yellow lines are essential at the entrance/exit to East Field Close from Horspath Driftway as the line of cars parked outside the flats doesn't allow for two-way traffic at this point</p>

(30) Local Resident, (Oxford)	<p>CPZ - Support – No comments.</p> <p>Parking Restrictions - Support - Please implement as soon as possible!</p>
(31) Local Resident, (Oxford)	<p>CPZ - Support - Absolutely support the proposed plans only issue is in Hunter Close there is a large green opposite our house and adjacent to the fence of the driving test centre, whilst the construction of Parade green and indeed now students have moved in when the Close is full many cars park on the green, if cars park on the green will this be permitted with or without a permit (we hope maybe bollards could be in place to stop cars parking on the green).Also we have cars mainly at the weekend who we believe are visitors to parade green, they park on both sides of the close on the side with houses half on path half on the road and it makes getting in or out of the close hazardous our concern is that if was an emergency vehicle they would not fit through the gap, we were hoping that on the house side maybe double yellow lines could be In place.Thank you for listening to the residents and devising a very good plan.</p> <p>Parking Restrictions - Support – No comments.</p>
(32) Local Resident, (Oxford)	<p>CPZ - Support - Yes please, ASAP.</p> <p>Parking Restrictions - Support - Please make sure there are some on the corners on Kennedy Close and James Wolfe Road.</p>
(33) Local Resident, (Oxford)	<p>CPZ - Support – No comments.</p> <p>Parking Restrictions - Support – No comments.</p>
(34) Local Resident, (Oxford)	<p>CPZ - Support - It's about time when brooks was building the student new flats we had all the builders parking now we've got the students parking plus we have people that work in the hospitals parking here and getting on the bus to work and I have talk to the local councillor and was told I it's not our fault ?????? Well it's not the people that's lives around here fault so it's about time something should be don the sooner the better</p> <p>Parking Restrictions - Support – No comments.</p>

(35) Local Resident, (Oxford)	<p>CPZ - Support – No comments.</p> <p>Parking Restrictions - Support - Although I 100% support the double yellow lines I do have one concern regarding access to my driveway.</p> <p>I live on Cranmer Road and i have a dropped kerb. My next door neighbour also has a dropped kerb and who also lives on the corner of Ridley Road. Between both dropped kerbs, at the point where the dropped kerbs rise, the space is 9 foot, 3 kerb stone width.</p> <p>The proposed double yellow lines from Ridley Road extend around the corner into Cranmer Road and over my neighbours driveway, stopping immediately after the kerb rises.</p> <p>When someone parks a small vehicle like a Toyota Yaris, which is 12 foot in length, they encroach over both properties driveways by approximately 1.6 foot, normally over the dropped slop of the driveway. If the vehicle is any bigger, and most are, they encroach further over our driveways.</p> <p>Due to the yellow lines stopping immediately past my neighbours driveway this will leave no space for parking for even the smallest of cars without them further encroaching over my driveway. This will mean that the smallest car parking just short of the double yellow lines will be approximately 3 foot over my drive.</p> <p>I would like this to be recognized and action taken to extend the double yellow lines to the end of my driveway in order to prevent the above.</p> <p>I strongly feel if no action is taken, then as a result, these double yellow lines will undoubtedly affect, not only our access to our property, but our view to the right when exiting our property, which will be a major safety concern, especially with vehicles entering Cranmer Road from Ridley Road.</p>
(36) Local Resident, (Oxford)	<p>CPZ - Support - I propose permit holders only starts 5:30pm. Otherwise residents who arrive home would have to wait till 6:30 for a free space.</p>

	<p>Parking Restrictions - Object - Double yellow near the junction is good.</p> <p>James Wolfe: I object to double yellow the length of the road. It would not deter student-related parking. Rather, the likely effect would be to push cars (I counted 17 this morning) into the remaining space, so most space in the surrounding roads would be full most of the time. The inconvenience of driving currently along James Wolfe is better than having to fight for space in front of your house.</p>
(37) Local Resident, (Oxford)	<p>CPZ - Support - 887 students moved into Parade Green, the cost is £163.44 per week for 42 weeks.</p> <p>UNITE / Brookes are now making £6,088,793.76 per year from Parade Green. 241 students moved into Paul Kent Hall, the cost is £140.00 per week for 38 weeks. UNITE / Brookes are making £1,282,120.00 per year from Paul Kent Hall.</p> <p>I support the CPZ but I would like some confirmation that UNITE / Brookes are contributing to this and the cost is not solely coming out of the council's budget.</p> <p>Parking Restrictions - Support - Are UNITE / Brookes contributing to pay for more traffic wardens to enforce this?</p>
(38) Local Resident, (Oxford)	<p>CPZ - Support - The dynamic of living in the area is changing and I am in complete support of the proposed CPZ area. I have 2 reasons for the proposal I am seeking .The proposal is that Fletcher Road, Yates Close and Burton Place are included in the amendment for James Wolf Road ,Hunter Close ,Kennedy Close and Lambton Close and also Hundred Acre Close .This would stop the domino effect of car owners finding the nearest alternative if they cant find a parking space.</p> <p>Reason 1./This is because to deter students and other private motorists from parking in the areas designated for most of the day and causing congestion in what is a Cul De Sac.</p> <p>Reason 2./This is also to deter motorists in general to parking vehicles in Fletcher Road ,Yates Close and Burton Place whilst they go shopping in Homebase, Aldi , Costa Coffee .Also their is a proposal to utilise the vacant building which was formerly Carpet Right into a Gymnasium ,fitness club. Even though their is a ample car park on the retail premises and these retail units are open 7 days a week .</p> <p>Parking Restrictions - Support – No comments.</p>

(39) Local Resident,
(Oxford)

CPZ - **Support** – No comments.

Parking Restrictions - **Support** - I would like to increase the number of visitors passes that we receive.

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Division(s): Iffley Fields and St Marys; St Clement's and Cowley Marsh

CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020

OXFORD – COWLEY MARSH AREA – PROPOSED CONTROLLED PARKING ZONE

Report by Director of Community Operations, Communities

Recommendation

The Cabinet Member for the Environment is RECOMMENDED to approve proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Marsh area, noting that local consultations may be carried out in respect of changes to proposals for part of Barracks Lane and also in respect of minor changes to proposals for no waiting at any time restrictions.

Executive summary

1. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents responses to a formal consultation on a new CPZ in the Cowley Marsh area.

Introduction

2. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

Background

3. Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, using capital funding together with contributions secured from development to deliver the programme.

Informal Consultation

4. Following allocation of the above funding, an informal consultation seeking the opinion of residents on current parking pressures and whether they supported in principle the introduction a CPZ scheme was carried out in the autumn of 2018 and the early part of 2019. This was reported to the Cabinet Member for Environment on 25 April 2019 when the inclusion of this scheme in the programme of funded schemes was approved.

Formal Consultation

5. Formal consultation on the above proposals as shown at Annex 1 was carried out between 6 February and 6 March 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. A letter was sent directly to approximately 1,500 properties in the area which included formal notice of the proposals, details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
6. One hundred & nine (109) responses were received. These are summarised in the tables below:

Response to CPZ	Businesses / other organisations	Residents	Overall Percentage
Object	3	42	41%
Support	2	57	54%
Neither/Concerns	1	4	5%
No Opinion	-	-	-
<i>Total</i>	<i>6</i>	<i>103</i>	<i>109 (100%)</i>

Response to Parking Restrictions	Businesses and other organisations	Residents	Overall Percentage
Object	3	27	27%
Support	2	53	51%
Neither/Concerns	1	9	9%
No Opinion	-	14	13%
<i>Total</i>	<i>6</i>	<i>103</i>	<i>109 (100%)</i>

7. The above table is based on the option chosen by the respondent (Object, support etc.) but it should be noted that in a number of cases, on reviewing the detail of the responses, a respondent expressing support for the proposal had some qualifications/concerns and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of responses of members for the public by road

Road	Object	Support	Neither / No opinion	Total
Barracks Lane	4	1		5
Belvedere Road		5	1	6
Bhandari Close	3			3
Cowley Road	10	1	1	12
Cricket Road	7	9	1	17
Cumberland Road	2	2	1	5
Cwley Road		1		1
Don Stuart Place	2	5		7
Dove Acre		1		1
Gillians Way		1		1
Glanville Road	2	2		4
Hall Road	1			1
Kenilworth Avenue	1	3		4
Magdalen Road		1		1
Marshall Road		1		1
Morris Crescent	5			5
Reliance Way	7	5		12
Ridgefield Road	1	17		18
Shelley Road		2		2
<i>Based Elsewhere</i>		2	1	3
Total	45	59	5	109

8. The individual responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.
9. Thames Valley Police expressed no objections.
10. The Oxford Pedestrian Association expressed support in principle for CPZs but noted that these should not regularise pavement parking to the detriment of pedestrians.
11. The remaining responses were from members of the public. Those expressing an objection cited concerns over the cost of the permits, the limit of two vehicle permits per property (mostly on the grounds that this was too restrictive), though some respondents considered that properties should only be eligible for one vehicle permit) and the visitor permit allocation. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the

permit costs and visitor permit allocation are as apply in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, this is consistent with the adjacent CPZs.

12. Many of the objections also cited concerns that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents and businesses and their customers.
13. Objections and concerns were also raised in respect of the proposed double yellow lines. Officers will review the scope to make minor amendments to accommodate the suggested changes but it will be important to ensure that junctions are kept clear of parked vehicles.
14. Some objections and concerns were in respect of the omission of Cowley Road itself from the proposed scheme. In response to this it is confirmed that this will be a high priority for a future scheme which will take account the effect of the current proposals, if approved, and also the major improvement proposals for the Cowley Road; although this project is currently unfunded. When progressed it will require significant changes to the current parking provision on the road.
15. In respect of the proposed 4 hour waiting in Barracks Lane to accommodate users of the allotments, subsequent to the start of the consultation, discussions with the Department for Transport on technical matters relating to the signing of minimum impact CPZs such as proposed for this CPZ may require this element of the scheme to be amended. If it is decided to do so, a local consultation will be carried out and the results reported, if necessary, to a future meeting.

Monitoring and evaluation

16. It is suggested that a review of the scheme is carried out approximately 12 months after the implementation of the CPZ should it be approved, but with a review of its impact specifically on the Cowley Road being carried out within six months of its implementation.

How the Project supports LTP4 Objectives

17. 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.

Financial and Staff Implications (including Revenue)

18. Funding for the proposed speed CPZ has been provided from the County Council's Capital Programme and from developer contributions.

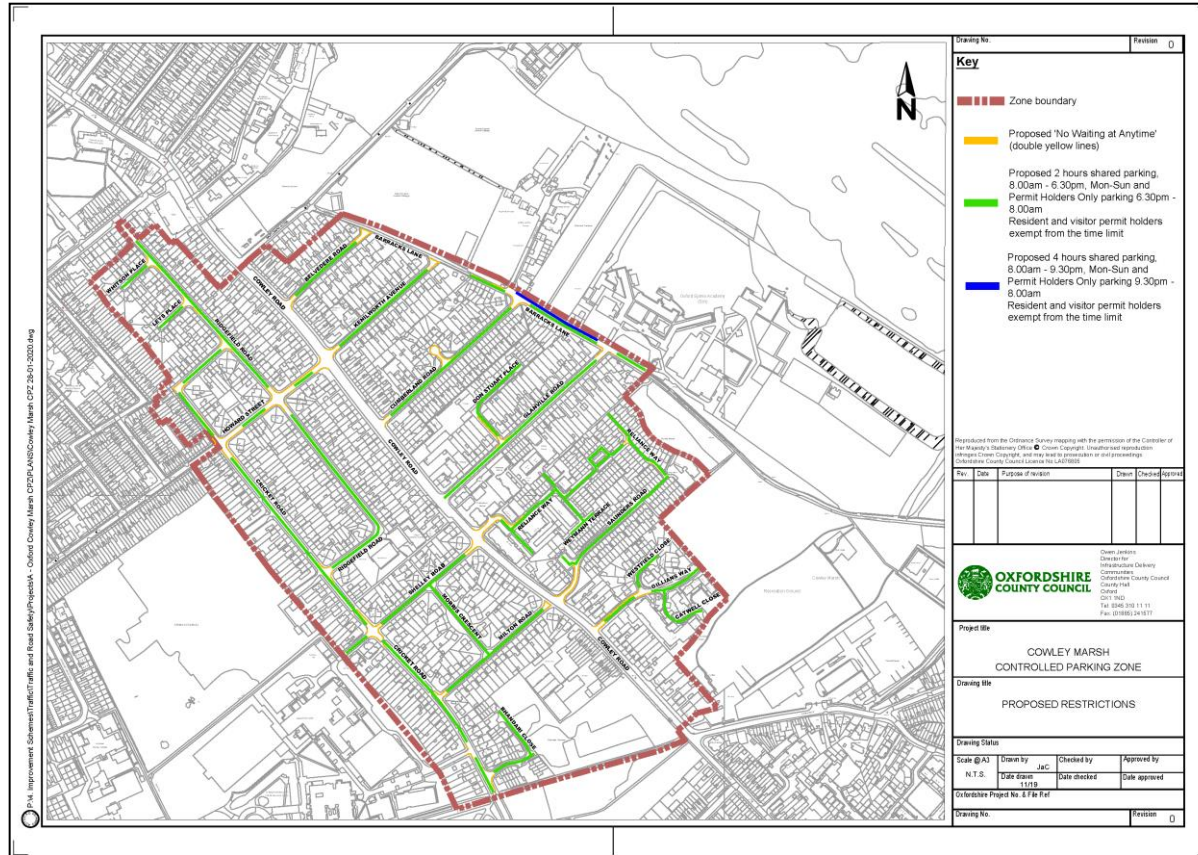
JASON RUSSELL
Interim Director of Community Operations

CMDE5

Background papers: Plans of proposed Controlled Parking Zone
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Ben Smith 07392 318877

March 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – These restrictions place no burden upon Thames Valley Police in terms of enforcement as they fall within an area of Civil Parking Enforcement .
(2) Oxford Pedestrians Association	Support – OxPA is generally in favour of CPZs because they regularise and control car parking so supports all three proposals; however we do not support and have been disappointed by the painting of lines on pavements to regularise vehicle parking on footways or on part of footways as CPZs are brought in. This has been done to date in many CPZs and has led to much reduced pavement space for walkers and wheelchair users, without room for two wheelchair users to pass one another. (Given also that vehicles cross over the lines, and that vegetation hangs into pavements from gardens, the space is often less than the minimal amount thought to have been allowed.) And also, the practice of pavement parking should not be regularised because it supports the idea that parking means getting two wheels onto a footway, prioritising the needs of drivers over non-drivers, which can be seen widely in Oxford. Looking at the maps we cannot see the detail of what is proposed, so wish to have our thoughts about pavement parking taken into account when the CPZs are being decided on. Given that the County's policy is to put the needs of pedestrians at the top of the hierarchy of road users, we hope to see this policy put into practice by ending the slicing of footways into parking places and unfriendly narrow single-file walking spaces.
(3) Local Resident, (Oxford)	CPZ - Object - There have never been parking problems in Cricket Road and, as far as I'm aware, not many in the Cowley Marsh area. So no need for parking restrictions. Parking Restrictions - Object - I don't think that there should be any parking restrictions in this area. Parking has never been a problem except for Rhymers Lane which does, occasionally, cause bad traffic jams because of parking on both sides of the road and traffic caused by the school pick up and park users.
(4) Local Resident, (Oxford)	CPZ - Object - The roads around the area are not overcrowded and i do not want my guest to pay for their parking. It's a bad idea. Parking Restrictions - Object - No comments.

(5) Local Resident, (Oxford)	<p>CPZ - Object - The original informal consultation did not show support for a CPZ. The resident permit cost is excessive and additional taxation and that the Council has not demonstrated there is additional benefit to residents especially given there is no unsafe parking currently A CPZ will encourage more residents to pave over their front gardens. The Council has not put any additional funding in place to improve public transport or cycling</p> <p>Parking Restrictions - Neither - No comments.</p>
(6) Local Resident, (Oxford)	<p>CPZ - Object - I'm very much in favour of the parking Zone and was looking forward to being able to finally park near the house. But I see it's only the side roads. Can I please request that this is also for the houses 510,508,506,504,502 and 500? The houses opposite have drives but we do not . I have spoken to my neighbours in the past about this and they too were looking forward to some parking permits. As permits will now be required for side roads this will make it even harder to park on the Cowely road where we live. Pushing all the commuter cars to park on the main road. I had been hoping to go for an electric car soon but this would be impossible- given I can rarely park by the house even now. I'm very saddened indeed by this decision which I had set a lot of hope by. It seems desperately unfair to the residents on the Cowley road by these side roads. Please can I ask the council reconsider. Most of us in the strip from 500 to 510 have just one car. At the weekends it is more possible to park- but not during the week. I can understand if you want to leave the spaces by the bus stop free to park as there are no houses there but I'd like to reiterate that we would really like permits for our part of the Cowley road.</p> <p>Parking Restrictions - Support - No comments.</p>
(7) Local Resident, (Oxford)	<p>CPZ - Object - I am concerned about the impact of the proposal on parking in Reliance Way. It is not clear from the proposal whether the numbered parking spaces in Reliance Way, linking spaces to particular properties, would require their owners to obtain permits to use them. My understanding is that the two spaces assigned to my home came with the Deeds of the property. I would be grateful for clarification of this. Such parking spaces are already under pressure from the number of HMO properties in Reliance Way, drivers from homes with more than two vehicles often use spaces allocated to other properties. In my opinion the proposed CPZ will only exacerbate this problem.</p>

	<p>Parking Restrictions - Object - No comments.</p>
<p>(8) Local Resident, (Oxford)</p>	<p>CPZ - Object - As a member of a shared, rented property in Reliance Way, I object to the proposed CPZ within Cowley Marsh. Reliance Way itself is congested with cars (as many of these houses are shared rental properties with multiple, separate individuals living within who don't have the luxury of sharing cars), but despite this, as a household we have never had trouble finding somewhere to park our cars. Further to this, we have never experienced trouble at weekends with people coming to visit Oxford and leaving their cars around; in fact, the roads tends to be more quiet as people living in Reliance Way leave Oxford to visit elsewhere.</p> <p>The previously proposed CPZ regulations did not place a limit on the number of permits per household, and so did not penalise groups of people (not families) living within one house for having no choice but to rent in a shared property. However, the newly proposed regulations limit our house of five individuals to only two parking permits, which will not be possible as we have four individuals using cars to get to work or elsewhere.</p> <p>It is unfair for the effects to be felt mainly by one group of people, this being groups of individuals renting shared houses. I'm certain that we would all much prefer to not be paying someone else's mortgage for them but unfortunately we would never be able to afford to rent alone, let alone even think about purchasing any property.</p> <p>It is ridiculous to consider that the car usage of a house of five individuals that share one property will be similar to that of a family in the area; we do not have the luxury of being able to share cars to get to individual work places and not surprisingly lead completely separate lives.</p> <p>If the proposed CPZ goes ahead, many professionals renting around this area will be forced to move elsewhere. The transport links in and around Oxford are not good enough for you to consider carrying this out exactly as proposed.</p> <p>Parking Restrictions - Object - The parking is not a problem around Reliance Way enough to put in yellow lines.</p>
<p>(9) Local Resident, (Oxford)</p>	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>

<p>(10) Local Resident, (Oxford)</p>	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
<p>(11) Local Resident, (Oxford)</p>	<p>CPZ - Object - As an apprentice who has moved to Oxford from over 100+ miles away, the need to drive is unavoidable, for work (driving to Luton once a week for University) and leisure (to see family). The County Council already has an agenda to eradicate the use of all motor cars from Oxford, which will only marginalise people on low incomes like myself!</p> <p>I am strongly against the introduction of a CPZ for proposed areas due to these reasons:</p> <ul style="list-style-type: none"> - As I am sure you are aware that rent prices are phenomenally high in Oxford - so the only properties I can afford to live in are HMOs. A maximum of 2 permits per household is enforced. This may be satisfactory for a HMO housing students with no/little vehicles; however it marginalises working professionals like myself. Myself and fellow apprentices often find HMO's for professionals have 2+ car users. - Roads such as Hurst Street which already have a CPZ in place have some houses with zero cars. Despite this, other houses on the street utilising the maximum number of spaces are unable to obtain another permit. This teases those who cannot apply for another space because their HMO uses the maximum number of permits. - A subset of shoppers choose to travel by parking on the side streets of Cowley Marsh and then walking (either to Cowley Road, or further into the City centre). Although 2 hours free parking will be available (and is even further North), this will not provide satisfactory time for shopping. These shoppers who choose not to use public transport due to its impracticalities, expense, and lack of service may instead decide to pay for parking in the city centre, exacerbating traffic conditions (which the Council seem keen to get rid of completely). On the other hand, such a change may make Oxford even more of an unattractive shopping destination, meaning those individuals travel to out-of-town retail parks. - Simply put this feels like a fine on those at the lower end of society. Renters like myself, who have no means of clearing out a garden to make space for a driveway; who's flatmates cannot all apply for permits; who already contribute to what seems like expensive council tax and road tax will be impacted the most! Oxford is quickly becoming a place for only the wealthy/students to comfortably live. <p>I will end by mentioning how Oxford is becoming a very hostile place for those driving motor vehicles. The County Council should reconsider their negative outlook on motor vehicles, as they are lifeline for some in the community, and</p>

	<p>also heavily relied upon by businesses. If current plans to ban vehicles continue, Oxford will become an unattractive place to conduct business, potentially costing the jobs of 1,000's in the local area!</p> <p>If you got this far thanks for reading - I hope you seriously consider the points raised above!</p> <p>Parking Restrictions - Object – <i>See comments above.</i></p>
(12) Local Resident, (Oxford)	<p>CPZ - Object - I have been living here four months now and have never once had a problem getting a parking space outside or near my house. The only time it is occasionally a problem is between 3 and 3:30 when the school lets out and I'm at work then anyway. I have seen a car that was dumped here but don't feel a CPZ would really solve this as people that dump their cars do it wherever they feel like anyway. I feel the introduction of a CPZ would over complicate things and make it more difficult for my visitors to park when they are here and potentially prevent me from having such easy access to a parking space. I would also have to pay £65 a year for something I currently have for free.</p> <p>Parking Restrictions - Object - Double yellow lines in Barracks Lane, Cumberland Road and Glanville Road would severely limit the places I am able to park my car and generally be a complete nuisance. I do agree that some people park insensitively but that happens whatever you do.</p>
(13) Local Resident, (Oxford)	<p>CPZ - Object - There is no problem in being able to park my car outside my house. Why should I now start having to pay £65 per year to do what I can currently do for free?</p> <p>Parking Restrictions - Neither - No comments.</p>
(14) Local Resident, (Oxford)	<p>CPZ - Object - Commuter parking is not a problem in Reliance way. The streets are empty during the day as they are residential not business streets, meaning people drive away from them at the start of the day, and back to them at the end of the day. You are pitching this as a solution to a problem that does not exist in this street. Instead, it will make people pay for parking which was included as part of their houses when they moved in, and will disproportionately affect multiple occupancy houses given the limits on permits. This will cause problems without solving any problems.</p> <p>Parking Restrictions - Object - There are already restrictions on parking on double yellow lines. If you cannot enforce those, why add more</p>

(15) Local Resident, (Oxford)	<p>CPZ - Object - I strongly object to the proposed control parking zone. It would severely disrupt my everyday life as a student that must bring my car to uni as all my lectures are at Harcourt Hill Campus.</p> <p>As a student paying for a parking permit both for uni parking and at my place of living is unacceptable.</p> <p>One of the reasons we chose to live here was because there was free on road parking and we have already renewed our contract because of that. If this controlled parking zone begins we will be extremely upset.</p> <p>There are more people in my house who have cars that make accessing uni easier and there is not enough space on our driveway to park these cars. The input of a controlled parking zone would be really inconvenient.</p> <p>Parking Restrictions - Object - I strongly object to the addition of parking restrictions. It would severely disrupt my everyday life as a student that must bring my car to uni as all my lectures are at Harcourt Hill Campus.</p> <p>As a student paying for a parking permit both for uni parking and at my place of living is unacceptable.</p> <p>One of the reasons we chose to live here was because there was free on road parking and we have already renewed our contract because of that. If parking restrictions begin we will be extremely upset.</p> <p>There are more people in my house who have cars that make accessing uni easier and there is not enough space on our driveway to park these cars. The input of parking restrictions would be really inconvenient.</p>
(16) Local Group, (Oxford)	<p>CPZ - Object - I do not believe there is a severe enough degree of parking issues to constitute applying a controlled parking zone down this road as I have encountered no issues at my time living here and believe it would be an unnecessary cost.</p> <p>Parking Restrictions - Object - No comments.</p>

(17) Local Resident, (Oxford)	<p>CPZ - Object - Most properties on Don Stuart Place already have parking spaces for residents. I'm not against residence permits in other streets necessarily, I just don't think Don Stuart Place needs to be included in the zone.</p> <p>Parking Restrictions - Support - The junction of Don Stuart Place and Glanville Road is quite dangerous; the amount of cars parking too close to the junction really restricts your vision when pulling out onto Glanville Road. Cars shouldn't be parking within 10 feet of a junction anyway, so double yellow lines should be there regardless.</p>
(18) Local Resident, (Oxford)	<p>CPZ - Object - Object to 7 days per week restrictions. I currently park on Morris Crescent as I do not have a driveway but feel the reduced speed limit and narrower roads down Shelley and Cricket Road contribute well towards traffic calming.</p> <p>As someone who uses these roads daily and at different times I infrequently encounter hazards compared to other parts of the city.</p> <p>Parking Restrictions - Neither - No comments.</p>
(19) Local Resident, (Oxford)	<p>CPZ - Object - Is this a straight forward "measure" for the Council to exploit its residents by charging them to park on their own street? Why otherwise would the residents' parking permits be charged?</p> <p>Parking Restrictions - Support - Why aren't yellow lines considered Glanville Rd corner to Cowley Rd? Taxis often block the flow of cars coming onto/off of Glanville Rd</p>
(20) Local Resident, (Oxford)	<p>CPZ - Object - As a resident, I do not believe that there is a parking problem in Bhandari Close which necessitates a Controlled Parking Zone. In addition, I do not think the proposals take into account the access required for the Elder Stubbs Allotments.</p> <p>Parking Restrictions - Object - No comments.</p>
(21) Local Resident, (Oxford)	<p>CPZ - Object - Cricket Road doesn't currently have an obvious need for parking control. I am concerned that a CPZ will incentivise residents to pave over the remaining front gardens. This will be a loss for air quality, habitat and appearance of the road. Paving is very likely to increase water run-off and flood risk.</p>

	<p>This unnecessary CPZ will be costly and will clutter the street with additional signs.</p> <p>Parking Restrictions - Support - Double yellow lines to maintain access and safety would be valuable. On Cricket Road extra lines near the corner shop would be valuable. Cars frequently park badly on that corner creating risk for other road users.</p>
(22) Local Resident, (Oxford)	<p>CPZ - Object - My house on Reliance Way already has two labeled (painted "47") parking spaces included in our monthly rent from the landlord. My housemates and I see no benefit in being subjected to a parking permit fee and no reason why we should need one given our circumstances. With only two people owning cars in the house, and two spaces included with the house, we are happy with our current situation would like to keep things as they are.</p> <p>Parking Restrictions - No opinion - As a vehicle driver living just off Cowley Road, I would much rather have any roadworks budget put towards maintaining and fixing the terrible road conditions that plague east Oxford than any new line painting or road signage. Cowley Road is currently in deplorable condition and with near constant roadworks on gas and sewage lines, yet it never seems to get any smoother. The roadworks completed last year on the western end of Cowley Road made a significant improvement, but the majority of the road still leaves much to be desired in terms of surface quality. Please help reduce wear and tear on suspension components by making the roads smoother!</p>
(23) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(24) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(25) Local Resident, (Oxford)	<p>CPZ - Object - There are simply too many cars for too few spaces, a permit system will not aid this. I would be extremely in favour of a permit system should additional parking be made available or, if the permitting was sufficiently specific as to allow parking immediately outside the property of residence.</p> <p>Parking Restrictions - Object - No comments.</p>

(26) Local Resident, (Oxford)	<p>CPZ - Object - There is currently no parking problem. We are far from the train station and I haven't seen any widespread parking by non-residents.</p> <p>It a time when rents are sky high, it's inappropriate to charge residents to park their own car outside their own home.</p> <p>Parking Restrictions - No opinion - No comments.</p>
(27) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(28) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(29) Local Resident, (Oxford)	<p>CPZ - Object - In reliance way, we have allocated parking for each houses and it works really well. They are part of the property</p> <p>Parking Restrictions - No opinion - No comments.</p>
(30) Local Resident, (Oxford)	<p>CPZ - Object - I have no problems parking outside my house. As far as I have seen, Morris crescent is rarely used by non-residents. In addition to this, the proposed CPZ only allocates 2 residents parking permits per house. I live in a HMO of 7 people, all of whom may need a vehicle, independently of each other. Currently there are three residents in the house who own vehicles (already too many by the proposal's standards) and there is no reason there couldn't be more in future. The CPZ would result in me having to pay to park in front of my own home, or not be able to park at all if I am not one of the two residents who can get a permit - there is no upside. I get encouraging people to find other means of transport around Oxford but removing people's ability to own a car seems like the wrong solution. I already don't travel around Oxford in my car because it costs too much to park anywhere and traffic is terrible. I commute out of oxford and there is no way to make that journey by public transport, otherwise I would. Make bus travel cheaper, improve cycle lanes - these things are useful.</p>

	<p>Parking Restrictions - Object - Again, I don't see the need. People parking does not affect the flow of traffic enough to warrant parking restrictions.</p>
(31) Local Resident, (Oxford)	<p>CPZ - Object - I have never had difficulties finding parking on our street or on barracks lane in the 6 years we have lived on this street.</p> <p>Parking Restrictions - Object - No comments.</p>
(32) Unknown, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(33) Local Resident, (Oxford)	<p>CPZ - Object - I object to being charged £65 for the right to park outside my own house. I view this as another stealth tax. We deliberately bought a house on cricket road because of the free parking. Allowing visitors to come and go as they please without the administrative burden and cost of registering them under the visitor permit. The proposal will simply lead to less flexibility, more cost and more administration, all without any tangible benefit</p> <p>Parking Restrictions - Object - No comments.</p>
(34) Local Resident, (Oxford)	<p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p>
(35) Local Group, (Elder Stubbs Charity Allotments)	<p>CPZ - Object - Bhandari Site is situated on this street. This proposed CPZ will make it very hard for our allotment holders to park during the day time. Also, there are plenty of car parking spaces on this street, thus not making it a priority.</p> <p>Parking Restrictions - Object – <i>See comments above.</i></p>

<p>(36) Local Resident, (Oxford)</p>	<p>CPZ - Object - I think that installing a CPZ in our street or adjacent ones won't help anybody but only put extra-financial pressure on Oxford residents (who are constatly facing increase in rent prices which are pushing people further out). My girlfriend and I have been living here for a couple of years now and have bought a car. I am completely against any sort of measure of this type in our area as this would mean impossibility for us and so many other people like us (not garage owners) to find parking spots near our house and incurring in new additional costs.</p> <p>To be fair I have never struggled to find parking in my area throughout whole day so I am not quite sure where the complaints are coming from.</p> <p>Parking Restrictions - Object - <i>See comments above.</i></p>
<p>(37) Local Resident, (Oxford)</p>	<p>CPZ - Object - This is not necessary as there is normally space to park as many of the properties have drive ways. This is not an affluent area and this will cause difficulty for some families, particularly those with large families who receive a lot of visitors. This is simply a way to raise money for the council.</p> <p>Parking Restrictions - Support - Where this is related to safety and visibility at junctions I think it is appropriate.</p>
<p>(38) Local Resident, (Oxford)</p>	<p>CPZ - Object - In years living here we've seen no evidence the strip of Barracks Lane running west from the junction with Cumberland Road is frequently used by anyone other than residents and users of the Barracks Lane Community Garden, so as far as this area is concerned the CPZ would simply be an expense for residents and would have little impact.</p> <p>We are also aware that introducing a CPZ in other areas could mean that people searching for spaces begin to use this stretch of road. In principle we do not support the CPZ but would reconsider our opinion if it was likely to impact our ability to park outside our house.</p> <p>Does the council have any evidence on what the positive environmental impact would be of a CPZ in this area? With evidence we would also reconsider our opinion.</p> <p>Parking Restrictions - Neither - It is hard to give a definitive opinion on this without seeing where the restrictions are.</p>

<p>(39) Local Resident, (Oxford)</p>	<p>CPZ - Object - It is wrong to have to pay to park in your own street. In addition, many households will have more cars than the number of permits that are allowed.</p> <p>Parking Restrictions - Object - It is already hard enough to find somewhere to park.</p>
<p>(40) Local Group, (Elder Stubbs Allotment Charity)</p>	<p>CPZ - Object – the allotment site lies between Bhandari Close and Cowley Road, with an entrance off Bhandari Close. Many of our allotment holders are elderly and drive to their allotments, and will be adversely affected by the CPZ proposals. Our allotment managers also need to park nearby, often for several hours, and they will be severely affected by this. I note that you have made special arrangements for the Barracks Lane allotments, where 4-hour waiting slots have been allocated nearby, but you have made no such consideration for our allotments. Because of time I will keep this brief, but I will write longer before your Council meeting.</p> <p>Parking Restrictions - Object – <i>See comments above.</i></p>
<p>(41) Local Resident, (Oxford)</p>	<p>CPZ - Object - I would like to oppose the CPZ for Cricket Rd on the grounds that the small print states will not be guaranteed a place to park on our street even after paying £65.00 per car.</p> <p>The issue we face is the increasing number of HMO properties in this area, which require an urgent review. The amount of drop pavements being put outside homes as people build drives, lessening the street parking. Plus the number of students parking here as they aren't paying for permits in the areas they live in so move on to this street.</p> <p>By permitting more streets you are simply moving the problem on to other un permitted streets. This is not the solution.</p> <p>Parking Restrictions – No opinion – No comments.</p>
<p>(42) Local Resident, (Oxford)</p>	<p>CPZ - Object - The concern is that, you are unable to guarantee that i will have a parking space with the new parking zones in place. I have noticed that a lot of property in my area have dropped their curbs in order to get around the parking zone charges. Especially the HMO properties this also mean less space for on street parking once the curbs have been dropped!</p> <p>Sometimes there are 3 extended HMO houses in a row with dropped curbs. Once you add yellow lines on corners there</p>

	<p>will be much less spaces to park and again a reduction of on road parking spaces. As a single female I want to feel safe late at night going to and from my car! Parking in front or very close to my house is essential . Cricket road has one of the highest crime rates in Oxford!</p> <p>Reduce the HMO in certain areas, this will help with parking, especially with the student HMOS! Why are students allowed cars When they come to Oxford. Especially in East Oxford? The university is 2 miles up the road, the bus service is extremely good! The university should be stricter and make it clear that cars are not allowed! Fine the students and the universities that allow this!</p> <p>Also controlled parking is almost like an extra tax, especially for poorer households who already struggle. The more wealthy and HMO households tend to get around not paying for parking by putting in off street parking.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(43) Local Resident, (Oxford)	<p>CPZ - Object - I am writing to you to oppose the proposed Cowley Marsh parking scheme on the following grounds :-</p> <ol style="list-style-type: none"> 1) where I live on Morris Crescent, Cowley Oxford, we the residents do not have a commuter parking or any parking problems our street only has residents and visitors cars parking here. 2) we the residents have not been consulted properly for example the signs on the lamp post are in a typing font that is unreadable. The letter that I received was not addressed to myself and did not have a an official County council notice on it. This letter could have easily been classed as junk mail. Some of my neighbours said that they haven't received a letter about this proposed cpz. The consultation has been too short it should be at least 12 weeks. 3) I think it is unfair to ask us residents to pay £65 per car to park outside our homes when we already pay road tax when there isn't a parking problem and a 7 day a week restriction is ridiculous and will affect my family and friends visiting. <p>This is another tax on us the residents which is unfair. We the residents will collectively be opposing this scheme.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(44) Local Resident, (Oxford)	<p>CPZ - Object - I am a resident of Don Stuart Place, and I am concerned about the new controlled parking zones. We have a parking space which is part of the property for our house and I feel it is unfair we have to pay for a permit. Also Don Stuart Place has designated visitor parking at the top and bottom of the close. I do not understand where our visitors will park, if yellow lines are being put in place?</p>

	<p>Parking Restrictions – Support – However I do acknowledge that yellow lines at the entrance of Don Stuart Place may help with cars being able to use the junction safely, as this is currently an issue.</p>
(45) Local Resident, (Oxford)	<p>CPZ - Object - Unfortunately we have already applied for the drop kerb, and planning permission where our application has been rejected. For this reason I feel we would have to object from the parking zones being implemented for our area.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(46) Local Resident, (Oxford)	<p>CPZ - Concerns - As I said, I'm very much in favour of the parking Zone and was looking forward to being able to finally park near the house. But I see now it's only the side roads. Can I please request that this is also for the houses 510,508,506,504,502, 500 and 498? The houses opposite us have drives but we do not. I have spoken to my neighbours in the past about this and they too were looking forward to some parking permits. As permits will now be required for side roads this will make it even harder to park on the Cowley road where we live. Pushing all the commuter cars to park on the main road.</p> <p>I had been hoping to go for an electric car soon but this would be impossible- given I can rarely park by the house even now. I'm very saddened indeed by this decision which I had set a lot of hope by. It seems desperately unfair to the residents on the Cowley itself who don't have a drive. Please can I ask the council to reconsider. Most of us in the strip from 498 to 510 have just one car. At the weekends it is more possible to park- but not during the week, in the day. I can understand if you want to leave the spaces by the bus stop free to park as there are no houses there but I'd like to reiterate that we would really like permits for this part of the Cowley road.</p> <p>What is the reason for not including the Cowley road itself which is always busy with parked cars? We also have commercial vans often parked by the houses. You stated in your email to keep an eye on the wider picture but this seems to be ignoring the obvious that most commuter cars park on the Cowley road and the side roads are not as rammed. I can easily find a spot in Gillian's way or Shelly road but that's quite a long way from my house.</p> <p>I fear that if this goes ahead without consideration for the long suffering Cowley road dwellers it will be many years before this is considered again.</p> <p>Parking Restrictions – No opinion – No comments.</p>

<p>(47) Local Group, (Oxford)</p>	<p>CPZ - Neither - No comments.</p> <p>Parking Restrictions - Neither - No comments.</p>
<p>(48) Local Resident, (Oxford)</p>	<p>CPZ - Neither - I am worried that the CPZ will not make any significant difference to finding a space to park near my house, particularly in the evening. I use my car two - three evenings a week, returning to Cricket Road (1 - 34 section) around 11pm. I can hardly ever find a park in this section of Cricket Road and struggle to find any space to park nearby. I usually find a park that is about 5 minutes walk from my house. At this time of the evening, I presume that all the cars parked in this area belong to residents, so I am not very hopeful that the CPZ will help with finding a park near my house. If this is the case, I will resent having to pay a charge for no significant change / improvement. I support the idea of introducing the CPZ with the proviso that the situation is reviewed after a trial period. If it does not make a significant improvement to availability of parking spaces for residents, I think the CPZ should be withdrawn. I have noted that parking spaces become available in this section of Cricket Road most days between 9am - 6pm (approx) but it is very rare to find a space after 6pm.</p> <p>Parking Restrictions - No opinion - No comments.</p>
<p>(49) Local Resident, (Oxford)</p>	<p>CPZ - Neither - We use Cumberland Road to access our off-street parking, via a laneway (unnamed) between 1 and 3 Cumberland Road. We ask that the the entrance to the laneway and adjacent driveways are clearly demarcated with no parking access lines, so that the introduction of a CPZ does not encourage others to park obstructively across the entrance of the laneway (as they do presently). Also of concern is that the CPZ will encourage parking inside the laneway itself, especially after 6.30pm. The laneway provides access for a number of cars to private parking, and any intrusive cars disrupts this access due to limited space for turning circles, etc.</p> <p>We ask the council to please clearly demarcate the entrance of the laneway and adjacent driveways at 1-3 Cumberland Road with a 'no parking' white line. We also ask the council to consider that 1 Cumberland Road is a business and may need a space in front of the property that is for customers, with differently timed zoning. This would hopefully prevent intrusive parking in our laneway from customers of the store.</p> <p>Parking Restrictions - Neither - No comments.</p>

(50) Local Resident,
(Oxford)

CPZ - **Support** - I support the CPZ introduction but object to providing any parking spaces outside the black tarmac parking provided as part of the residences on Reliance Way as parking on the estate road was expressly forbidden in the decision notice for 02/01523/RES issued by the local planning authority on 18 November 2002. Condition four says:

vehicles shall only be parked on the areas allocated for parking on the approved plan no 250-H and under no circumstances whatsoever, shall vehicles be parked in the rear gardens of the dwellings or in front gardens other than the spaces specifically allocated for parking on the approved plan no 250-H. Reason: To maintain landscaping and the character and appearance of the area and control any increase in parking that could undermine the concept of sustainable development.

At the moment parking on Reliance Way is out of control and there are serious safety concerns at night when there are cars parked on lots of parts of the estate road where doing so is forbidden as above. As such I believe Reliance Way needs more Double Yellow Lines, and must not have residents parking spaces allocated on the public highway as that would directly violate the above. The most urgent places DYLS are needed are on the areas that are cobbled to designate them as passing places, and in the first left hand bend as one drives into Reliance Way on the right as the existing DYLS encourage parking in that space and the pushes traffic trying to leave Reliance Way directly into the path (blindly) of traffic entering Reliance Way. I have had several near misses with speeding drivers.

A a compromise position, rather than making lots of residents parking spaces on Reliance Way I would fully support making some spaces for car-share schemes like co-wheels etc, with some of those spaces having electric vehicle chargers provided. I believe many residents would stop owning cars if they have a vehicle close at hand they could use for occasional short journeys and that use of public highway for storing this sort of shared-use vehicle is much more appropriate than storage for privately owned vehicles. I think Reliance Way would easily support 5-10 shared vehicles as there is such good pedestrian and cycle access to the road from the surrounding area via Barracks Lane and Saunders Road.

Parking Restrictions - **Support** - I support the DYLS on Reliance Way and Saunders Road but would urge the following additions:

A DYL along the highway outside nos 42 to 58 Saunders Road to protect the pedestrian walkway as cars are still being parked between the bollards and forcing pedestrians into the road.

DYLS across the road either side of the bollards that separate Reliance Way (near no 2) from Saunders Road (no 41) as they are removable and designed for emergency (and refuse collection) access but almost continually have vehicles

	<p>parked against them on the Saunders Road side making such access impossible.</p> <p>A DYL along the Eastern edge at the South end of the black tarmac path that runs along the side of 2 Reliance Way and the flats 60-96 Saunders Road. Cars are often parked across the bottom of that path making passage extremely difficult for those with mobility or vision impairment.</p>
(51) Local Resident, (Oxford)	<p>CPZ - Support - I strongly support the CPZ, since Divinity Rd CPZ was introduced people started parking their vehicles in Belvedere Rd, sometimes for few days while in holidays plus going to town or work, when friends & family comes to see us they can't park their vehicles. The big concern is quite a few times vehicles been parked at the end of street where there is a fire hydrants & vehicle turning point due to dead ends. Any delivery van comes to street can't turn their vehicle and had to reverse in to main Cowley Rd which is very dangerous & accidents waiting to happen.</p> <p>Parking Restrictions - Support - With double yellow lines it will deter people to park their vehicles. If a fire engine comes to our street God forbid there may be a problem.</p>
(52) Local Resident, (Oxford)	<p>CPZ - Support - I strongly support this proposal. The current lack of a CPZ is resulting in many student tenants bringing cars to Oxford during term time, leading to increased pressure on both parking and road capacity. Additionally, as this is one of the few areas without a CPZ, many commuters are choosing to park here rather than using the Park and Ride facilities.</p> <p>Parking Restrictions - Support - Strongly support this. Inappropriate parking is frequent and troublesome, particularly near junctions.</p>
(53) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - Assume relevant parking spaces and restrictions(yellow lines) will apply in the full length of Shelly Road, i.e. including the 'extension' from Cricket Road to the school.</p>
(54) Local Resident, (Oxford)	<p>CPZ - Support - I believe it is in the community's benefit to work to maintain some element of gardens in front of houses. By 'garden' I mean some green space, grass, trees, bushes, flower beds etc. Such front garden improve the ambience of streets, the plants and trees improve urban air quality. https://www.theguardian.com/science/2020/feb/18/plantwatch-</p>

how-urban-trees-and-hedges-help-cut-air-pollution , trees can reduce noise

https://www.acoustics.asn.au/conference_proceedings/INTERNOISE2014/papers/p83.pdf Trees and plant can reduce summer urban temperatures <https://www.forestresearch.gov.uk/research/role-urban-trees-and-greenspaces-reducing-urban-air-temperatures/>

These are all beneficial to the health and well being of our community. Trees and urban planting reduce storm water run off which otherwise contributes to the Thames flooding This is beneficial to our wider local region.

Gardens are beneficial to biodiversity conservation

<https://www.sciencedirect.com/science/article/abs/pii/S0169534709002468>

Trees, plants, gardens can help absorb CO2 and so limit climate change. So of benefit to everybody.

All the above are summarised well in https://www2.mmu.ac.uk/media/mmuacuk/content/documents/school-of-science-and-the-environment/urban-environments/ENVI69_Gardens.pdf

My suggestion is to use the controlled parking zone implementation to reduce the incentive to fully pave front gardens so that more cars parking can be achieved. My suggestion is that if more than, say, 80% of a house plot width is paved / has 'Access Way' then no parking permit is allowed for that property. If more than, say, 50% of the frontage is Access Way then only one parking permit is allowed for that property.

This is not unfair in pure parking terms either, a house with the full plot width as Access Way has no communally available parking in front of it but under the proposals such a property would still be entitled to 2 parking permits. If every house had a full plot width of Access Way and took the 2 allowed parking permits there would not actually be space on the street for all these cars.

The current proposal allow every house to have 5 cars – 3 parked in the former front garden and 2 on the street. This is far too many cars, and an incentive to landlords, who have much reduced concern over the local environment, to pave over front garden such that their property is perceived as more attractive to short term tenant's who don't bear the long term consequences of the removal of front gardens and the less pleasant street environment.

A final point is that the garden walls are an attractive part of the 1930s character of the housing in this area and so any opportunity to use Council regulations to provide an incentive to retain the walls / a disincentive to remove the walls should be taken please!

Generally I support measures that reduce the available space for car parking as making parking a little more difficult helps encourage people to use other travel options all of which (except taxis) are better for the environment, better for personal health (and hence NHS) and contribute to Oxford being more pleasant city to live in.

	Parking Restrictions - Support - No comments.
(55) Local Resident, (Oxford)	CPZ - Support - No comments. Parking Restrictions - Support - No comments.
(56) Local Resident, (Oxford)	CPZ - Support - Strongly support permit parking. Given that most properties on Ridgefield Road have a driveway for parking, and many have enlarged this through creating a dropped kerb and paving the front of the house, it seems unnecessary to allow 2 permits per household. The frontage of the properties is not sufficient to park 2 cars. One should be sufficient, and would deter student households from bringing too many cars onto the street. Would also like to see traffic calming measures introduced. Though a 20mph zone, the length of the stretch from the Magdalen Road to Howard Street junctions encourages cars to drive at excessive speeds making it dangerous for cyclists, pedestrians and making children particularly vulnerable. Parking Restrictions - Support - Strong support the extension of double yellows, especially to remove parking on pavements at the junction of cul de sacs with Ridgefield Road, which blocks pedestrians, pushchairs and wheelchair users.
(57) Local Resident, (Oxford)	CPZ - Support - I welcome the proposal for a CPZ in the proposed area. It is really desperately needed. Parking Restrictions - Support - I welcome these proposals and sincerely hope that the plan is adopted. I do have one or two questions around the operation of said plans. If an elderly resident does not request a parking permit might they still be able to apply for visitors permits e.g. for visiting relatives/friends? How is the scheme monitored? For instance is anyone checking the use of spaces and particularly between the hours of 9.30 p.m. and 8a.m if those using residents permit places have this permission?

<p>(58) Local Resident, (Oxford)</p>	<p>CPZ - Support - Parking has become a nightmare on Cricket Road/Drove Acre Road, with too many houses being extended for student accommodation, students bringing cars to university, and house owners building dropped kerbs, not to mention the effect of the other nearby CPZs. I think a CPZ here would relieve that.</p> <p>Parking Restrictions - Support - No comments.</p>
<p>(59) Local Resident, (Oxford)</p>	<p>CPZ - Support - I would very much welcome controlled parking on Ridgefield Road. I would also very much welcome white markings on the street outside no.25 to indicate to drivers not to block the drive.</p> <p>Parking Restrictions - Object - I think white lines should be enough, as long as their use is enforced. Double yellows would be excessive, unless it's in key areas like the corner of Ridgefield Road and Magdalen Road.</p>
<p>(60) Local Resident, (Oxford)</p>	<p>CPZ - Support - Ridgefield Road is frequently used as a "car park" by commuters, those shopping in Cowley Road, or as long-term parking by those on holiday. Obstructions to driveways are frequent and objections often are met with abuse. My wife is disabled, and this kind of behaviour has caused inconvenience sufficiently frequently to be significant. We do have an off street parking place, but those "overlapping" the ends of our dropped kerb and making safe exit and entry very difficult have cause distress and inconvenience at times. This has been compounded by those who ignore the 20 mph speed limit!</p> <p>Parking Restrictions - Support - No comments.</p>
<p>(61) Local Resident, (Oxford)</p>	<p>CPZ - Support - I don't agree with the timings as they don't go far enough. The restriction on Belvedere Road should be throughout the day not just in the evening because we have a major problem of vehicles who do not live on the road but come and park for days and weeks.</p> <p>Parking Restrictions - Support - Belvedere Road is a cul-de-sac. At the end of the road is a turning circle. Under the CPZ scheme, the turning circle on this road must include 'double yellow lines' in this location so vehicles do not park and block the turning circle. I have complained about this on many occasions. The turning circle also has a water main supply which is used by the emergency services as was done recently due to flooding.</p>

(62) Local Resident, (Oxford)	<p>CPZ - Support - I wholeheartedly support the proposal. Anything which reduces the amount of cars on oxford roads is essential.</p> <p>Parking Restrictions - Support - No comments.</p>
(63) Local Resident, (Oxford)	<p>CPZ - Support - I strongly support the proposal. The current situation is untenable and getting worse. I hope that this is implemented AND enforced.</p> <p>Parking Restrictions - Support - No comments.</p>
(64) Local Resident, (Oxford)	<p>CPZ - Support - Something must be done to reduce the chaos that is caused by the number of cars that park at the top of this cul de sac. We can not have visitors park near us sometimes to the number of cars that are blocking and stay for days!!. The top of the road is a turning point and there are 3 cars parked there on most days/nights and my parents have difficulty in reversing out of their driveway.</p> <p>I have written to our MP previously about this problem. Though this is a problem in this area with tenants of the numerous lettings not having parking or their own and houses not using their own driveways to park. The council must be aware of the numerous high volume rented houses along this stretch of Cowley Road, AND also those that park and then get on the bus to work in town. My own driveway has been blocked before.</p> <p>Parking Restrictions - Support - The turning point to our road should have double yellow lines and also traffic wardens to visit as the bottom of our road has cars parked on the lines</p>
(65) Local Resident, (Oxford)	<p>CPZ - Support - Very pleased that Kenilworth Avenue is included. Controlled parking should assist ambulances, refuse collectors and other large vehicles, and hopefully reduce blocked drive ways. This is a very narrow cul-de-sac often used as parking for people working elsewhere.</p> <p>Pavements are often impeded, as people park cars opposite each other. Will the new scheme go any way to improving this situation?</p> <p>Parking Restrictions - Support - I am hoping that double yellow lines will be added to the circular turning bay at the top of</p>

	<p>Kenilworth Avenue. This is often occupied by parked vehicles, making turning round in this narrow road difficult.</p> <p>I would also like to see single yellow lines painted across every driveway to discourage people from blocking them!</p>
(66) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - I would also support additional measures and/or expansion of double yellow lines around the area of St Gregory's School on Cricket Road, where there is significant congestion in mornings/afternoons due to parents dropping off and picking up pupils. This makes it extremely difficult for residents living near the school to get out of Cricket road in the mornings and to get back home in the afternoon, and the traffic discourages students of the school from travelling to and from school by bicycle.</p>
(67) Local Resident, (Oxford)	<p>CPZ - Support - Parking for residents is a nightmare on Glanville Road. Staff from the school at the end of the road park here, students from the halls on Glanville Road and Reliance Way park here despite planning permission for the halls being granted on the basis of students within halls not having cars. I am very supportive of a CPZ being brought in here and on the surrounding streets.</p> <p>Parking Restrictions - Support - No comments.</p>
(68) Local Resident, (Oxford)	<p>CPZ - Support - Since CPZ have been introduced in other nearby roads Ridgefield Road has become very congested, sometimes it is difficult to enter the road at the junction between Cricket Road and Ridgefield road as there is a stream of traffic with nowhere to pull in to allow each other to pass. I have been stranded on Cricket Road (blocking that road too) on a number of occasions in the past couple of weeks and it is only getting worse. The sooner this work is carried out the better as far as I'm concerned.</p> <p>Parking Restrictions - Support - No comments.</p>
(69) Local Resident, (Oxford)	<p>CPZ - Support - There is such an issue on the Cricket Road, specifically at the junction of Cricket Road and Ridgefield Road, by the allotment entrance, there is a business being run, which has 6 large vans, which use up most of the convenient parking spaces, owned and operated by one local resident. These types of vehicle should be parked on a trading estate and not a residential street. One can understand a local tradesperson with one white van but this person</p>

	<p>have 5 vehicles which cause a complete nuisance for all the residents.</p> <p>In addition to the vans, when the allotment is attended, rather than parking in their designated parking they park on the street, causing no end of chaos!</p> <p>Finally, as we all know the road is cut through to avoid the Howard street congestion at 5pm and not enough space is left for vehicles to pass each other, and bottlenecks occur every day by inconsiderately parked vehicles!</p> <p>Parking Restrictions - Support - Double yellows on the corners of junctions and remove the speed inhibitors, as they are so last century, instead, install 20mph speed cameras (lots of them)!</p> <p>Please replace any APM's with double yellows, as people really do not respect them in any way shape or form.</p>
(70) Local Resident, (Oxford)	<p>CPZ - Support - When previously surveyed last year I was not too bothered either way. Since the new CPZ has been introduced on the other side of Magdalen Road, the parking situation here has become much worse, and it is difficult to navigate the pavements with a buggy, and difficult for our guests to park. I am therefore now in favour of a CPZ here, although I suspect that will just move the problem further along...</p> <p>Parking Restrictions - Support - There is a huge problem with cars parking around corners in the area, making it difficult and unsafe for pedestrians to cross the road, including large numbers of schoolchildren. I am therefore very much in favour of more double yellows.</p>
(71) Local Resident, (Oxford)	<p>CPZ - Support - I strongly support this proposal. It will make the area much safer, and will mean that residents and their visitors are able to park near their houses. This is particularly important for our elderly and disabled neighbours. I would be interested to learn how the County Council plans to enforce the restrictions when they are in place.</p> <p>Parking Restrictions - Support - I strongly support this proposal. It will make the area much safer. I would be interested to learn how the County Council plans to enforce the restrictions when they are in place.</p>
(72) Local Resident, (Oxford)	<p>CPZ - Support - Magdalen Road and the area around it is much nicer for the introduction of a CPZ last year, but the parking problem has been displaced to Cowley Marsh - Ridgefield Road in particular is a nightmare with cars parked any old where (and the Boundary Brook estate, but that isn't covered by this consultation).</p>

	<p>Fully support extending controlled parking out as far as the ring road, and then when that's done starting a gradual reduction of the number of on-street spaces and permits provided.</p> <p>Parking Restrictions - Support - With enforcement! The usual tendency is for idiots to park fully on the pavement completely inside the double yellow lines, and that has got to be stopped with aggressive ticketing.</p>
(73) Local Resident, (Oxford)	<p>CPZ - Support - Overall I support the proposed CPZ - an new zone would discourage residents of RH from parking outside their own zone and prevent commuter parking. However I have a few concerns that could be addressed. The entire zone is marked as being 2-hour waiting between 8am and 6:30pm - this differs from the neighbouring zones (DV, RH, MS) all of which are majority residents-only at all times. I do not believe having the entire zone available during the day is suitable - although the wait limit should discourage commuters, it allows too much parking for those dropping their cars in this area before heading to Cowley Road (or even the city centre). The council's plan should be aiming to encourage the use of the park-and-ride for this kind of activity, and this plan does not do so sufficiently. Some spaces to accommodate local businesses within the zone would of course still be required, but not the entire zone.</p> <p>Failing this, reducing the hours available for 2-hour waiting slightly would be an acceptable alternative - this would ensure that those residents who do have to commute would have space available on their return. I note for instance that the proposed Hollow Way North zone has large sections that are 9am-5pm.</p> <p>I am also unclear on the definition of "resident (short-term) for study purposes" (these are excluded from the permit scheme). Does this include all students, or only those on short secondments - i.e. does a student who rents a property on a 1 or 2-year lease count as short-term or just as resident?</p> <p>Parking Restrictions - Object - The diagram of the zone shows an extension of the double yellow lines in the north-western section of Cricket Road (outside numbers 7-11). This removes a number of spaces from this area that I believe are still needed. A similar argument could be made going NE from the same corner (alongside 185 Howard Street). The length of these no-waiting areas seems excessive in an area where parking spaces are already at a premium.</p>
(74) Local Resident, (Oxford)	<p>CPZ - Support - I am looking forward to having a controlled parking zone on Cricket Rd. The far end, near Drove Acre, has now become very busy and we frequently have to park several streets away from where we live.</p>

	<p>On the opposite side of our street residents who have larger front gardens have built dropped kerbs and so it is now not possible to park on the opposite side of the road as the whole section has become driveways.</p> <p>So our parking is severely limited - to only our side of the road. There are also three HMOs (2 with students) right next to us and this has also impacted on our ability to park near our house.</p> <p>We only have 1 car but we often have to drive around searching out a parking space 10 minutes walk away.</p> <p>Parking Restrictions - Support - No comments.</p>
(75) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(76) Local Resident, (Oxford)	<p>CPZ - Support - Although i would not enjoy having to pay extra for this. However if this is to work then there needs to be enforcement. Currently we have yellow lines on our road on Cumberland road. However as there is no enforcement everyone parks there. It would only work if there is adequate enforcement. Also our neighbours here have around 15 cars. Which means they take up all available spaces on the road. In fact every relative seems to be parking here as well. As mentioned this would only work if this is enforced.</p> <p>Parking Restrictions - Support - We currently have yellow lines in Cumberland road. However there seems no enforcement at present. Hence they are only effective if they are enforceable.</p>
(77) Local Resident, (Oxford)	<p>CPZ - Support - Fully supportive of this provided it can be adequately policed.</p> <p>Parking Restrictions - Support - No comments.</p>
(78) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>

<p>(79) Local Resident, (Oxford)</p>	<p>CPZ - Support - There should only be parking for residents not others . I have seen many people come and park there car in the morning on my road and then wonder off and not return back or they return back but not till late in the evening .</p> <p>Also there are those drivers who park there car in a wrong way that it causes inconvenience to other road users .</p> <p>It would be best if this was only a permit parking zone for residents only . And no return in 1hr not 2.</p> <p>Parking Restrictions - Support - I support the councils plans but as stated above in the questionnaire that a No Return in 1hr is better than 2hr . And also parking for only residents .</p>
<p>(80) Local Resident, (Oxford)</p>	<p>CPZ - Support - There is a parking problem in the Don Stuart Place/ Glanville Rd area. I would therefore support the introduction of a CPZ, but only on the following conditions:</p> <p>* Residents of The Mews Student Accommodation are not entitled to a parking permit. The main problem with regards to parking on Don Stuart Place relates to The Mews Student accommodation. Outside of term time, there is very little problem. However, parking becomes extremely problematic during term time (parking on street corners obscuring visibility when turning out of Don Stuart Place onto Glanville Rd; inappropriate parking on the bend of Don Stuart Place that blocks access to emergency vehicles/bin collection etc). I would only support the introduction of a CPZ on Don Stuart Place if residents of The Mews are not allowed to purchase a parking permit.</p> <p>*There absolutely should be double yellow lines on the corner of Don Stuart Place/Glanville Rd as visibility is close to zero if cars are parked on the corners and it is extremely dangerous turning out of Don Stuart Place, especially during school rush hours when it is not possible to see incoming cyclists who are often kids. This could easily result in a fatal accident with a pupil of Spires.</p> <p>*The CPZ plan should additionally include double yellow lines on the bend of Don Stuart Place. This is where there are the most parking issues. If vehicles park on both sides (on the bend and in the corner), then access is compromised. It's often difficult to exit the street with a car, but an emergency vehicle would really struggle to get through (ambulance/fire engine). This is a safety issue.</p> <p>Please note that most of the parking spaces on Don Stuart Place itself are designated private parking spaces (the land for the parking spaces belongs to the freeholders that have purchased the houses). Therefore, it needs to be clear that no parking permit should be required to park in these private parking spaces.</p>

	<p>If the above conditions were not in place (specifically relating to The Mews student accommodation), then I would object to the introduction of a CPZ, as it would not resolve the ongoing issues with parking in the area.</p> <p>Parking Restrictions - Support - There should be double yellow lines on the corner of Don Stuart Place/ Glanville Road as visibility is close to zero when turning out of Don Stuart Place if there are cars parked there. I have personally had a couple of near miss accidents there.</p> <p>I would also support the introduction of double yellow lines on one side of the bend in Don Stuart Place to reduce the access issues encountered.</p> <p>Glanville Rd itself is very congested at rush hour due to school drop offs/pick ups so something also needs to be done to ease that problem.</p>
(81) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(82) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(83) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(84) Local Resident, (Oxford)	<p>CPZ - Support - A lot of people park on these roads during the day to travel into town, and there are often people parked badly blocking access to our property and blocking the pavements.</p> <p>Parking Restrictions - Support - No comments.</p>

(85) Local Resident, (Oxford)	<p>CPZ - Support - If it's is possible can you consider extending the traffic calming road humps on Ridgefield Road too to slow down cars using this road at soeed to avoid the Cowley road speed camera ..</p> <p>Parking Restrictions - Object - I don't want to see extra double yellow lines on corners . If there are lines currently being used that will suffice. Extra lines on junctions will only reduce parking availablity. Currently many house's of multiple occupation and student housing with many cars..</p>
(86) Local Resident, (Oxford)	<p>CPZ - Support - At same time I would support traffic calming initiatives on Ridgefield road too</p> <p>Parking Restrictions - Object - I support double yellow lines to existing markings . I would object to new additional double yellow lines which would further reduce the parking on Ridgefield road</p>
(87) Local Resident, (Oxford)	<p>CPZ - Support - I am a homeowner in Ridgefield Road. The parking here has always been challenging as we are a short walk from the bus stops on Cowley Road that take people in to town. We often find we cannot find parking on our own road - particularly at night after work as non-residents have filled up our road.</p> <p>The parking situation in this road has become intolerable since the parking restrictions were put in place further in to East Oxford as a result of the new University Buildings near Charles Street. Now everyone parks here as it is one of the few areas that is not restricted - it is effectively a free car park for anyone wanting to park here or wanting quick access to the city centre. I know my neighbours - especially those with no parking in their front gardens - also find this very challenging.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(88) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>
(89) Local Resident, (Oxford)	<p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Support - No comments.</p>

(90) Local Resident, (Oxford)	<p>CPZ - Support - The residents of Barracks Lane (that's me included) are fed up with cars being left on our little road for days.</p> <p>We are also fed up with the Barrack's Lane Community Garden visitors that drive in and take all our car parking spaces when they easily park by the allotments in the vacant spaces there.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(91) Local Resident, (Oxford)	<p>CPZ - Support - Area is being used as parking for people using bus into city centre, cowley Rd ect. My drive way has been blocked in many occasions. Also a dangerous corner with cars parked on it next to a park.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(92) Local Resident, (Oxford)	<p>CPZ - Support - No comment</p> <p>Parking Restrictions - Support - No comment</p>
(93) Local Resident, (Oxford)	<p>CPZ - Support - In my Road some Parking places came with house dead and how will I be included in this zone</p> <p>Parking Restrictions - Support - No comments.</p>
(94) Local Resident, (Oxford)	<p>CPZ - Support - Struggling with parking and mainly are wastgate workers to blame , parking around here and taking buss to city centre.</p> <p>Parking Restrictions - Support - No comments.</p>

<p>(95) Local Resident, (Oxford)</p>	<p>CPZ - Support - While I support the scheme in general, I am writing to object to the proposals concerning 2 hour parking/residents' parking (i.e. parking for the residents of the Cowley Marsh area) as they affect Reliance Way. Reliance Way is a relatively recent integrated development. The main road through the development only has space for one car at a time. On either side of the road, there are designated parking spaces owned by particular residences on Reliance Way. Some areas of Reliance Way are broad enough for two cars at a time, but these are flanked by designated parking places on both sides. So there is simply no scope for the additional parking that this proposal suggests.</p> <p>So putting up signs concerning 2 hour parking/residents' parking (i.e. parking for the residents of the Cowley Road area) on Reliance Way would be a waste of public money, and misleading to people looking for a place to park and could result in cars parked on areas that would block the flow of the traffic.</p> <p>Parking Restrictions - No opinion - No comments.</p>
<p>(96) Local Resident, (Oxford)</p>	<p>CPZ - Support - I fully support the introduction of the proposed CPZ. However, I am puzzled at how exactly restrictions are going to apply in Reliance Way, where my wife and I live. Parking in Reliance Way is unlike parking in the local streets as most, if not all, residences have their own designated parking spaces. It is difficult to see where additional parking can be made available for public use. The present problem arises from some properties having several cars, as many as four or five in some cases. Clearly, we cannot easily accommodate the demand for parking in every case. In particular, I regret the uncontrolled parking on the through roads (brickwork) and cobbled passing areas, which restricts access by emergency and utility vehicles. I hope the proposed double yellow lines will eliminate this undesirable parking.</p> <p>Parking Restrictions - Support - <i>See comments above.</i></p>
<p>(97) Local Resident, (Oxford)</p>	<p>CPZ - Support - The map does not make it clear if there is to be parking on both sides of Ridgefield Road after the bend, where houses 112 - 106 face the park: or one side only: or staggered parking. This is an important detail given the amount of traffic using Ridgefield Road as a rat run. There are often traffic jams which is a hazard for pedestrian users of the playground.</p> <p>Parking Restrictions - Support - There is a sharp bend in Ridgefield Road near the community centre. I strongly think there should be double yellow lines on both sides of the road round this bend. Some drivers find it difficult to navigate the bend - there is a history of accidents here: cars are currently parked on both sides of the road which massively reduces</p>

	visibility. There is also the additional hazard of pedestrians - many young children - crossing the road to get to the park.
(98) Local Resident, (Oxford)	<p>CPZ - Support - I feel that the double yellow line should also be around both corners entering the houses as we have a lot of problems with people parking recklessly on the both corners, making it impossible for access to the houses, If there was need for emergency services to gain access I feel that they would struggle.</p> <p>Parking Restrictions - Support - I do have photos of the reckless parking.</p>
(99) Unknown, (Oxford)	<p>CPZ - Support - Having lived on Ridgefield Road with my family since 1992 (one of the few still here) we have gradually seen quiet Ridgefield Road and the surrounding area fall into a state of grubby poorly maintained student lets, with hundreds of cars parked all along the streets ,on pavements & blocking driveways! Our road is a rat run for cars & Vans regularly travelling at high speed between Magdalen road & Howard street! 20mph speed limit ignored. Enforce this?</p> <p>Cars regularly block our driveway & also park around the Both cornerS of Dove Acre Road opposite making it extremely hazardous pulling out to turn left to get to my driveway! We are fed up with it!!</p> <p>because of this We had to take down our front wall which also had lovely shrubs & flowers drop the kerb add more block paving at great cost to get better access to our house !!</p> <p>We also see many cars being parked along the street & their drivers walking away towards Cowley road end & disappearing round the corner.obviously not residents! So yes introduce controlled parking.</p> <p>Parking Restrictions - Support – <i>See comments above.</i></p>
(100) Local Resident, (Oxford)	<p>CPZ - Support - I am supportive for this scheme to take place. There has been a lot of illegal parking taking place and this proposed scheme will tidy up all this.</p> <p>So therefore can you please mark access protection lines on the following properties. 23 Ridgefield Road, 406 Cowley Road, 408 Cowley Road as and when your works start to implement the scheme..</p>

	<p>Parking Restrictions – Support – <i>See comments above.</i></p>
(101) Local Resident, (Oxford)	<p>CPZ - Support - I am a resident of Drove acre road Oxford and am writing to show my support for CPZ in the Cowley Marsh area specifically Drove Acre Road.</p> <p>We have been having major parking issues in our area for some time with too many vehicles being parked & on occasions illegally.</p> <p>It has been so bad at times it has taken me up to 30 mins to find parking space when I return from work and on occasions park up to 10 minutes away from my home. When you drive in our area you cannot see oncoming vehicles whilst making a turn as vehicles are parked everywhere a space can be found which is dangerous for vehicles being driven & pedestrians crossing the road as there are too many blind spots.</p> <p>I have been forced to get permission and to drop my kerb/pavement outside my house and create parking on my driveway. As part on the consultation and the creation of this zone I would like to request a white line outside properties of 2 & 4 Drove Acre Road to help assist with parking and to help alleviate parking issues & frustrations.</p> <p>Parking Restrictions – Support – <i>See comments above.</i></p>
(102) Local Resident, (Oxford)	<p>CPZ - Support - I have reviewed your consultation plans and I would like to suggest the following points:</p> <p>I have been a resident on Ridgefield Road since 1985 and for the last 4 years the parking situation has become unmanageable and I am totally in favour of a CPZ to be introduced in order to help improve the current situation. In recent times I have noticed that in the manner that cars have been parked has made this nice residential road in to potential safety hazard for many reasons. the lack of respect commuters have for parking across people drives and blocking people in as well as parking on pavements making it difficult for wheelchairs and pushchairs to pass and parking on corners restricting visibility for people coming around corners.</p> <p>Under your proposal would it be possible to mark white access protection line outside of property 31 Ridgefield Road.</p> <p>At the junction of Ridgefield Road touching Howard street on the side to 71 Ridgefield Road there was a drobbed kerb</p>

	<p>which allowed my father who is wheelchair bound to cross very easily and this was taken away last year. at present we have no way to get the wheelchair down and across without going in to the road which is unsafe. please can this be re-instated.</p> <p>Parking Restrictions – Support - you are proposing to mark double yellow lines from number 3 to number 9 Cricket Road, would you consider a continuation of this double yellow line to carry through the bend in to Drove acre road in order to eliminate parking that will become a safety hazard</p> <p>At the beginning of Ridgefield Road (at the Magdalen Road end) due to the bollard the junction is already very tight and if there is a vehicle waiting at the junction to turn in to Magdalen Road and at that time if another vehicle attempts to enter its not passable especially if there is a vehicle parked to the right (if you face towards Magdalen Road). Often in this situation the road becomes blocked and I have witnessed traffic jams for up to 1 hour where cars are unable to pass through. also if a larger vehicle tries to enter Ridgefield road with a car parked to the right it is impossible to enter in to the road.</p> <p>Therefore would it be possible to extend the current proposed double yellow line on both sides to number 1 and 2 Ridgefield Road to allow vehicles to enter and leave this road easily and to make this junction safer and also considering there is a school nearby.</p>
(103) Local Resident, (Oxford)	<p>CPZ - Support – We are fed up with people parking their cars in our streets when they don't live in the area.</p> <p>Parking Restrictions – No opinion - No comments.</p>
(104) Local Resident, (Oxford)	<p>CPZ - Support – overall I think a CPZ is certainly needed in this area.</p> <p>Parking Restrictions – Support - I have noticed on your proposal map that you are proposing to mark a double yellow lines from Howard Street to number 3 Cricket Road. Some building works have been going on at number 3 Cricket Road which I think are near completion and only yesterday I noticed that white marks have been marked on the foot path indicating that they will be dropping their kerb very soon.</p> <p>I would like to see your proposed yellow line to continue from number 3 Cricket Road right around the bend into Drove Acre Road. Being a local resident of this area this is a very dangerous bend and by marking double yellow lines will make it much safer bend for the users.</p>

	<p>Recently I have had my kerb dropped outside of my property and I am making a request if white access protection lines can be marked outside of my house when you come to implement your CPZ.</p>
(105) Local Resident, (Oxford)	<p>CPZ - Object – If the Cowley Marsh CPZ is going ahead (I didn't see the need for it in the first place) then outside 506 Cowley Road should be included as otherwise everyone from all the included nearby roads will use these few free remaining spaces, making it impossible to park near my house.</p> <p>I was dismayed at the proposed charges, I already pay very high council tax, garden waste bin charge etc etc so I would hope there would be a way to provide more free or reduced permits, particularly visitor permits, to low income households such as mine. I rely on people visiting me and dropping off things I need.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(106) Local Resident, (Oxford)	<p>CPZ - Support – I have one car I keep kerbside. Permits will keep the road free of so many vehicles.</p> <p>Parking Restrictions – No opinion – No comments.</p>
(107) Local Resident, (Oxford)	<p>CPZ - Support – I would support your proposed scheme if the safety measures (<i>see below</i>) can be incorporated.</p> <p>Parking Restrictions – Concerns – I have viewed your proposed map and have noticed that the bend near my house is the only bend on your whole scheme that does not have double yellow lines. This is a very dangerous bend as cars come very fast along Ridgefield Road approaching this bend. Also on this bend is the entrance to the Regal community centre which has a big car park serving it.</p> <p>On the inner side of this bend I would like to see marked double yellow lines from the dropped kerb serving 102 Ridgefield Road to the dropped kerb serving 104 Ridgefield Road . On the outer bend I would like to see double yellow lines from number 123 Ridgefield Road to the dropped kerb near to the entrance to Regal community centre. When I pull out of my drive in this current road situation the road safety is at minimal because cars are always parked on this bend.</p> <p>From your documents you are proposing at the junction of Ridgefield Road/Cricket Road double yellow lines to a distance of 8.5m. This is certainly not enough for safety reasons. This double yellow line should be extended to about</p>

	<p>15m. I usually take my disabled wife out and we normally cross at this junction and with your proposed 8.5m double yellow line will still leave a very dangerous crossing point considering that a school is near by and is used by school children and their parents.</p> <p>Due to illegal parking would it be possible to have a white access protection line painted outside of my drive.</p>
(108) Local Resident, (Oxford)	<p>CPZ - Support – Further to your consultation I am supportive for a controlled parking zone in this area providing the following (<i>see below</i>) can be incorporated in your works.</p> <p>Parking Restrictions – Concerns – As you enter Don Stuart Place you are proposing a double yellow line on the left hand side and I would like to see this continue right up to number 1 Don Stuart Place. Also a double yellow should be marked on the inner bend to the first parking bay.</p> <p>A lot of cars have been parking on the bend and it gets very difficult to pass by and is very dangerous. I am a pensioner and I rely on the hospital ambulance transport service to take me to the hospital and at times it has been very difficult to pass by with cars parked on the bends. Also the refuge lorry has to reverse into this road every week and at times it has been unable to pass by and it makes it very difficult for the refuge collection team to do their collection. If a fire brigade was called it would never be able to get past the bend in the way that cars are parked at this present time.</p> <p>I hope you can understand my concern and a double yellow line should be marked around the bend.</p>
(109) Local Resident, (Oxford)	<p>CPZ - Object – You will note that our home is situated within the geographic area covered by this proposal. We have suffered, along with the residents of the side roads specifically covered by the proposed parking controls, from years of fly parking by non-residents. Also, as residents of the main road, we have had the challenge of constant high levels of traffic, making the flexible use of parking opportunities elsewhere more difficult to access, especially in circumstances where we must manage combinations of children, pushchairs and baggage such as shopping. The availability of car parking on Cowley Road is already very limited and the great many residents without off-street car parking, such as ourselves, compete constantly with commuters and others for available spaces.</p> <p>Although some on-street parking is available outside our home, it is common to have to park hundreds of metres away from our house as the convenient spaces are often hogged by users who would not qualify for a resident parking permit. Our vehicle bears the scars of innumerable clumsy attempts by incredibly optimistic but talentless drivers hell-bent on squeezing their car into a gap only millimetres bigger than their car. In summary, we wholeheartedly welcome,</p>

in principle, the imposition of parking restrictions for non-residents. However, the proposal as currently formulated will only make the bad situation for those living on Cowley Road immeasurably worse.

The current proposals will bring real benefits to those living on the designated streets. However, they will displace the non-resident parkers currently using those spaces onto the extremely limited space on Cowley Road which, under the current proposal will remain unrestricted. We cannot stress enough how difficult this will make our daily lives. To compound matters, the regulations as currently formulated would prevent Cowley Road residents from qualifying for a Resident's Permit on the controlled streets. In effect, your proposal not only fails to meet Cowley Road resident's needs but makes their current situation worse by increasing competition for the very limited remaining unrestricted parking. This is unfair, discriminatory and treats the residents of Cowley Road as second-class citizens unworthy of any practical assistance to manage sensible vehicle ownership and use (we are a single-car household).

We are sure that it was not the Council's intention to create this problem and will happily withdraw our objection if either

- You extend the scheme to include the length of Cowley Road covered by the proposal, (our preferred option). We believe that this would not only improve the lives of Cowley Road residents but would also contribute to road safety by reducing on-street parking, (thereby improving visibility for road users and pedestrians alike), and reducing the continual chaotic manoeuvring by all commuters for impractical parking spaces, or
- Amend the regulation to allow residents of Cowley Road to qualify for Resident Only parking permits on the streets where controls will be imposed. While this is very much a second-best option for us it will at least give us a fighting chance of being able to park our only vehicle within a reasonable walking distance of our home.

Parking Restrictions – **No opinion**

Division(s): All Oxford divisions; Abingdon East; Abingdon South; Henley on Thames; Thame and Chinnor

CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020

ABINGDON, HENLEY, OXFORD AND WALLINGFORD: AMENDMENTS TO FEES FOR RESIDENTS VEHICLE AND VISITOR PERMITS AND ON-STREET PARKING

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed increases to fees for permits for the Controlled Parking Zones in Oxford, North Hinksey and Henley on Thames and for on-street pay and display parking in Abingdon, Henley and Wallingford as advertised.

Executive summary

2. Fees for on-street parking and parking permits required in Controlled Parking Zones (CPZs) are periodically reviewed taking account of inflation and the costs incurred by Oxfordshire County Council in administering CPZs.

Introduction

3. This report presents responses received to a statutory consultation to increase fees for on-street parking and parking permits required in Controlled Parking Zones (CPZs) as set out at Annex 1.

Background

4. Following approval on 21 January 2020 by Cabinet for the revised fees as shown at Annex 1, the County Council was obliged to advertise its intention to alter the Traffic Regulation Order to give effect to these changes.

Consultation

5. Formal consultation on the proposal was carried out between 5 February and 6 March 2020. A public notice was placed in the Henley Standard, Oxford Times and Oxfordshire Herald series newspapers and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Abingdon Town Council, Henley Town Council, Oxford City Council and Wallingford Town Council and County & Oxford City Councillors and other parties judged to have an interest, with street notices placed by the on-street affected Pay and Display parking places.

6. Four responses were received. One objection, two in support and one neither supporting nor objecting. The responses are included at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposals.
8. Abingdon Town Council expressed support for the proposals but sought clarification on the proposed annual fee for a resident's vehicle permit, which is confirmed will remain at £120 rather than being increased to £130.
9. One objection was received from a member of the public but with no grounds stated.
10. One expression of support was received from a member of the public but again with no grounds stated.

How the Project supports LTP4 Objectives

11. These changes are in-line with LTP4 Objectives which are to improve air quality and making better provision for walking and cycling

Financial and Staff Implications (including Revenue)

12. There are no staffing implications and any financial surplus that may arise out of the proposed increases will be redirected into improving transportation measures and assisting the objectives of LTP4.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704
Jim Whiting

March 2020

Annex 1

Proposed Fee Increases

a) Oxford Controlled Parking Zones

1. All Residents Permits currently costing £60 will be increased to £65 per annum index linked for the 1st & 2nd car
2. All Residents Permits currently costing £120 will be increased to £130 per annum index linked for a 3rd car
3. All Residents Permits currently costing £180 will be increased to £200 per annum index linked for a 4th car
4. All Residents Permits currently costing £15 will be increased to £16 per annum index linked.
5. All Visitors Permits currently costing £20 for a block of 25 (second allocation) will be increased to £25 index linked. The initial block of 25 will remain free of charge as will all Visitors Permits for zones covered by the Kassam Stadium Orders.
6. Annual Business Permits will increase from £100 to £110.
7. Contractors/traders permits currently costing £20 will be increased to £25.

b) Abingdon Residents Parking Scheme

1. Abingdon Visitors Permits will cost £25 for 2nd allocation of 25 permits.

c) Henley Residents Parking Scheme

1. Henley Residents Permit currently costing £80 will increase to £100 per annum index linked

d) Abingdon, Henley and Wallingford - On -street parking places fees:

Designated parking places	Parking Charge	Parking Period	Excess Charge		Discounted Excess Charge	Excess Period	Visitors Charge		Visitors Period
Henley	60p	1 hour	£50		£25	2 hours	£1.00		24 hrs
	£1.00	2 hours							
Wallingford	40p	1 hour 30 minutes	£50		£25	2 hours	n/a		n/a
Abingdon	60p	1 hour	£50		£25	2 hours	£1		24 hors
	£1	2 hours	£50		£25				

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Abingdon Town Council	<p>Support – Following discussion of this proposed amendment at our recent Planning Meeting, members agreed the proposals in principle.</p> <p>However, they noted that some of the figures appeared to not match up in some of the paperwork:</p> <p>In the Order it stated for Item 2 “ All Residents Permits currently costing £120 will be increased to £130 per annum index linked for a 3rd car”. On the Schedule it started on Item 1 that “Residents’ Permit Charge is £120 per annum”</p> <p>Could this be clarified and / or amended as necessary?</p>
() Online Response, (Oxford)	Object – No comments.
() Local Resident, (Oxford)	Support – No comments.

Division(s): Isis; University Parks

CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020
OXFORD – ORIEL SQUARE AND TURL STREET: AMENDED
ACCESS RESTRICTIONS

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed amendments to access restrictions applying to Oriel Square and Turl Street, Oxford.

Executive summary

2. The introduction of new equipment to enforce bus lanes and streets with access restrictions within Oxford has required the amendment of the traffic regulation orders to facilitate the effective use of this equipment.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to amend the permitted vehicles in Oriel Square and Turl Street in Oxford.

Background

4. Automatic rising bollards were installed in 1999 to support the implementation of the Oxford Transport Strategy (OTS). The Oriel Square and Turl Street bollards restrict vehicular access within the historic city centre, specifically preventing vehicles from by-passing the High Street Bus Gate. Bollards are raised between the following times:

Oriel Square 07:30–18:30;
Turl Street 07:00-23:00.

5. Certain vehicles are exempt and, therefore, eligible to travel through these restrictions, including police, ambulance and fire services and those used for essential servicing. Authorised vehicles can also access any premises, car park or garage on Turl Street, south of the Market Street junction.
6. The Council previously authorised other vehicles to pass through the Oriel Square restriction and traverse Turl Street to High Street. This has led to a significant increase in traffic volumes at both locations, particularly delivery vehicles requesting access via the intercom systems situated adjacent to each bollard control point.

7. Automatic access to restricted areas was previously controlled by proximity (“swipe”) cards, with the Council permitting Oxford University colleges to issue cards to its own staff. An audit in 2019 found that 74 cards had been supplied to university staff and a further 63 to other businesses.
8. In September 2019, work commenced on implementing an Automatic Number Plate Recognition (ANPR) based system. This will remove the need for individual car drivers or colleges to hold such cards, reduce administration costs and enhance overall system control. Details for all exempt vehicles will be securely stored on the ANPR back-office system and used to automatically trigger the raising and lowering of bollards. This system is due to be installed and commissioned in April 2020.
9. As such, this proposal seeks to fulfil the original intention of the relevant traffic regulation orders, restrict access to certain areas of Oxford City Centre and support the implementation of an ANPR control solution.

Consultation

10. Formal consultation on the proposals was carried out between 9 January and 31 January 2020. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Local Taxi Association, Oxford City Council and local County and City Councillors. Letters were also sent directly to approximately 170 properties in the immediate vicinity and street notices placed on site.
11. 23 responses were received. These are summarised in the table below:

Proposal	Support	Object	Neither/Concerns
Oriel Square	4	11	5
Turl Street	4	4	1

12. Copies of the responses are recorded at Annex 1 with full responses also available for inspection by County Councillors.

Response to objections and other comments

Oriel Square

13. Thames Valley Police did not object to the proposals
14. Two objections were received from University College (Oxford) on the grounds that the proposal would increase congestion and pollution due to longer journey times and that it would make servicing and maintenance more inefficient. The College also referred to regular closures of Merton Street during university exam seasons to permit “trashing”. Four college employees (two Carterton residents) raised similar objections and two more concerns.

15. Whilst noting that journey times for some trips, including those relating to college maintenance, may increase, the Council considers that the hours of bollard operation provides some flexibility to accommodate different working/servicing patterns. In addition, cycling and walking and frequent bus services to central Oxford provide viable alternatives for many commuters. Furthermore, it should be possible for the College authorities to consider alternative last mile delivery models such as cargo bikes where appropriate.
16. On the practice of “trashing”, both emergency and local authority (refuse) vehicles are already exempt from the restriction and are, therefore, able to service Oriel Square from either the Merton Street or High Street directions. In addition, any road closure restricting access to/from Merton Street at its eastern end, requires the County Council’s approval.
17. Three objections and one concern were received from local businesses (one Oxford resident) regarding the difficulties in accessing Merton Street from the High Street direction and adverse impacts on congestion and pollution. This specific problem is recognised but targeted parking enforcement should minimise the impact of delivery vehicles blocking this key access route.
18. Two further general objections were submitted by Oxford residents, one citing that the proposal would hinder commerce.
19. A concern was raised by the local medical practice that GPs’ vehicles, parked in the Doctor bays at the junction of Oriel Square and King Edward Street, would need to pass through the restriction if/when they are required to conduct a home visit for a patient too unwell to be able to attend an appointment at the surgery. This is noted and such vehicles are exempt from this restriction when driven on an emergency call.
20. One resident was concerned about increased congestion and pollution and that the proposal would lead to an increase in disputes between Council officers and drivers. He suggested re-instating the previous access and control arrangements and reviewing traffic levels before determining whether further restrictions are necessary. Having carefully considered this option, the Council believes any additional journey time disbenefits can be mitigated through take-up of alternative travel modes and smarter delivery models within an acceptable time-frame. Indeed, the effect will be to reduce traffic levels in the immediate vicinity. Administrative costs should also reduce over time, given the greater clarity over which vehicles are actually exempt from these restrictions.

Turl Street

21. Thames Valley Police did not object to the proposals
22. Two specific objections and one concern were received from businesses in Turl Street on the grounds that the proposal would create barriers to trade, that the impact of surrounding development work had affected delivery routes and that the ability to pass through both the Turl Street and Oriel Square restrictions should be retained.

23. The proposal would not change any of the existing (authorised) access to business premises south of the Market Street junction, only remove authorisation for vehicles travelling through this junction onto High Street (i.e. trips that are not for the purposes of accessing any premises, car park or garage in Turl Street south). Therefore, this change should not affect the vast majority of businesses on Turl Street.
24. The two further general objections (see clause 18), also apply to Turl Street.

Other responses

25. The remaining responses from members of the public expressed support or no opinion with no other comments.

How the Project supports LTP4 Objectives

26. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

27. Funding for the proposed measures will be met from capital funding allocated for the ANPR scheme.

JASON RUSSELL
Director of Community Operations

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Chris Spry 07990 368319

March 2020

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) University College, (Oxford)	<p>Object – We need to have access to the bollard for the reasons listed below. Why we also understand the council’s situation trying to reduce the amount of traffic that comes through Oriel square with many people using it as a rat run including taxis and food delivery companies.</p> <ol style="list-style-type: none"> 1. It will add to city pollution as people will be forced to take long detours around Donnington Bridge, up Iffley Road and past the Plain – increasing distance travelled by 75% (or thereabouts) 2. It will add to traffic congestion in those roads – thereby adding more pollution from greater traffic jams 3. We have residents in Oriel College that live on site (not only students) who require access to their residences from all directions 4. College vehicles need to gain access to the Colleges from all sides and this becomes wholly inefficient to take the long way round – particularly when responding to urgent or emergency maintenance needs. 5. Certain delivery vehicles are unable to negotiate the bends at the eastern end of Merton St or perform 180 degree turns in Oriel Square – this might include the Local Authority / contractor waste removal vehicles – 6. The city council regularly closes off the Eastern End of Merton Street during university exam seasons to permit “trashing” to take place (a practice we also disagree with) and this would then leave Merton St completely inaccessible for the periods of those closures including to emergency vehicles – this can be for considerable periods of a day in summer. <p>Colleges have administered the card scheme for many years and restrict the number of issued cards to the absolute minimum - this should be control enough</p>
(3) University College, (Oxford)	<p>Object – have a number of objections to this as follows:</p> <ol style="list-style-type: none"> 1. We have a number of residents in Merton Street who require access to their homes from all directions (these are

	<p>not only students).</p> <p>2. The Council regularly closes off the eastern end of Merton Street during the university exam seasons so as to permit 'trashing' to take place and this would then leave Merton Street completely inaccessible for the periods of those closures, including any emergency vehicles wishing to get through. This of course can be for considerable periods of a day in the summer.</p> <p>3. Our College vehicles need to gain access to the colleges from both sides and it would become totally inefficient to take the long way around, particularly when responding to urgent or emergency maintenance needs.</p> <p>4. Indeed certain of our delivery vehicles are of a size that they are simply unable to negotiate the bend at the eastern end of Merton Street or perform an about turn in Oriel Square. Of course this will include the Local Authority and/or contractor waste removal vehicles. Closing this route will simply make the running of the colleges in Merton Street much more difficult.</p> <p>5. Surely you can see that people will be forced to take long detours around Donnington Bridge and Iffley Road and this will add to the city pollution.</p> <p>6. This of course will have a knock-on effect in that it will add to traffic congestion on those roads, thereby adding more pollution from greater traffic jams.</p> <p>7. Colleges have administered the card scheme for many years and restrict the number of issued cards to the absolute minimum. This should be control enough.</p>
<p>(4) Local Business, (Oxford)</p>	<p>Object – You will no doubt appreciate that Retailing in the traditional areas of the City has been badly hit by the opening of the new Westgate Shopping Mall. Shoppers are naturally attracted to the Westgate by the car parking available there and will not make the walk to the old established retail areas of the City. Therefore, any additional barriers to being able to trade easily and successfully in Turl Street or The High Street are not going to be welcome and will be seen as a further blow to independent Retailers and ultimately will have further cost implications to us and additional exhaust emission issues for Oxford City Council.</p> <p>For commercial stock movements in and out, and to service our Turl St shop and our customers (mainly Colleges for the latter), easy access to the street is vital. For many years our light van has been provided with an access card to the Turl Street barrier and this has worked extremely well and without problems. In particular right now with Turl Street being closed to vehicular access from High St, it is our only means of being able to continue servicing our Walters shop and our various stocks in and stocks out. Were this card facility to be withdrawn clearly our business would suffer and be prevented from properly servicing our shop's needs to keep the business operating properly and efficiently. When Turl Street is eventually reopened to vehicles from the High Street end this will again give us alternative access. However, frequently an option to enter and exit at either end has its advantages when close by as it saves a great deal of time and of course unnecessary further exhaust pollution as compared to circumnavigating</p>

CMDE7

	<p>the City to enter at one end only.</p> <p>With regards to our High Street shop our light van services both Turl Street and High Street locations. Again for previous reason mentioned access through the Oriel Square whilst the bollard is down has provides greater efficiencies in terms of saving time and reducing emissions by again drastically reducing the additional exhaust pollution by avoiding having to circumnavigate Oxford City centre.</p> <p>For the above reasons we do need please to retain our access card for Turl St and continue to have the ability to swipe through the Turl Street barrier, and if the Oriel Square barrier is reinstated we would also need a card to swipe through that barrier also.</p>
<p>(5) Local Business, (Oxford)</p>	<p>Object – As a director of a company on Turl S & Market we have been massively inconvenienced by the ongoing Lincoln College & Jesus College refurbishments. There have been many occasions where delivery vans have been denied access and just driven away leaving us without important supplies and another delivery charge.</p> <p>The changes to access will and has confused delivery vans. Even though there will be signs telling them access from the High St (for example) that’s a 20-30-minute diversion and a driver just won’t do it.</p> <p>Please re think yet another unnecessary change as Turl St / Market St is suffering because of the council allowing the colleges to do what they want, when they want as far as huge building operations.</p> <p>Commercially we are all struggling as a once busy walk through roads are now avoided by possible consumers.</p> <p>Maybe for once think of the many business owners paying massive business rate charges suffering as yet more changes to suit the council (or the colleges) are set to cause businesses more misery. I’m sure PR will say it’s good for all but that’s not been true in recent years.</p>
<p>(6) Staff at University College, (Oxford)</p>	<p>Object – Staff at the College lodge and other departments on Merton Street work unsociable and long hours with many travelling in from the West and North West of Oxford.</p> <p>The current ability to drive through Oriel Square allows them to avoid driving all the way round the south of Oxford via Donnington Bridge to park which in turn would add to the terrible traffic and added pollution.</p>

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	<p>If considering allowing each college on Merton Street an allowance of keys/ fobs to facilitate the ongoing use of Oriel Square, I would request and urge the council to permit at least 20+ which will enable staff to travel west of the city after long and tiring shifts without the added inconvenience, time and pollution involved.</p> <p>The alternative is to allow each lodge at the 4 colleges in the immediate area to have an intercom system which would allow the lodge to manage their staff access.</p>
<p>(7) Staff at University College, (Oxford)</p>	<p>Object –I am objecting to this proposal as a staff member at a College. This proposal will detrimentally affect members of College staff that drive to work via Oriel Square. For those staff who live outside and to the west of Oxford (most of our staff are unable to afford to live in Oxford) the removal of access through Oriel Square will significantly add to their journey times and the stress of queuing into and out of work on a daily basis.</p> <p>The proposed restriction will also increase traffic volumes to the north and south of the city centre, adding to the existing congestion/pollution over Donnington Bridge and Iffley Road - this will not only impact upon those commuters using this route, but the many residents and businesses who will be grid locked as a result.</p>
<p>(8) Local Business, (Oxford)</p>	<p>Object – These proposals (as far as Oriel Square are concerned will adversely affect the College (which only has road access from Merton St) and the environment as follows:</p> <ol style="list-style-type: none"> 1. They will add to city pollution as people will be forced to take long detours around Donnington Bridge, up Iffley Road and past the Plain – increasing distance travelled by 75% (or thereabouts) 2. They will add to traffic congestion in those roads – thereby adding more pollution from greater traffic jams 3. We have residents in Merton St (not only students) who require access to their residences from all directions 4. College vehicles need to gain access to the Colleges from all sides and this becomes wholly inefficient to take the long way round – particularly when responding to urgent or emergency maintenance needs. 5. Certain delivery vehicles are unable to negotiate the bends at the eastern end of Merton St or perform 180 degree turns in Oriel Square – this might include the Local Authority / contractor waste removal vehicles – closing this route off completely will make running the Colleges on Merton St much more difficult. 6. The city council regularly closes off the Eastern End of Merton Street during university exam seasons to permit ""trashing"" to take place (a practice we also disagree with) and this would then leave Merton St completely inaccessible for the periods of those closures including to emergency vehicles – this can be for considerable periods of a day in exam periods. 7. Colleges have administered the card scheme for many years and restrict the number of issued cards to the

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	<p>absolute minimum - this should be control enough - especially as the telephone system to the College lodges was removed some years ago.</p> <p>If the County Council wish to control access further, then perhaps they should control the issue of these cards and only issue at the request of the resident Colleges to agreed standards. However, this creates a bureaucratic process for the Local Authority.</p>
(9) Resident, (Oxford)	Object – No comments.
(10) Resident, (Oxford)	Object – Too much nanny state. Cancel the whole idea and allow commerce in Oxford to thrive. There is more to Oxford than the life sapping West Gate vulgarity.
(11) Resident, (Oxford)	<p>Object – During my work I support many of the businesses and colleges around Oriel Square and Merton Street with 'urgent' audio-visual and IT responses. I need to transport goods and people to and from Ferry Hinksey Industrial Estate to these frontages. Around four times a month I would use the key-card scheme to lower the bollards in Oriel Square to allow deliveries to Magpie Lane and Merton Street. The alternative route via St-Giles and Longwall Street would be extremely inconvenient, adding time to our response for these businesses and creating a far longer journey.</p> <p>Public transport is not an option due to goods to move to/from.</p> <p>Please do not revoke the key-card scheme to lower the bollards.</p>
(12) Resident, (Carterton)	Object – I currently reside outside of Oxford and work 12hr shifts in a college on Merton Street. Entering and exiting Merton Street onto the high street - heading in the direction of the plain is already difficult and sometimes hazardous to get out so adding extra vehicles to this in my opinion is not a good idea.
(13) Resident, (Carterton)	Object – I am an employee of a College and park in the College's car park on Merton Street and have used the Oriel Square access during my 12 years employment. I live in Carterton and my normal journey to and from work is via

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	<p>the Toll Bridge and Botley Road which normally takes 45 minutes. I hold a responsible position in the office and am very tired by the time I arrive home following a seven-hour working day and travelling 40 miles. At times I have had to travel out of Oxford via Marston or Summertown and down the A40 which always has a heavy load of traffic, adding a great deal more time to the journey causing increased stress. Restricting the access will mean that all vehicles including delivery vans will have to enter and exit Merton Street onto the High Street which is not an easy task due to the constant stream of buses, bicycles, vans and all other modes of transport. Of course, this will lead to further congestion on all the roads out of the city causing further delay. I strongly believe that I should have the right to access my place of work via Oriel Square with a valid pass as I have done in the past and would appreciate you considering my objection to this restriction amendment.</p>
<p>(14) Resident, (High Wycombe)</p>	<p>Concerns – Whilst I am broadly very supportive of the aim of reducing the number of vehicles using Merton Street, which is in dire need of - at the very least - conservation work to halt the degradation of its historically-significant cobbled surface, I believe that removing access as described in this proposal will result in major inconvenience for businesses and other organisations in the affected area, their suppliers, and their staff.</p> <p>The consequence of this will be both an increased administrative burden on the council, who will ultimately have to resolve the disputes that will inevitably arise, and an overall increase in traffic and pollution levels as vehicles are forced to make more circuitous journeys to reach their destination.</p> <p>As the rising bollards in Oriel Square have been out of action for such a considerable period of time, surely a more sensible approach would be to return them to operation for a period of time, monitor the resulting reduction in traffic, then take a view on whether further restrictions prove necessary; this would also allow those organisations and individuals who would be affected by the restrictions currently proposed a reasonable period of time to make suitable alternative travel, delivery, and supply arrangements.</p>
<p>(15) Local Business, (Oxford)</p>	<p>Concerns – You will appreciate that our busy retail business premises is located on Turl St so we are positioned between the Rising Bollard and the entrance to High Street.</p> <p>In the past years when the rising bollard was fully functioning, we were issued with a swipe card which enabled us to lower the bollard and allow access to goods vehicles making essential deliveries of goods and services to our store, also for our customers picking up a quantity of hired suits for a wedding. This system worked well for all.</p> <p>I would politely request that the same arrangement is re-introduced when the Rising bollard becomes operational</p>

	<p>again, allowing us quiet enjoyment of uninterrupted trading.</p>
<p>(16) Local Business, (Oxford)</p>	<p>Concerns – Merton Street is already busy from the plain end of the High Street and blocking off access as is proposed from the other end will mean a heavy increase in traffic. The only entry will be by The Eastgate Hotel and this turning is already narrow and only allows one car width, this causes cars wishing to turn left into Merton Street to wait if a car is already trying to pull out onto the High Street. With increased traffic this could back up to the traffic lights, which are only yards away, and cause not only a big jam but also not allow access for the many emergency vehicles that frequently use the High Street.</p> <p>Access to Merton Street is crucial via Oriel Square. There are always huge lorries parked in Merton Street delivering food/goods to the Colleges and if access to Merton Street is restricted to the High Street, coming in from the Plain roundabout, the lorries would have to manoeuvre around the very small blind bend into Merton Street which is extremely hazardous at the moment for all vehicles but even more so for these huge lorries giving grave concerns for not only traffic safety but pedestrians too.</p> <p>There are gas works along St Clements which, whilst only temporary, are due to go on for months and more traffic will undoubtedly cause more congestion and delays for people trying to get to work.</p> <p>If this restriction has to take place, can you at least reduce the time they are up to 9:30am – 6:00pm.</p>
<p>(17) Local Medical Practice, (Oxford)</p>	<p>Concerns – I wish to respond on behalf of the Medical Practice to say that whilst we support the proposal we will need to retain access for the GPs' vehicles, as they park in the Doctor's bays at the junction of Oriel Square and King Edward St, and will need to come and go via Oriel Square when they are required to conduct a home visit for a patient too unwell to be able to attend an appointment at the surgery.</p> <p>Our GPs currently have possession of bollard keys which I understand will no longer work once the proposal is adopted.</p> <p>I trust that the GPs and the Midwife working at King Edward St Medical Practice will continue to be exempt for the purpose of restricting motor vehicles but I would appreciate it if this could be confirmed by the council.</p>

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<p>(18) Staff at University College, (Oxford)</p>	<p>Concerns – we are able to park at a Private carpark in Merton Street. I come from the North and if I don't come via St Aldates, it means I have to drive down Museum Road down South Parks Road and then via Longwall and then to the Plain and back over Magdalen Bridge and back into the High Street, so that I can enter Merton Street.</p> <p>It feels that I will be using so much unnecessary fuel. I wonder if people who are accessing the Street to go to their place of work (not as a rat run) could be given access via the bollards using either a pass or via the lodge, as we used to in the past.</p>
<p>(19) Staff at University College, (Oxford)</p>	<p>Concerns – I would like to express my concerns about being able to get to work on time at the College if there are bollards in place between 7:30am and 6:30pm. Staff use a car park on Merton Street and this traffic restriction will impact on staff being able to get to access this and could cause further hold ups at the top end of High Street.</p>
<p>(20) Resident, (Oxford)</p>	<p>Support – Excellent proposal, I fully support it. The city centre needs much greater restrictions on motor vehicle use, which should be permissible only for exception reasons, such as providing access for people with disabilities that prevent them from walking from appropriate parking places.</p>
<p>(21) Resident, (Oxford)</p>	<p>Support – I hope I have understood the proposal correctly - I agree that fewer cars should be allowed through Merton lane/Oriel Square and Turl St. Taxis should not be allowed through.</p>
<p>(22) Resident, (Oxford)</p>	<p>Support – Would this barrier be on a time limit like the high street so before 7-30am you can pass though, and after 6pm? Or is it no access 24/7.</p>
<p>(23) Resident, (Oxford)</p>	<p>Support – No comments.</p>

Division(s): Headington and Quarry

CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020

OXFORD: VARIOUS LOCATIONS – PROPOSED EXCLUSION FROM PERMIT ELIGIBILITY FOR RESIDENTS PERMITS

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed exclusion of eligibility for 77a to 81a London Road Oxford for residents and visitor permits as advertised.

Executive summary

2. Eligibility for residents and visitor permits of properties within Controlled Parking Zones is reviewed in accordance with policies adopted by both Oxfordshire County Council and Oxford City Council. The proposals for permit eligibility for specific properties in London Road take account of the planning consent granted for the development of these properties.

Introduction

3. Car free development is encouraged by policies adopted by both Oxfordshire County Council and Oxford City Council. Policy HP16 in the Sites and Housing Plan states 'Planning permission will be granted for car-free or low-parking houses and flats in locations that have excellent access to public transport, are in a controlled parking zone and are within 800 metres of a local supermarket or equivalent facilities.'
4. The Oxford Transport Strategy which forms part of the Local Transport Plan states:

"The county council will seek to restrict access to parking on the public highway for new developments and change of use developments, such as Houses in Multiple Occupation (HMOs), to protect existing residents' access to parking and reduce parking demand in Oxford."

Consultation

5. Formal consultation on the proposal was carried out between 9 January and 7 February 2020. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council the local County & City Councillors. Street notices were placed near to the location of the proposed restrictions.

Response to objections and other comments

6. Thames Valley Police did not object to either of the proposals
7. One objection was received from a member of the public on the grounds that the proposed absence of eligibility for would result in significant inconvenience While noting the above the proposal reflects the planning condition in respect of these properties and it is not considered appropriate to review this matter.

How the Project supports LTP4 Objectives

8. The proposals would support LTP4 objectives as detailed in paragraph 4 above.

Financial and Staff Implications (including Revenue)

9. Funding for the proposed measures has been provided by the developer of the relevant residential properties.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2020

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local resident	<ul style="list-style-type: none">- There doesn't seem to be a viable alternative to parking as a resident in the streets nearby the building on 81 London Road.- I usually leave my car on Stephen Road, where there is never a shortage of parking spaces for residents so I don't see the necessity to reduce access to resident parking permits.- On street parking is obviously not possible on London Road, so when moving large objects or in case of a house move we have to park on a nearby street and carry items

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Division(s): Banbury Calthorpe

CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020

PROPOSED WAITING RESTRICTIONS AND TRAFFIC CALMING BANKSIDE, BANBURY

Report by Interim Director of Community Operations

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed waiting restrictions, zebra crossing and traffic calming measures at Bankside, Banbury, as advertised.

Executive Summary

2. On street waiting and the provision of pedestrian crossings, cycle lanes and traffic calming measures are reviewed when there are changes to the road layout because of development, when requested by local councils because of road safety concerns, as part of the on-going monitoring of reports on road accidents and also as part of the on-going review of the maintenance and condition of existing highway assets. Specific proposals are assessed applying national guidance on speed limits, the provision of pedestrian and cycle crossings and also the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

Background

3. Development of land in south east Banbury (the Longford Park residential development) has been approved by Cherwell District Council, with a significant number of homes already completed and occupied. As the site is further developed, a new junction at Bankside is being constructed and measures on Bankside are now proposed to provide for the additional demands for travel arising from the development. If approved, these measures will be funded by the developer.
4. The proposals include the replacement of the existing traffic calming chicanes with speed cushions, a raised zebra crossing and the introduction of additional waiting restrictions - plans showing the proposals are included at Annexes 1 & 2. Additionally – although not requiring formal consultation – it is proposed to provide advisory cycle lanes on both sides of the road along its full length, reflecting that Bankside already forms part of a signed cycle route to the station and that such provision will encourage cycling in the area in accordance with broader transport, sustainability and health objectives.

5. The proposals as advertised reflect those consulted on in early 2017 and which were approved at the Cabinet Member for Environment delegated decisions meeting on 25 May 2017. However, a re-consultation is required due to the scheme not being progressed within the required two-year period from the start of the previous consultation.

Consultation

6. Formal consultation on the proposal was carried out between 30 January and 28 February 2020. A public notice was placed in the Banbury Guardian newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Banbury Town Council and the local County Councillor. Street notices were placed on site and letters sent to 235 properties in the immediate vicinity adjacent to the proposals.
7. Twenty-nine responses were received in total. These are summarised in the table below:

Measure	Support	Object	No Objection / Concerns
Double Yellow Lines	15	3	11
Single Yellow Lines	14	6	9
Zebra Crossing	16	1	12
Traffic Calming	20	3	6

8. All the responses are shown at Annex 3 with copies of the full responses available for County Councillors to view.
9. Thames Valley Police and Cherwell District Council did not object to any of the proposals. Banbury Town Council expressed support.
10. The remaining responses were from members of the public. While the majority of responses were supportive, objections were received in respect of all the elements of the proposed scheme with the principal source of concern relating to the proposed waiting restrictions. Most of those concerns could be linked to the existing parking pressures here for residents, which they felt would be exacerbated by these proposals and also lead to parking being displaced to neighbouring streets. Some of the respondents, however, cited concerns that the waiting restrictions should comprise no waiting at any time throughout.
11. The current proposals reflect the consideration given to the responses to the consultation in 2017 and include some relaxation to the original proposal, in order to provide more parking for residents of Bankside.

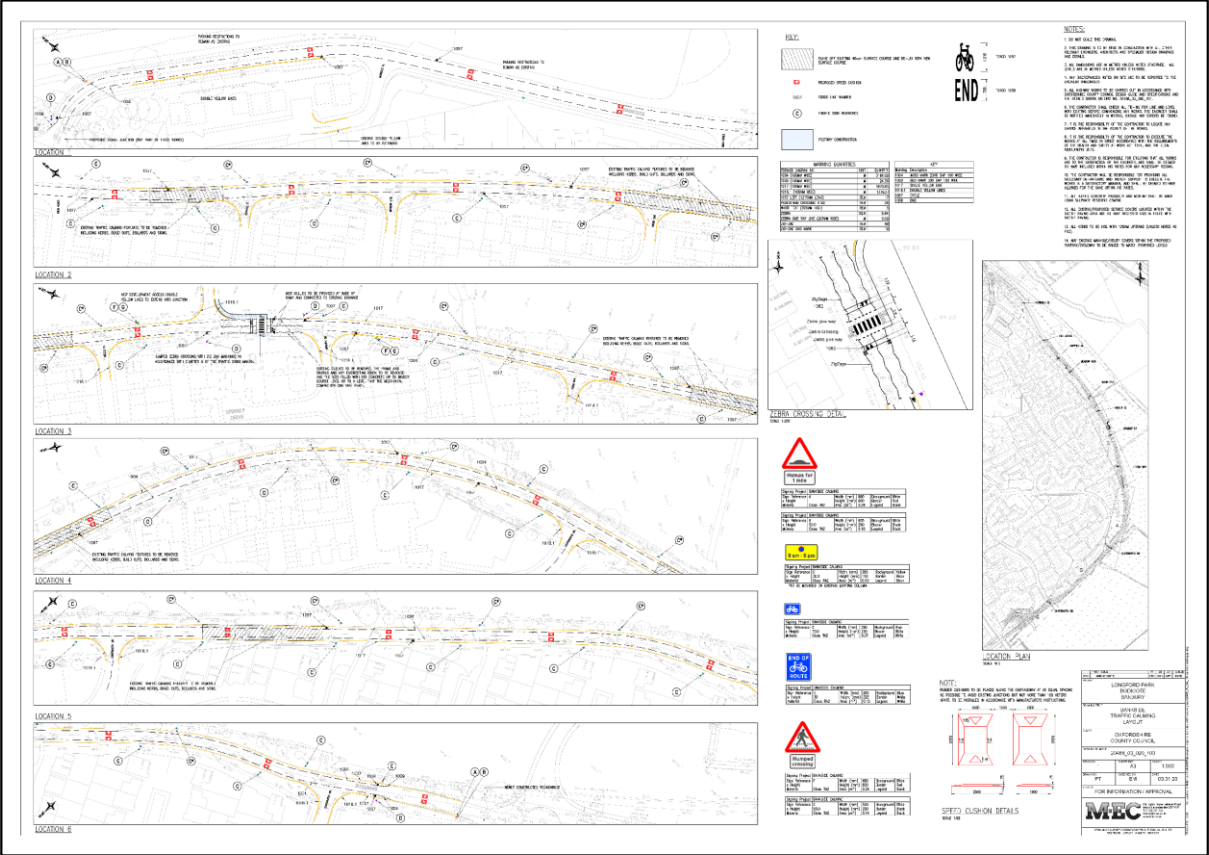
12. The objections to the proposed traffic calming measures and crossing included concerns that these were not needed and could result in additional hazards. In response to this, it should be noted that the type of calming proposed has been widely used elsewhere and found to operate with good levels of safety.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Jacqui Cox 07919 298304

March 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – have visited the location several times and have no further comment.
(2) Cherwell District Council, (Development Management)	No objection
(3) Banbury Town Council	<p>Support – The consultation was considered by the Town Council's Planning Committee at their meeting held on 4 March 2020.</p> <p>It was resolved to support the proposals in all aspects. However, clarification is sought on the existing laybys at various locations along Bankside. Are these to be retained for unrestricted parking or will the single yellow lines restricting the parking apply?</p>
(4) Local Resident, (Banbury)	<p><u>Double Yellow Lines</u> - Neither/Concerns - No comments.</p> <p><u>Single Yellow Lines</u> - Object - PARKING ON BANKSIDE CLOSE TO THE CHURCH/CHATSWORTH DRIVE: 1. There will not be enough parking for the many residents of Bankside and you're not providing alternatives. 2. Many flats are rented and tenants don't always have access to the one garage at the rear of properties 3. Some residents have more than one car – I was led to understand that original plans were turned down for the new build opposite because not enough parking was provided and now you plan to penalise us for the very thing you opposed. 4. Where will visitors park? 5. The issue of parking on Bankside has never been a problem in the over 10 years that I have lived here so why are you trying to change it? 6. If you insist on putting in yellow lines then why don't you spend a bit of money on making parking areas on</p>

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	<p>Bankside as there are for some areas further down the road? Why not give something back to tax paying residents to make their life easier instead of harder. You've built a village opposite me and almost doubled the time it takes me to get to the motorway for work and now you want to make things even harder.</p> <p>7. The garages built at the back of the flats are very old and consequently not really fit for a lot of the cars of today</p> <p>8. What grounds will you make your decision?</p> <p>9. I see proposals but not reasons why</p> <p>10. There are real issues in Banbury so why are you spending money on something that isn't necessary? eg homelessness, cuts in funding for mental health etc etc.</p> <p>11. is there a question later that asks me if I think my response will be listened to? Somehow I doubt it and doubt that you will listen either.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - No comments.</p> <p><u>Traffic Calming</u> - Support – No comments.</p>
<p>(5) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - I support DYL because the number of cars on Bankside is a total hazard. There is no need for people including residents to park on Bankside</p> <p><u>Single Yellow Lines</u> - Support - I would suggest DYL all long Bankside but if not then single ones should be put in place. Again the reasons are the same as above</p> <p><u>Zebra Crossing</u> - Support - A crossing should be built to ensure a safe crossing over this very busy road as it is dangerous</p> <p><u>Traffic Calming</u> - Support - Definitely should have bumps / sleeping policeman. The current chicanes do not work as cars can still go through them at high speeds. Also it will keep traffic moving rather than stopping and building up</p>
<p>(6) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - No comments.</p> <p><u>Single Yellow Lines</u> - Support - No comments.</p> <p><u>Zebra Crossing</u> - Support - No comments.</p>

	<p><u>Traffic Calming</u> - Support - removal of chicanes will allow smoother traffic flow.</p>
<p>(7) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - Support the increase in double yellow line park restrictions, please do enforce these as currently at the end of Bankside closest to the train station quite commonly there are cars parked extended in to the double yellow lines and I've seen a penalty notice on these vehicles. The council must consider alternative measures for parking as the yellow lines will force cars on to the grass verge and ruin this for the rest of the residents. The council should also consider a limitation of cars registered at addresses in Banbury as there is noticeably some households that have an excessive number of vehicles for their parking arrangements.</p> <p><u>Single Yellow Lines</u> - Object - These do not add value and the council should just consider the double yellow line option.</p> <p><u>Zebra Crossing</u> - Support - Good idea as currently there is no crossing on all of bankside with the increased number of residents this would be useful.</p> <p><u>Traffic Calming</u> - Object - The cushions will not calm the traffic, these can still be passed at speed and will increase aggressive driving along Bankside. The current calming methods are effective although drivers race between them. The chicanes should be considered in conjunction with a speed camera or two for calming and reducing the number of 40+mph speeds between the sets of chicanes. Also, the speed cushions will add a large-scale roadworks on an already busy road given the choice of this road over Oxford Road.</p>
<p>(8) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - No comments.</p> <p><u>Single Yellow Lines</u> - No opinion - No comments.</p> <p><u>Zebra Crossing</u> - Support - No comments.</p> <p><u>Traffic Calming</u> - Support - No comments.</p>

<p>(9) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Neither/Concerns - The amount of drivers that use bank side to cut out using the Oxford road</p> <p><u>Single Yellow Lines</u> - No opinion - No comments.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - No comments.</p> <p><u>Traffic Calming</u> - Object - Drivers drive more erratic trying to beat on coming traffic and this will continue are the parking areas</p>
<p>(10) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - The junction of Hightown Road and Bankside should be re prioritised to make Bankside the major road and Hightown Road the minor one as most traffic will be using Bankside. Also the yellow lines should be continued up Hightown Road as it is already obvious that some people are now parking on Hightown Road to access the Station all day causing a bottle neck near to Lambs Crescent.. Is this also joined up with the plans to change traffic flows around the Tramway Road and Lambs Crescent Junctions. NOTE. IT IS THE COMPLETE INABILITY TO PHASE THE LIGHTS AT BRIDGE STREET / CHERWELL STREET THAT CAUSES THE TRAFFIC CONGESTION UP WINDSOR STREET HIGHTOWN ROAD AND BANKSIDE. THIS NEEDS TO BE ADDRESSED AS WELL WHILST THERE IS A CHANCE TO DO SOMETHING ABOUT IT</p> <p><u>Single Yellow Lines</u> - Support - There must be a way to prevent the cars relocating to the side roads of the Estate or this will just shift the problem and cause more issues for the residents. We already have cars parking for the day in the turning area in Bridle close and occupants disappearing to the station which is a significant walk from the Bridle Close. Also the whole of Bankside needs resurfacing when this job is done.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - This may be OK for the new estate however the most significant crossing should be so that children can get to the Bankside Park.</p> <p><u>Traffic Calming</u> - Support - Needed as the road will become a race track without them.</p>
<p>(11) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - The situation is also exacerbated by the many cars which are parked along Bankside at various places. There is no reason at all for ANY cars to be parked anywhere along this road either by members of the public or residents as all the residents do have their own private garages and allotted parking places at the rear of their properties...so there is no reason to park on Bankside or in the laybys (which they seem to think is their own</p>

personal parking space). There are also a number of people and commuters who continually use Bankside as a free car park (near Newbold Close) and leave their cars parked all day which is an additional hazard.

Single Yellow Lines - **Support** - As above Bankside should be double yellow lines all along the full length. If single yellow lines are implemented these would just simply be ignored and people would still park on them. The full length of the road should be clear of any vehicles and my reasons are explains in section Three.

Zebra Crossing - **Support** - This road is currently so dangerous that some people including my elderly mother actually fear crossing it to take her dog for a walk in Bankside park. Many children also have to cross this road to get to the playing area in Bankside but are discouraged from going there as the road is currently too dangerous to cross so many parents will not allow it.

Traffic Calming - **Support** - As a resident on Bankside we are in full support of this proposed traffic calming layout. For many years, this road has been a hazard and we have observed and tolerated cars that continually speed along this road. It is also used as a short-cut or "rat run" between Bodicote & Banbury and we have witnessed many cars racing through the chicanes in excess of 60mph!

In addition to this the volume of vehicles has increased considerably especially since the building of additional houses in Bodicote and Longford Park which as you know will increase further. The road is often blocked for periods as cars have to stop-start at the chicanes so obviously some drivers lose patience and race to beat the oncoming vehicle or simply cut up other oncoming vehicles instead of waiting.

We have over the years witnessed several accidents some of which have been serious due to the constant speeding of vehicles and people racing through and between the chicanes. This is also evident by the severe damage that there are to the chicanes, barriers and signs all along Bankside which I assume that you aware of?

The current layout with road chicanes simply is not effective in calming the traffic.

As you know the new proposed layout with road cushions would have the effect of allowing a constant and continual flow of traffic whilst still slowing the vehicles down to an acceptable and safe speed. It would certainly improve the safety on this road and the traffic flow and we as local residents are very pleased with the new proposal and in full support of it. I would hope that this time OCC do actually complete this work and actually so something rather than waste time and money by simply talking about it.

In fact many residents are confused as to why most similar roads on residential estates in Banbury already have this

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	<p>style of traffic calming implemented however so far Bankside has been neglected. It is also very frustrating that OCC are having this "consultation" process yet again as it was done three years ago in 2017. It seems that OCC simply go through the motions but never actually implement anything along this road even when the plans are approved.</p> <p>As residents living on Bankside we are very pleased with this proposed scheme should would have liked it to be put in place several years ago. As we are the people who will be most affected by this I hope that our opinion will be taken more seriously and more weight given to it over other drivers who occasionally use this road often as a short cut.</p>
<p>(12) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - DTL are needed along this road. It is very dangerous and people park along it using it as a public car park.</p> <p><u>Single Yellow Lines</u> - Support - Lines are required all along this road. Again it is used as public car park and by oepole using the train station and Cherwell Council workers who work at Samuelson House.</p> <p><u>Zebra Crossing</u> - Support - A crossing is needed because this road has no safe place to cross especially for children</p> <p><u>Traffic Calming</u> - Support - Yes, speed bumps should be put in place because the chicanes do not work. Cars simply race through them and cut each other up. They are not effective.</p>
<p>(13) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - yes we should have double yellow lines on bankside. There is always a lot of cars parked on this road and is causes an obstruction and hazard. Other roads similar to Bankside have double yellow lines so I am confused why we have not got them here!</p> <p><u>Single Yellow Lines</u> - Support - If double yellow lines are not put in place we should at least have single ones as it "should" prevent cars being parked all day whilst people go to work (such as Cherwell council)</p> <p><u>Zebra Crossing</u> - Support - Definitely as there is no place to cross this road safely especially near bankside park</p> <p><u>Traffic Calming</u> - Support - Without any doubt bumps should be fitted. Cars travel so fast along this road, and I have even seen some overtaking at about 70mph !! Its is currently unsafe and dangerous as cars have to stop / start and speed through the current chicanes. They are useless!</p>

<p>(14) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Neither/Concerns - My main concern is the cars which always park between Hightown Road and Bankside junction to Newbold Close and those that park on Hightown Road. This makes navigating this junction very difficult. In icy conditions to exit from Bankside onto Hightown Road you need to have a clear steady acceleration to the junction. I also feel that double yellow lines into all roads off bankside will just push the parked cars further into these roads and obstruct residents driveways making the situation worse than currently.</p> <p><u>Single Yellow Lines</u> - Neither/Concerns - As comments in 3.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - I am not convinced of its position on Bankside. I feel it would be better to put a path on the canal side of the road and have the crossing allowing children safe access to the park.</p> <p><u>Traffic Calming</u> - Support - I believe road cushions may be better than the existing traffic calming measures which have a stop start effect on the traffic which adds to pollution and causes many instances of rage with drivers at the chicanes.</p>
<p>(15) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Neither/Concerns - No comments.</p> <p><u>Single Yellow Lines</u> - No opinion - No comments.</p> <p><u>Zebra Crossing</u> - Neither/Concerns - No comments.</p> <p><u>Traffic Calming</u> - Neither/Concerns - My concern re the traffic calming situation is more along the lines of the state of the road, Bankside. There are numerous potholes from the start of the road by Hightown road right up to the new roundabout by Chatsworth drive. Potholes, Road crumbling etc etc. So will you be repairing the road as well as installing the humps? It is greatly needed</p>
<p>(16) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - Do you have any exceptions in being able to carry out a full resurface of the whole of the Bankside road when these new calming measures are built? I only ask as the current road surface is dangerous as it currently is.</p> <p><u>Single Yellow Lines</u> - Support – (see comments above)</p> <p><u>Zebra Crossing</u> - Support – (see comments above)</p>

	<p><u>Traffic Calming</u> - Support - (see comments above)</p>
<p>(17) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - Of course these double yellows are required. This road is a complete hazard and is used as a public car park. I cannot understand why this has not been done yet? It was agreed three years ago but still never got implemented.</p> <p><u>Single Yellow Lines</u> - Support - Car have to keep pulling into gaps in the parked cars and this is dangerous. There is no need to park along Bankside.</p> <p><u>Zebra Crossing</u> - Support - I would suggest that TWO zebra crossings are required as Bankside is a long road and people are not going to walk a long way to use the crossing...</p> <p><u>Traffic Calming</u> - Support - All OCC ever do is talk! Three years ago it was agreed and voted for by members of the public that they wanted speed bumps! Again the public have been ignored.</p>
<p>(18) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Object - No comments.</p> <p><u>Single Yellow Lines</u> - Object - No comments.</p> <p><u>Zebra Crossing</u> - Support - No comments.</p> <p><u>Traffic Calming</u> - Support – No comments.</p>
<p>(19) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - Of course double yellow lines are required. I cannot believe that this has not been done yet. Many roads in Banbury on housing estates have DYL all along them so Bankside should be the same</p> <p><u>Single Yellow Lines</u> - Support - DYL are preferred all along Bankside but at the very minimum it should have single ones along the length detailed.</p> <p><u>Zebra Crossing</u> - Support - there have been several accidents involving people trying to cross Bankside. It needs at least two zebra crossings to make it safe</p>

	<p><u>Traffic Calming</u> - Support - We thought this was going to be done back in 2015 but it wasn't which is typical of OCC saying something but not doing it.</p> <p>Of course, bumps are required and a lot of them because traffic needs to keep moving- but slower than it does now and not stop / start all the time and letting people race through them.</p> <p>You can see from all the damaged signs that people speed along this road!!</p>
<p>(20) Local Resident, (Banbury)</p>	<p><u>Double Yellow Lines</u> - Support - Bankside should have DYL because there are so many cars parked all along it. There is absolutely NO reason for any cars to be parked there. Residents either have driveways or garages or parking places! People who park along this road are inconsiderate and selfish. The parked cars are a hazard.</p> <p><u>Single Yellow Lines</u> - Support - Bankside should have DYL or single yellows because there are so many cars parked all along it. There is absolutely NO reason for any cars to be parked there. Residents either have driveways or garages or parking places! People who park along this road are inconsiderate and selfish. The parked cars are a hazard.</p> <p><u>Zebra Crossing</u> - Support - There is currently no safe place to cross Bankside and I cannot believe that this is the case as this is a busy road.</p> <p><u>Traffic Calming</u> - Support - All vehicles race along Bankside. We have seen many accidents and also road rage too because vehicles that are meant to give way at the chicanes don't! Speed bumps would keep the traffic moving but at a reasonable speed. Of course they are needed and should have been put in place years ago.</p>
<p>(21) Local Resident, (Banbury)</p>	<p>Object – I live along Bankside and I am completely opposed to the restrictions/features. There is no need for these. We already have so many chicanes along the road, why have speed bumps too? Cars go up and down Bankside at suitable speeds so there is no need for further traffic calming; since there is no traffic to calm. What is likely to happen with speed bumps are traffic jams due to cars having to go so slowly. This will cause air pollution around the Cherwell Heights estate and, due to this, residents in the area may, subsequently, have breathing problems.</p>

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	<p>Also, where will people who visit residents on Bankside and other roads where it has been proposed to have double/single yellow lines park their cars? I have people who park their cars outside my house regularly. I do not have a problem with this and they do not obstruct traffic.</p>
<p>(22) Local Resident, (Banbury)</p>	<p>Object – I live on Bankside in one of the maisonettes and am very concerned about the proposed "no waiting Monday to Saturday 8am - 6pm" parking restrictions for Bankside. None of the Maisonettes have a driveway and most occupants have either 1 or 2 cars. Parking will be a problem for anyone who is at home during these times or work shifts, etc. Also, what about the impact of anyone coming to visit any of the maisonettes apart from in the evening or on a Sunday? I often have friends or relatives who drop in to see me and have to park on Bankside (although this has never caused a problem with the traffic). These visitors will no longer have anywhere to park!! I am particularly worried about the restrictions being imposed on a Saturday as most of the maisonette residents will be home then and again this will cause a great problem with the parking!</p> <p>I can understand the proposal for parking restrictions further down Bankside and where it may cause a problem for the traffic but most of the residents further down all have a driveway.</p> <p>We have 2 pavements along a stretch of Bankside from the Church down to Farm Way which are not really need so has anyone considered removing the lower pathway and creating another layby for parking??</p>
<p>(23) Local Resident, (Banbury)</p>	<p>Object – I would like to object to the above proposals. My house faces Bankside and it is not a heavily trafficked road. The existing traffic calming measures are sufficient and there is no need for any further speed cushions. The existing chicanes make it almost impossible to reach speeds higher than the speed limit of 30mph.</p> <p>No waiting Parking restrictions are unnecessary. Residents of houses without driveway access need to be able to park their car somewhere and if you prevent this they will only park their cars in side roads such as Asbury close! The commuters who park during the day at the bottom end of Bankside cause no problem and they actually slow the traffic down.</p> <p>I have no objection to a Zebra crossing and would suggest that you provide parking bays outside those houses without driveways so that they do not have to park with one side of the vehicle on the pavement obstructing the walkway!</p> <p>Overall I feel this is another money wasting scheme. I have lived here for 14 years and to my knowledge there has never been an accident on Bankside involving a pedestrian. Far better to concentrate on fixing potholes, cutting back</p>

	<p>the grass and hedgerows, cleaning the road signs so people can actually read them and clearing up the litter which adorns our highways.</p>
<p>(24) Local Resident, (Banbury)</p>	<p>Support/Concerns – I welcome the proposals that are looking to be implemented on the Bankside estate in Banbury, however I can already see the negative impact this is starting to have on other roads near Bankside.</p> <p>The Hightown road now has a number of cars parked on it, these cars are left all day whilst the owner is at work. There are cars parked on the corner of street junctions, blocking views for people pulling out the junction This as you can imagine is causing a traffic flow issue and some people are resorting to driving on the grass to get past other cars. It is becoming a serious risk to pedestrians, especially as the footpath are used by a number of children making there way to & from school.</p> <p>Also a lot of the residential cul-de-sacs on the Hightown road are now become commuter car parks. Sadly a number of council staff that work at Samuelson House are guilty of this practice.</p> <p>This is meaning that residents cannot park outside their own home. For example my Children's mother had to leave her car at home the other day due to someone a car across her driveway for 8 hours.</p> <p>Back to my original point, in my opinion Hightown road needs to be included within the original proposal</p>
<p>(25) Local Resident, (Banbury)</p>	<p>Support/Concerns – I am broadly in support of but would like to raise the following observations/queries:</p> <ul style="list-style-type: none"> • At the time of the initial consultation my neighbours and I had to raise the point of parking outside our properties on Bankside due to lack of parking elsewhere. I am pleased to see this provision included in the new plans however the single yellow line is marked to finish outside our property. I would like to see this finish maybe 5m/7m further south towards Farm Close to allow enough space for all residents in that run of homes. • I am surprised not to see double yellow lines included from the junction of Bankside and Tramway road up to Newbold Close as this is a major pinch point for traffic, and I would have thought would need to be clear for the proposed junction improvements as part of the Tramway Road Scheme. • I would also have thought that it would make sense to have double yellow lines rather than single yellow along the outside (east) side of Bankside all the way up the length of it from Tramway Road to the Roundabout access to

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	<p>Longford Park to prevent double parking and reducing the traffic flow.</p> <ul style="list-style-type: none"> • I hope that the road is to be re-surfaced before the speed cushions are installed as at the moment it is falling apart with the daily use from lorries going to and from the development off Bankside.
<p>(26) Local Resident, (Banbury)</p>	<p>Concerns – Very much in favour of double yellow lines there, as it's almost impossible to pass parked vehicles sometimes.</p> <p>My only hope is that the cars don't then park on the side roads. Living on Bridle close - we have had many construction workers parking by our house all day, making it difficult for visiting friends & family.</p> <p>Do find that 20 pairs of speed bumps excessive though. While I appreciate the need for traffic calming it can be quite uncomfortable if one has back problems.</p> <p>Hope also that the zebra crossing is well marked and sited, as the low sun can make for difficult vision at certain times of the day.</p>
<p>(27) Local Resident, (Banbury)</p>	<p>Concerns – As I stated at the meeting in May 2017, I'm concerned the proposed measures are too severe and threaten to significantly inconvenience residents such as myself.</p> <p>I refer specifically to the introduction of No Waiting *at any time* - this ignores the needs of residents such as myself for parking. I appreciate the influx of train commuters taking advantage of Bankside has made the road clogged with parking, but to ban all parking on the road merely moves that particular problem to another area of Banbury, while leaving residents of Bankside permanently inconvenienced.</p> <p>Can I suggest any of the following options:</p> <ol style="list-style-type: none"> 1. Residential parking permits 2. Changing the existing ruling on Bankside residences, allowing us to build drives in front of our houses. 3. Introducing "No Waiting more than 2 hours Mondays to Fridays between 8 and 6" signs instead. This would stop those who leave their car on the road all day while they get the train to work, without impacting on residents or their visitors - or indeed those who want to use the park. <p>Any one of these will solve the current problem without causing greater issues for residents, and I hope the council will</p>

	<p>give them full consideration as viable alternatives.</p>
<p>(28) Local Resident, (Banbury)</p>	<p>Support – We appreciate and agree with your proposals for new speed calming measures along the length of Bankside which include the removal of the existing chicanes and installation of new raised speed cushions.</p> <p>We agree with the suggestion for the removal of the parking spaces on the west side of Bankside between Hightown Road and Newbold Close, and the new plans for yellow lines as set out in the letter.</p> <p>We have a serious problem with the situation of the proposed new raised Zebra crossing 30 meters north west of Spinney Drive. A good number of the new houses are now occupied and many if not most people walking out of that new estate turn right to go down Bankside into town, I would suggest they will probably not turn left to go up to a crossing to then walk down the road again having crossed over!!</p>
<p>(29) Local Resident, (Banbury)</p>	<p>Support – For many years, this road has been a hazard and we have observed and tolerated cars that continually speed along this road. It is also used as a short-cut or “rat run” between Bodicote & Banbury and we have witnessed many cars racing through the chicanes in excess of 60mph!</p> <p>In addition to this the volume of vehicles has increased considerably especially since the building of additional houses in Bodicote and Longford Park which as you know will increase further. The road is often blocked for periods as cars have to stop-start at the chicanes so obviously some drivers lose patience and race to beat the oncoming vehicle or simply cut up other oncoming vehicles instead of waiting.</p> <p>We have over the years witnessed several accidents some of which have been serious due to the constant speeding of vehicles and people racing through and between the chicanes. This is also evident by the severe damage that there are to the chicanes, barriers and signs all along Bankside which I assume that you aware of?</p> <p>In fact, this road is currently so dangerous that some people including my elderly mother actually fear crossing it to take her dog for a walk in Bankside park. Many children also have to cross this road to get to the playing area in Bankside but are discouraged from going there as the road is currently too dangerous to cross so many parents will not allow it.</p> <p>The current layout with road chicanes simply is not effective in calming the traffic.</p> <p>The situation is also exacerbated by the many cars which are parked along Bankside at various places. There is no</p>

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reason at all for ANY cars to be parked anywhere along this road either by members of the public or residents as all the residents do have their own private garages and allotted parking places at the rear of their properties...so there is no reason to park on Bankside or in the laybys (which they seem to think is their own personal parking space). There are also a number of people and commuters who continually use Bankside as a free car park (near Newbold Close) and leave their cars parked all day which is an additional hazard.

As you know the new proposed layout with road cushions would have the effect of allowing a constant and continual flow of traffic whilst still slowing the vehicles down to an acceptable and safe speed. It would certainly improve the safety on this road and the traffic flow and we as local residents are very pleased with the new proposal and in full support of it. I would hope that this time OCC do actually complete this work and actually so something rather than waste time and money by simply talking about it.

In fact many residents are confused as to why most similar roads on residential estates in Banbury already have this style of traffic calming implemented however so far Bankside has been neglected. It is also very frustrating that OCC are having this "consultation" process yet again as it was done three years ago in 2017. It seems that OCC simply go through the motions but never actually implement anything along this road even when the plans are approved.

As residents living on Bankside we are very pleased with this proposed scheme should would have liked it to be put in place several years ago. As we are the people who will be most affected by this I hope that our opinion will be taken more seriously and more weight given to it over other drivers who occasionally use this road often as a short cut.

Division(s): Wallingford

CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020

WALLINGFORD: A4130 WALLINGFORD BYPASS – PROPOSED 40MPH SPEED LIMIT AND RIGHT TURN PROHIBITION

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the 40mph speed limit and prohibition of right turns as advertised.

Executive summary

2. Speed limits and prohibition of turning movements at junctions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce a permanent 40mph speed limit on the A4130 Calvin Thomas Way (forming part of the Wallingford bypass) between its roundabout junctions at Slade End and the Hithercroft Road and a prohibition of the right turn to and from the A4130 at the junction of the access to new residential development to the east of the A4130 Calvin Thomas Way. The proposed speed limit and right turn prohibition will replace existing temporary Traffic Regulation Orders giving the same effect as the current proposals. It is however intended – once the development is completed in several years' time - to remove both proposed restrictions when construction works are complete, though noting that a further consultation will be required ahead of these restrictions being revoked.

Background

4. The above proposals as shown at Annex 1 & 2 have been put forward to accommodate the development of adjacent land and, if approved, would be funded by the developers.

Consultation

5. Formal consultation on the proposal was carried out between 26 February and 28 March 2020. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police,

the Fire & Rescue Service, Ambulance service, Brightwell-cum-Sotwell Parish council, Wallingford Town Council, South Oxfordshire District Council and local County Councillors.

6. Seven responses were received. 4 objections, 1 expression of support and 2 responses neither objecting or supporting. These are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object noting that the proposed restrictions are only intended to be in place while construction of the residential development is in progress.
8. Wallingford Town Council expressed an objection on the grounds that the proposal is for permanent restrictions, noting that the approval of the current junction layout (as opposed to a roundabout) was on the grounds of it being considered by the County Council as the optimal design from a road safety perspective and one which would not reduce the attractiveness of the bypass for through traffic. The Town Council are concerned that the proposed limit would work against the latter objective but also stated that they remain fully supportive of the temporary restrictions currently in place aimed at ensuring a safe environment for all road users.
9. The South Oxfordshire & Vale of White Horse District Councils (Environmental Protection) service also expressed an objection to the proposed 40mph speed limit on the grounds of the potential reduction in the attractiveness of the bypass and the consequent impact of increased traffic in the town and the consequent adverse effect specifically on air quality, noting that Wallingford was declared an Air Quality Management Area in 2006. They requested that Oxfordshire County Council complete a detailed air quality assessment to fully appraise the potential impacts of the proposed change on local air quality in Wallingford before making a final decision on the proposed speed reductions.
10. Noting both the above objections, it should be stressed that the current proposals for permanent restrictions reflect the fact that it is not legally possible to continue the current Temporary Traffic regulation Orders (which have the same effect as those being proposed) for the expected seven-year construction period for the development. It is the firm intention that both restrictions will be removed on the completion of the development, although it should be noted that their removal will be subject to a further statutory consultation. As recognised in the response of the Town Council, the restrictions are considered necessary during this period on road safety grounds and because of this it is not considered that the detailed air quality assessment as requested would in practice be relevant to a decision on this matter.
11. The South Oxfordshire District Council planning service expressed no material planning objections to the proposal.
12. Objections were received from the public also citing concerns of traffic delays and increased pollution both on the A4130 bypass and within the town. One of the respondents requested that the current junction layout is replaced by a roundabout.

13. An expression of support was received from a member of the public, who though also noted that the proposed restrictions are removed on completion of the development works.
14. The above responses from members of the public are noted; specifically on the suggestion that a roundabout is provided in place of the current junction layout; the latter was approved as part of the planning consent for the development and is considered the optimal layout, including taking account of the need to retain the attractiveness of the bypass for through traffic.

How the Project supports LTP4 Objectives

15. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

16. Funding for the proposed speed limit and turning prohibition has been provided by the developers of adjacent land.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plans of proposed speed limit and turning prohibition
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Michelle Plowman 07557 082567

April 2020

Drawing No. Revision 0

Key

- Proposed 40mph speed limit approx. 1350 metres
- Existing 30mph speed limit to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
PROPOSED 40MPH SPEED LIMIT

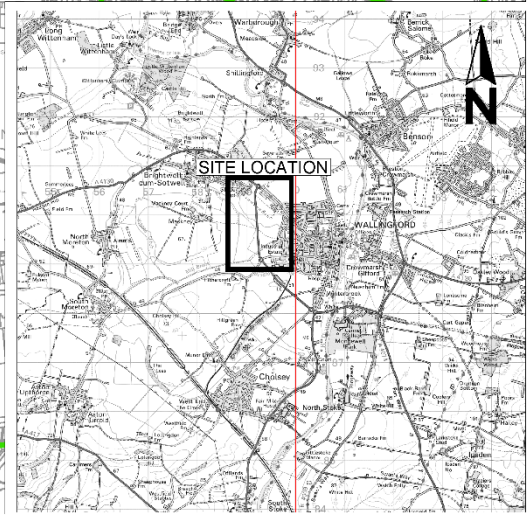
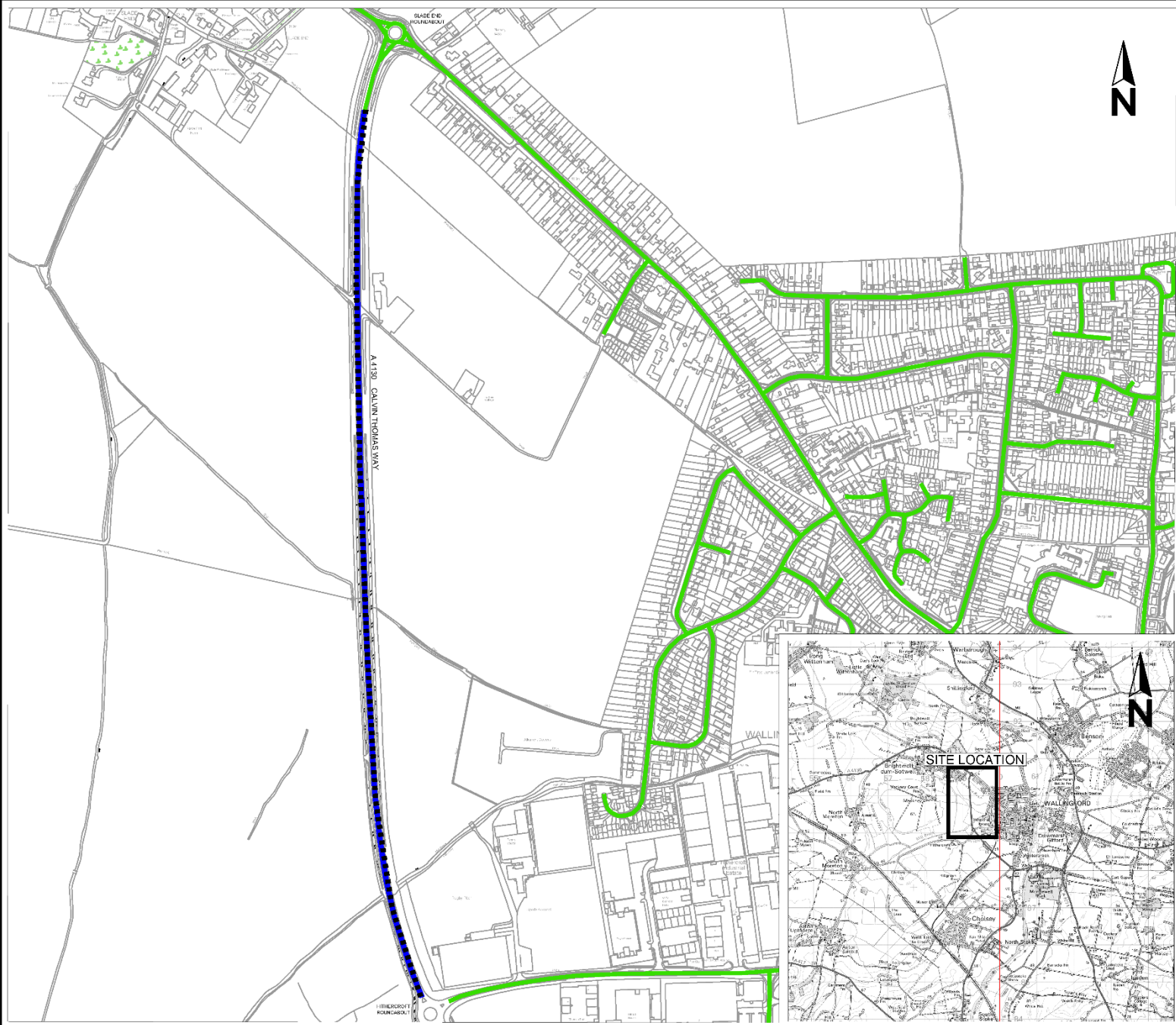
Drawing title
**WALLINGFORD
CALVIN THOMAS WAY**

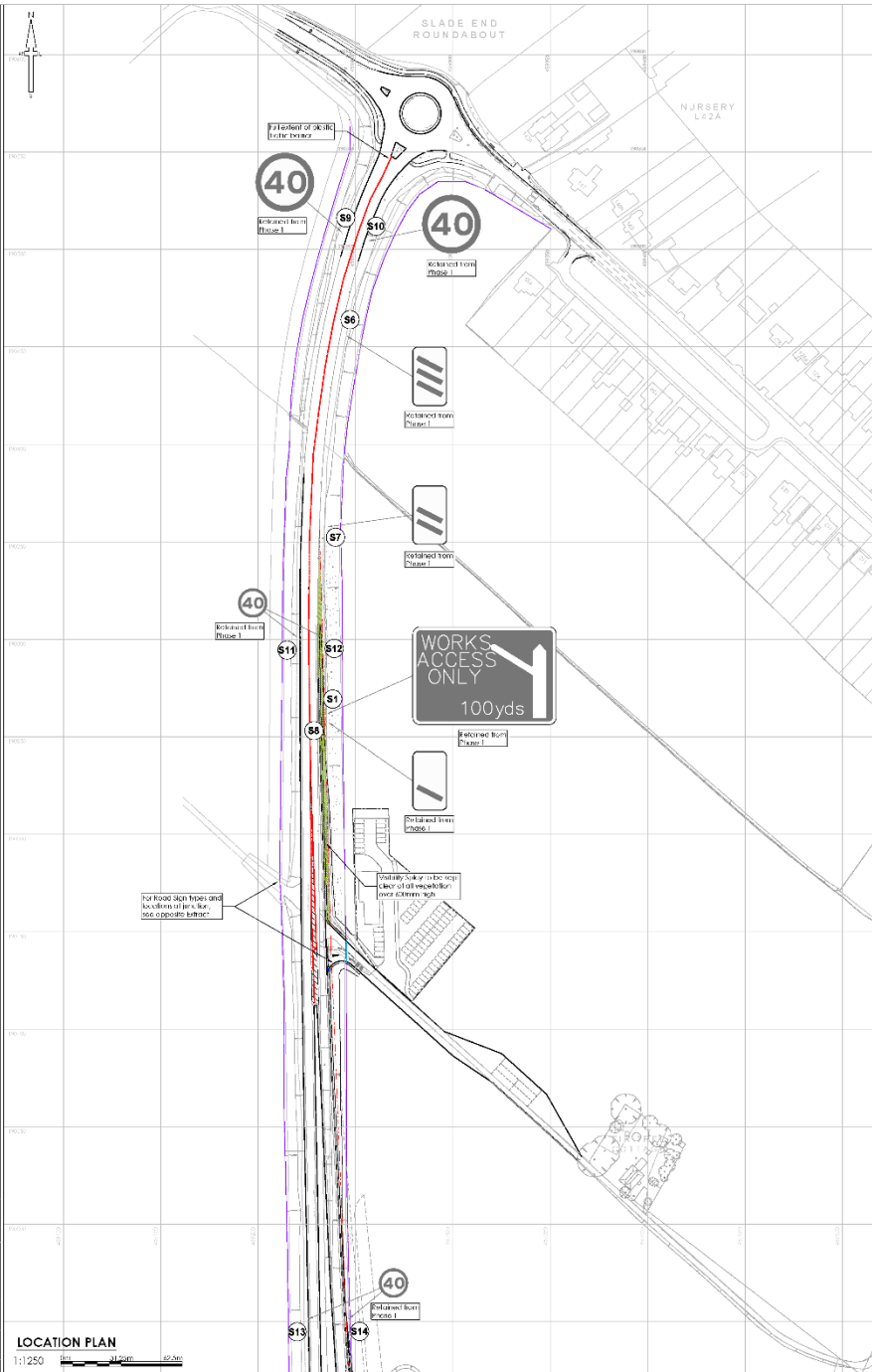
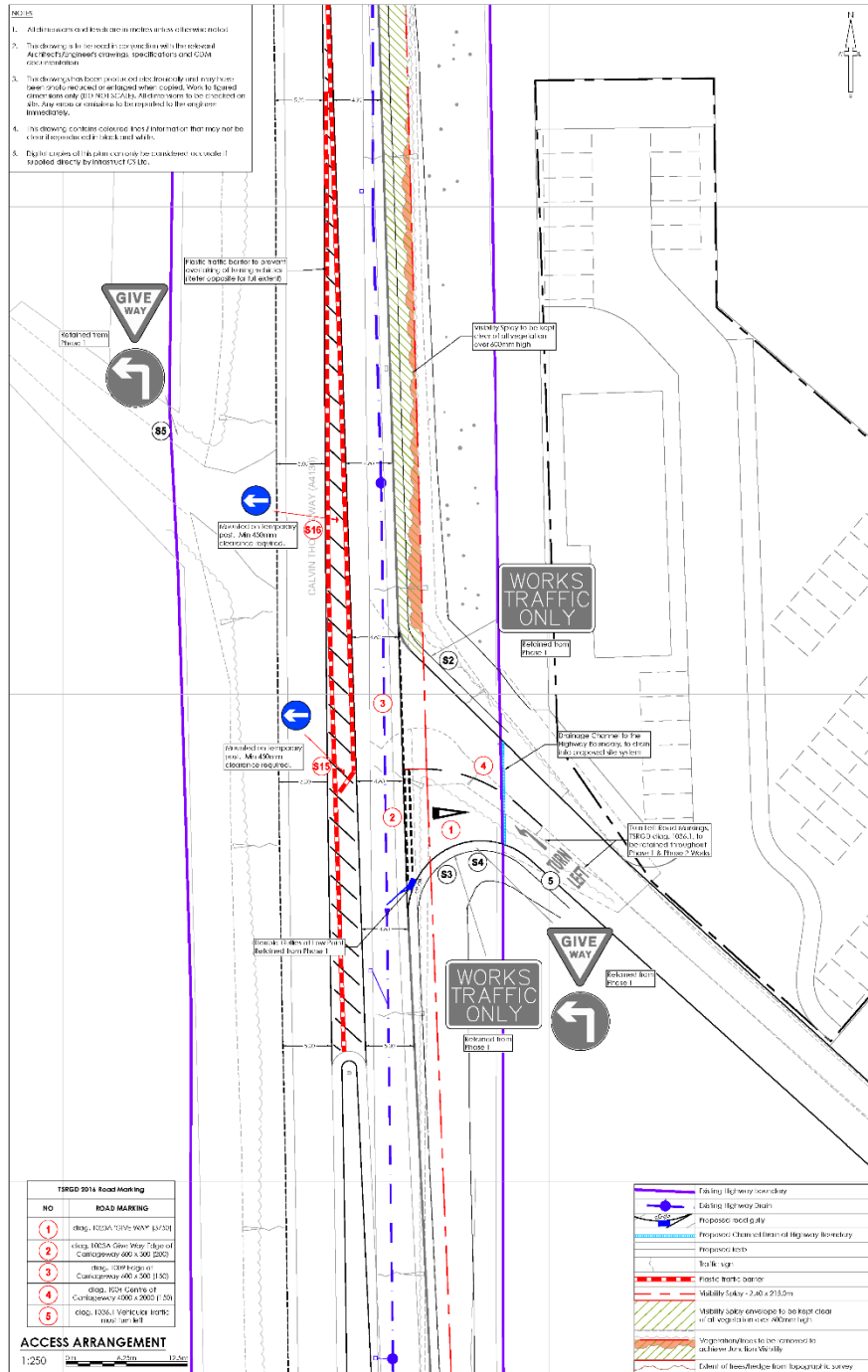
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 02/2020	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0





Notes

- All signs/furniture to be kept clear of all vegetation/obstructions over 0.6m for the duration of the works.
- Road sign clearance to be 450mm Min. Road sign face ridge to comply.
- Wheel Washing facilities to be provided throughout the duration of the Phase 2 works adjacent to the site compound.
- Proposed Phase 1 Road Signs to be retained throughout Phase 2 Works.
- Road Barrier used 40m spaced (M1) to be in place for the duration of the Phase 1 and Phase 2 works.
- Controlled road barrier to be removed on part of the Phase 3 works.

NO	REV	DESCRIPTION	DATE
01	1.0	Final drawing	27/06/19
02	1.1	30' remaining	26/06/19
03	1.2	24.6' remaining	26/06/19
04	1.3	18.6' remaining	14/07/19
05	1.4	12.6' remaining	14/07/19

General Arrangement
Construction Access - Phase 2

1/1

Client
Colvin Thomas Way
Wallingford
Oxon

Contractor
A - CONSTRUCTION
St. Edward Homes
Infrastructure CS Ltd

As Noted

3298 A August 19

CALVICS-CAX-DR-C-015

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I understand the reason why the Temporary arrangement is being made permanent, and that the permanent TRO will be removed once all work is complete.</p> <p>I would not wish to see either restriction remain without self-enforcing measures being included.</p>
(2) Wallingford Town Council	<p>Object – The above consultation was discussed by Members of Wallingford Town Council’s planning committee and concluded as follows:</p> <p>It was Proposed by The Mayor (& Seconded) and RESOLVED THAT: Wallingford Town Council <u>object</u> to the application.</p> <p>The Mayor has prepared the following detailed response: The position of OCC was always that a round-about would reduce the speed of traffic along the by-pass and would encourage traffic to drive through the town centre thereby having an adverse effect on the air quality with the Wallingford Air Quality Management Area, as well adding congestion to already above capacity roads. As a result, the developer was forced to commit to the current solution – a length slip-road which has entailed a very considerable loss of trees, biodiversity, and which represents a significant hazard to other road users in the vicinity. OCC has consistently argued that the currently proposed road arrangements are the safest and most appropriate. We are therefore extremely concerned, that these latest proposals on a permanent 40mph limit are being proposed on grounds of safety. (This was reiterated by OCC as recently as the summer of 2019 in relation to the nearby “Site D” which also sought access further south on the same by-pass)</p> <p>Why is the currently designed access road and alterations to the Calvin Thomas Way now deemed to be “unsafe”? What is the evidence which warrants a complete change of opinion?</p> <p>We have been advised by the developed that this “permanent” reduction is in fact only “temporary” for the 7 year duration of the construction works and that an application for reversion to the National Speed Limit can be made after</p>

	<p>this time. We are not convinced by this argument. OCC was fully aware of the timescales involved when both planning application was granted, and when OCC made the temporary order for a reduction in the speed limit. We do not feel it should be the responsibility of Town and County Councils to make the arguments for a reversion to 60mph in 7 years time – it should be the responsibility of the developer to make (and pay for) as many “temporary” orders as necessary for the duration of the works.</p> <p>Unless, and until, Wallingford Town Council sees evidence which justifies the change in OCCs rationale for this permanent reduction, we oppose this application.</p> <p>For the avoidance of doubt, we remain fully supportive of the temporary restrictions currently in place aimed at ensuring a safe environment for all road users.</p>
<p>(3) South Oxfordshire District Council (Planning)</p>	<p>No objection – From reviewing the information provided, I can confirm that South Oxfordshire District Council has no material planning objections to the proposal.</p>
<p>(4) South Oxfordshire & Vale of White Horse District Councils (Environmental Protection)</p>	<p>Object – the Air Quality Officer for South Oxfordshire District Council emailing to raise a strong objection to the proposed permanent reduction in the speed limit to 40mph on the proposed section of the Wallingford bypass.</p> <p>As you may already know, Wallingford was declared an Air Quality Management Area in 2006 due to exceedances of the nitrogen dioxide national objective. An Air Quality Action Plan was then designed and adopted, outlining measures to improve local air quality. This action plan references the County Council’s a duty to put forward transport related measures that could contribute to meeting the national nitrogen dioxide objectives.</p> <p>Any permanent reductions in the bypass speed limits has the potential to severely impact the local air quality in Wallingford due to the adverse impact on journey times. If using the bypass takes longer, this encourages more car users to drive through Wallingford, therefore increasing local traffic, congestion and associated air pollution within the historic market town.</p> <p>I would request that Oxfordshire County Council complete a detailed air quality assessment to fully appraise the potential impacts of the proposed change on local air quality in Wallingford before making a final decision on the proposed speed reductions.</p> <p>This air quality assessment should include dispersion modelling based on the results of the transport assessment commissioned for this project- not available through the consultation webpage.</p>

<p>(5) Local Resident, (Wallingford)</p>	<p>Object – A 40 mph limit on this length of road is effectively mitigation for not installing a roundabout at the new housing estate. Making traffic that wishes to turn right, turn left out of the development and travel an extra mile to and from the Hithercroft roundabout, is unacceptable and, particularly as many cars will not be able to get into top gear at this speed, cause extra pollution at a time when we should all be considering taking actions to cut emissions. The frustration caused to drivers as a result of the increased traffic volume, and reduced speed, will encourage more traffic to travel into Wallingford through the traffic lights which already suffers from poor air quality caused by poor phasing. This will only get worse. Bite the bullet, install a roundabout, maintain the original speed limit, and the result will benefit everyone. That road was built for more than 40mph and these proposed actions are only being put forward because of short term budget restraints.</p> <p>As above, the only safe environmentally friendly option is to install a roundabout.</p>
<p>(6) Email Response, (unknown)</p>	<p>Object – I believe this would be detrimental to the flow of traffic around Wallingford. Indeed, it is currently quicker to go through town rather than trundle along the dirty, muddy bypass at 40mph. Nobody wants increased traffic through the town and the sooner the limit is returned to 60mph, the better.</p>
<p>(7) Email Response, (unknown)</p>	<p>Support – This makes sense as a temporary measure / whilst works are underway. But in my humble opinion should revert to 60mph after the work completes (The road been designed to this speed apparently). It seems unwise to make this lower speed a permanent feature as it will encourage more people to drive through the town centre.</p> <p>It has also been suggested by local residents that some developer compensation should be offered to existing residents who have suffered much inconvenience with all the local developments, utilities etc</p>

Division(s): Bicester West; Ploughley

CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020

WENDLEBURY: A41 – PROPOSED EXTENSION OF 40MPH SPEED LIMIT AND 50MPH SPEED LIMIT

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the extension of the 40mph speed limit and introduction of a 50mph speed limit on the A41 as advertised.

Executive summary

2. Speed limits are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation to extend the 40mph speed limit on the northbound carriageway of the A41 on the approach to its roundabout junction with Vendee Drive and also to introduce a 50mph speed limit to the south of the extended 40mph.

Background

4. The above proposals as shown at Annex 1 have been put forward following a review of the recent accident history and specifically at the A41 roundabout junction with Vendee Drive, where there has been a significant record of injury accidents involving northbound vehicles on the A41 travelling at excessive speed and, if approved, would be funded by the Road Safety budget within the County Council's Capital programme.

Consultation

5. Formal consultation on the proposal was carried out between 28 February and 27 March 2020. A public notice was placed in the Bicester Advertiser newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Chesterton & Wendlebury Parish councils, Bicester Town Council, Cherwell District Council and local County Councillors.

6. Eight responses were received. 3 objections, 3 expressions of support, 1 response expressing concerns and 1 not objecting. These are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object noting the poor safety record of the road which in part they consider to be attributable to the unconventional layout of the roundabout. If approved the scheme will include improved access for the police to operate mobile speed enforcement within the 40mph speed limit, which will also be facilitated by the proposed extension of this limit.
8. Councillor Sames, the member for the Otmoor division, objected on the grounds that the proposed speed limits were unnecessary.
9. A member of Bicester Town Council expressed concerns that the proposals will not appreciably address the safety problems at the roundabout which they attributed primarily to the layout of the roundabout, noted specific concerns with the proposed signing changes and made suggestions for additional traffic signs and road markings. These comments are noted and a further review of possible amendments and additions to the proposed traffic signs and markings will be carried out.
10. Wendlebury Parish Council objected and in their detailed response raised concerns over the evidence that was used in the assessment of the proposals (for example querying the availability of speed surveys), noting concerns over the impact of further possible development adjacent to this part of the A41 and also the actual effectiveness of the proposals without further information on speed enforcement.
11. A major concern of the parish council is the safety of pedestrians crossing the A41 to and from the bus stops and it is confirmed that an options appraisal is currently being carried out and will be made available to the council when completed. It is accepted that there has regrettably been a significant delay in progressing this work due to the very high workload of officers over the past year. The parish council's suggestions for a more extensive review of speed limits on the A41 to include both carriageways will form part of the options appraisal as will improved signing, including the possible use of vehicle activated signs. As noted above, the proposed works will include the provision of access for police mobile camera equipment in respect of the proposed speed limits. While it seems unlikely that the 30mph speed limit proposed by the parish council at the Vendee Drive roundabout would comply with national guidance on setting speed limits, as referred to above a further review of possible measures at the roundabout will be carried out.
12. A response was also received from a member of the public which, while not expressing an objection, raised concerns that the a 50mph speed limit would not be effective unless enforced and that a lower (possibly 40mph) speed limit would be appropriate at the junctions along the route. Concerns were

expressed also on the need for improved road markings and signing at the junctions in particular.

13. An objection was received from a member of the public expressing the view that the proposed speed limits would lead to driver frustration and that enforcement of the current 40mph limit would be sufficient to improve safety.
14. Three expressions of support were received including from BicesterBUG (the Bicester Bike User Group) and two members of the public. The BicesterBUG response did, however, emphasise the need for measures to further improve safety at the Vendee Drive roundabout, in particular for pedestrians and cyclists crossing the A41 and the other arms of the this junction. Additionally, the importance of speed enforcement was raised by one of the members of the public expressing support.

How the Project supports LTP4 Objectives

15. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

16. Funding for the proposed speed limit has been provided from the Road Safety budget within the Oxfordshire County Council Capital programme.

JASON RUSSELL
Director of Community Operations

Background papers: Plan of proposed speed limits and traffic signing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Mike Wasley 07393 001045

March 2020

Drawing No. Revision 0

- Existing 40 mph speed limit
- Proposed extension to the 40 mph speed limit.
- Proposed 50mph speed limit

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title
**A41 - Proposed 40mph extension
Proposed new 50mph
Schedule**

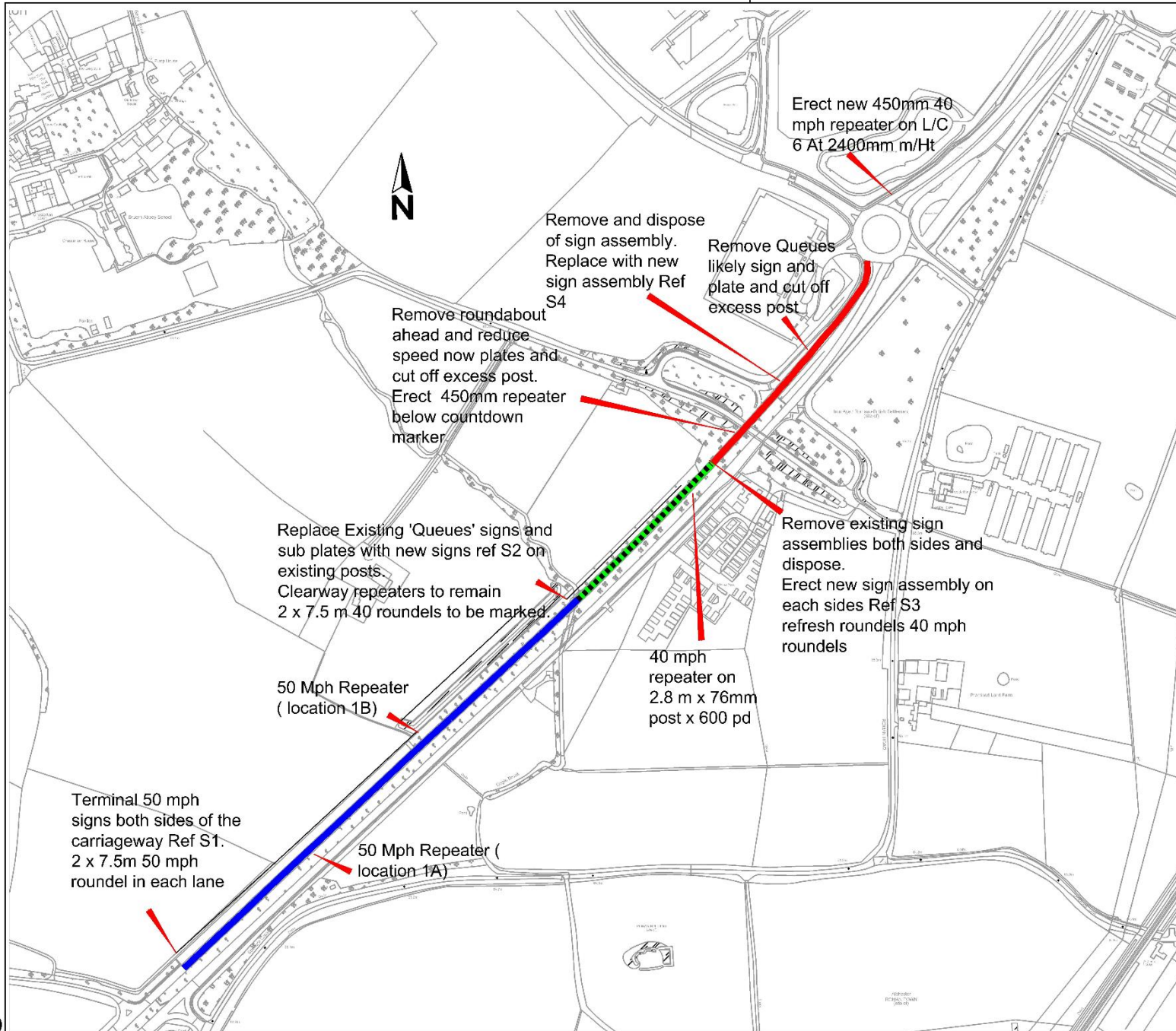
Drawing title
A41 Bicester

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
	GG	MW	
	Date drawn 16/12/19	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – These speed limits and amendments have been subject to Police on site enforcement consultation of an accepted collision hazard location. Whilst Police do encourage new road design and layout that do not require supervision this is accepted as an unwelcome addition to our safety site list and will get some attention going forward. The speed limit lengths have been adjusted to allow safe use within the type approvals and site lines for enforcement (Mobile van).</p> <p>We would encourage OCC to monitor the situation when complete and consider any appropriate engineering solution that may improve what we consider to be a poorly designed offset roundabout on the A41, where straight through scenarios have been common.</p>
(2) Local County Cllr, (Otmoor Division)	<p>Object - I do not believe a reduced speed limit is necessary on this stretch of road. There is plenty of time to change speed with the present restrictions. An earlier change in speed serves no purpose.</p>
(3) Local Town Cllr, (Bicester West)	<p>Concerns - Unfortunately, I do not consider the Statement of Reasons and Public Notice to simply reduce the speed limit to have gone far enough to actually address the safety of road users using the Vendee Drive Roundabout.</p> <p>I have taken the opportunity to speak with local residents within my area about the considerations of amending the speed limit on the A41 to assist alleviating the problems of safety on and entry to the roundabout. The consensus of feedback was largely the same. The comments were from local residents using the area both frequently and infrequently. I myself have to use the area multiple times a day with my commute and see many of the issues on a daily too.</p> <p>Collated feedback is as such:</p> <ul style="list-style-type: none"> • Attempting to reduce the speed limit from J9 northbound A41 will most likely have little impact on the actual speed of traffic on the carriageway unless enforced, and may be excessive for the 2.5miles to the problem area much like that around the Botley intersection of the A34.

CMDE11

	<ul style="list-style-type: none"> • Extending the 40mph segment currently in place will have little impact on the actual speed of traffic. Vehicles currently slowing to 40 from the current 70mph actually create more problems, causing undertaking, and heavy braking. True this is attributed to the current speed of the road, however a vehicle travelling at 40 still tends to chance pulling out on traffic already with right of way. This has been openly witnessed countless times, and is largely terrifying whilst on the roundabout to the Park & Ride, accessing Vendee Drive having vehicles pull out at speed. • Removing roundabout ahead signs would be detrimental to safety of users unfamiliar with the road layout. • Visibility of the actual roundabout due to the left hand curve in the road at 300 yards is a problem and could be attributed to some of the near misses. • The roundabout is currently accessed by 3 lanes which immediately close down to 2, actually on the roundabout for northbound traffic from A41 turning right; which will increase with the new developments and Southbound from A41 turning right, without any lane markings on the road surface causing poor lane discipline. • Trajectory of vehicles entering the roundabout northbound is poor due to the recessed entry/exit of the Park & Ride. • Current layout of Southbound A41 Pioneer Way accessing the roundabout currently evokes vehicles to barely slowdown as the A41 beyond is an almost straight road and the offset roundabout largely does not slow traffic trajectory. Fencing to reduce visibility of traffic on the roundabout to help slow traffic might be something to consider. • Speed of entry to the roundabout from both North and South is a major problem, but is in part also caused by modern driving styles of poor lane discipline and non-indicating of direction intent. • Suggestions of raised yellow road painted rumble chevrons to warn and slow vehicles at both main entry points would be welcomed. • Requested lane markings on the roundabout itself, somewhat similar to those on the Cutteslowe indicating clear lane definition.
<p>(4) Wendlebury Parish Council</p>	<p>Object - The closing date for comment was 27 March 2020, and in view of our new meeting format, OCC's flexibility in receiving our response is appreciated.</p> <p>The Parish Council takes the view that reducing the national speed limit on the A41 from Junction 9 to Vendee Drive is</p>

crucial on both carriageways.

The Parish Council is unable to support the proposals as there is a lack of information to make an effective judgement and therefore wish to formally object to the proposals on the following grounds:

1. There was no evidence base to support the case for the speed reductions, i.e taking into account the 85% percentile based on the current numbers of vehicles and the average speed, will the proposals be achievable?
2. There appears to be no assessment of the full costs or benefits of the proposals.
3. There is no assessment on the potential impact of the extra traffic generated by planning developments at Bicester Gateway. OCC has known for some time the unsafe conditions on the A41, yet continue to support development proposals. The Tritax Symmetry aspirations for a logistics park on land near Little Chesterton between the M40 and A41 (<https://tritaxsymmetry.com/projects/symmetry-park-oxford-north/>) will have a major impact on the speed proposal.
4. Proposals will not reduce speed danger. Surveys show some vehicles speed at over 100mph.
5. There is no discussion about enforcement of these proposals. The Parish Council believes, that a range of enforcement options should be considered, including mobile Police enforcement, average speed cameras and permanent monitoring from Chesterton Road Bridge, but no arrangements are shown on the plan.

The Parish Council is extremely disappointed that the proposals do not address the speeding traffic on the southern section from Vendee Drive to Junction 9 M40. Particularly as one of the fatal accidents occurred by the public right of way crossing from Wendlebury to Little Chesterton in August 2018.

Residents held a meeting in September 2018, following this accident, attended by County Council staff, with a clear outcome to build a bridge over the A41. In spite of updates to the Parish Council from Councillor Ian Corkin, at no time has the Council been appraised of progress on this issue by OCC staff.

It is the Parish Council's view that:

1. Both sides of the carriageway should be given the same consideration.
2. A 50mph limit needs to be introduced on the entire length of the A41 from Junction 9 to Vendee Drive and vice versa.
3. Any speed reduction should also be part of route management strategies, for example a complete review of the Vendee Drive roundabout, by reducing the approach speed to 30 mph.
4. Vehicle-activated signs should be used as an additional measure to warn drivers of a potential hazard or to remind them of the speed limit in force.

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	The proposals may be seen as a small step forward going north, but do not improve the quality of life for Wendlebury residents and achieve a better balance between road safety, accessibility to this rural community.
(5) Local Resident, (Bicester)	Object - Rather than having a long stretch of reduced speed limit the 40 zone near the roundabout should be better enforced. A reduced speed limit for a greater length that necessary will just frustrate road users.
(6) Local Group, (Bicester)	Support - Although 'BicesterBUG' welcomes the new and extended speed restrictions on the A41, it does not address the real risk and concerns of active travel around the Vendee Roundabout which will remain a high-speed roundabout. The safety of active travel (cyclists and pedestrians) crossing the arms or using the carriageway of the roundabout is still in question due to the wide entries and exit which must be crossed.
(7) Local Resident, (Bicester)	Support - This should have been done years ago as set out in the Safety Audit
(8) Local Resident, (Oxford)	Support - While I support the intent of the proposals, from observation the existing 40mph speed limit is seldom adhered to. At times, it is dangerous to do so as other traffic often has no intention of slowing down. Has the council considered installing a speed camera to enforce the new limits? As a motorist who uses this road daily I would very much support that.