

Divisions Affected – *Headington & Quarry*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**22 JANUARY 2026**

### **OXFORD: HEADINGTON CENTRAL CPZ – PROPOSED PARKING RESTRICTION AMENDMENTS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is RECOMMENDED to:

- (a) Approve the proposed extension of the shared use parking bay on the southern side of All Saints Road, as advertised.
- (b) Approve the proposed Double yellow lines in Bateman Street, as advertised.
- (c) Approve the proposed extension of the existing Permit holders parking bay in Kennett Road, as advertised.
- (d) Approve the proposed shared use parking bay in Lime Walk, as advertised.
- (e) Approve the proposed No Loading restriction and proposed removal of an existing taxi rank (to be replaced with double yellow lines) in London Road, as advertised
- (f) Approve the proposed new Disabled parking bay and Motorcycle parking bay in Stephen Road, as advertised.
- (g) Approve the proposed extension of existing Double yellow lines (reducing a permit holders bay) in Stile Road, as advertised.
- (h) Approve the proposed shared use parking bays in York Road, as advertised.
- (i) Approve the proposed permit holders parking bay in Gardiner Street, as amended.
- (j) Approve the proposed Double yellow lines in Langley Close, as amended.

- (k) **Approve the proposed Shared-use parking bay outside Standon Court in New High Street, as amended.**
- (l) **Approve the proposed extension of double yellow lines and reduction of existing Permit holders parking bay in St Andrews Lane, as amended.**
- (m) **Defer a decision on the proposed extension of Permit holders parking bay outside No.35-37 in New High Street.**
- (n) **Not approve/withdraw the proposed extension of the Shared-use parking bay on the northern side in All Saints Road.**

## Executive Summary

2. This report outlines proposed changes to the Headington CPZ as a result a holistic review to deal with some challenges and inconsistencies in respect of safety, ability to robustly enforce, and road space allocations.
3. The delivery of this can be done relatively promptly to provide some immediate benefit in advance of a wider review of CPZ policy and associated schemes - which it is acknowledged needs to be undertaken. The ideal time to do this would be subsequent to a central government ban on pavement parking, who recently advised in their response to the 2020 consultation, that they would be looking to amend primary legislation and develop regulatory framework at the next available opportunity.
4. In addition, the government have confirmed that '*our next steps will focus on delivering swift and precise work to develop powers which will enable local transport authorities to prohibit pavement parking in their areas*'. Whilst this is in development, inclusion within the councils Kerbside Strategy which is also in development, will be explored and would consider potential wider changes to CPZ schemes.

## Background

5. Since the early 1990's, controlled parking zones have been used across Oxford as a vital tool for managing parking demand and acting as a deterrent for commuter parking.
6. Historically amendments to parking restrictions within zones has been piecemeal, either through development funded changes or through transport projects that only impact part of a CPZ (e.g. LTNs). However, to ensure that they remain safe and operational and continue to deliver the benefits to local communities, it is important that periodically they are reviewed to take into consideration changes in user demand, emerging transport policies and wider impacts of development within an area.

7. Following a prioritization exercise, the County Council presented a proposal to Oxford City Council to secure the release of Community Infrastructure Funding (CIL) for the review of 7 existing Controlled Parking Zones (CPZs) within the Oxford City Boundary, including Headington Central. At the Oxford City cabinet meeting on 11th December 2024, a decision was made to approve the release of £358,080 from CIL to process the reviews and associated works for the identified zones.
8. The Headington Central Controlled Parking Zone (CPZ) was first introduced by Oxford City Council in 1997-1998, and has therefore been in operation for close to 30 years. Although some modifications have been made over time, as noted in paragraph 3, these have largely been done on an ad-hoc basis or linked to other transport initiatives. By securing CIL funding for this review it will enable us to address immediate concerns around safety, being able to enforce properly, due to correct lining and signage being present and the effective operation of the zone in response to current pressures and complaints.
9. In addition to any required Traffic Regulation Order (TRO) amendments within the zone, the project will include a review of existing road markings and signage across the zone. This will ensure that faded lines are refreshed and any missing or damaged signs are replaced, supporting effective enforcement of the restrictions. These changes/improvements to signage and lining do not need a CMD decision, but do make up a large part of this shorter-term solution.
10. An informal consultation with residents was carried out in June & July 2025, which aimed at gathering opinions and feedback on changes or improvements that they would like to see. Proposals have been developed taking into account this public feedback, historic requests and input from other County Council teams. The reviews seek to address parking concerns on an area-wide basis, with the view to improving the performance of parking restrictions across the locality.
11. Officers have also worked with the local County Councillor on the proposals for the Headington Central CPZ, which have been designed to help improve road safety and parking provision, whilst also seeking to remove those restrictions which have been identified as being redundant given alternatives in the area.
12. This report presents responses received to the statutory consultation on proposed amendments to the existing Headington Central CPZ which includes various proposals to implement new or amend existing permit holders or short stay parking bays and replace existing single yellow lines with double yellow lines across the zone, as shown in **Annexes 1 to 12**.

## **Corporate Policies and Priorities**

13. The project to propose amendments to the existing parking controls in the Headington Central CPZ will help to; Prioritise the health and wellbeing of residents, put action to address the climate emergency at the heart of our work,

invest in an inclusive, integrated and sustainable transport network and play our part in a vibrant and participatory local democracy.

## **Financial Implications**

14. Funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) and any agreed associated works for the identified zones has been provided by City Council's Community Infrastructure Levy (CIL). There are no risks or pressures on existing council budgets or resources.

## **Legal Implications**

15. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
16. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

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## **Staff Implications**

17. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from 'TRO & Schemes' teams as part of their regular day-to-day duties. Additional resources have been brought in to deliver the project, and these resources are being funded through CIL allocations with no additional/negative impact on capacity expected.

## **Equality & Inclusion Implications**

18. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid residential permit. The proposals do however have a positive impact and have been designed to support vulnerable users by ensuring that parking and transport options meet the diverse needs of the community. The council acknowledges that some residents and visitors may not be able to use cycling or micromobility alternatives, so the changes aim to provide accessible solutions for everyone.

19. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised current blue badge.
20. A full equality impact assessment has been undertaken and can be viewed in **Annex 14**.

## **Sustainability Implications**

21. Following feedback from the informal consultation and the County Councillor, the proposals will provide additional parking capacity (for up to approx. 16 vehicles) for residential permit holders and visitors parking in the zone and improve road safety by removing existing redundant no waiting restrictions (single yellow lines) and replacing them with no waiting at any time restrictions (double yellow lines).
22. The proposed additional parking space represents an increase of approximately 2% based on the current total of 790 spaces. This seeks to balance transport policy objectives with practical measures that enhance safety, including the provision of additional parking spaces in appropriate locations and secure cycle parking, to ensure that the needs of all users are met and that no group is disproportionately disadvantaged.

## **Risk Management**

23. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified.

## **Formal Consultation**

24. Formal consultation was carried out between 16 October and 14 November 2025. A notice was published in the Oxford Times newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, relevant local City Cllrs, and the local County Councillor representing the Headington & Quarry divisions.
25. Letters were also sent directly to approximately 908 properties in the area, and public notices were also placed on site in the vicinity of the proposed amendments.

26. During the course of the formal consultation, 83 responses were received via the online survey, with 70 of those stating that they live within the CPZ boundary (84%), and 13 outside (16%) – these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
All Saints Road	20	2	14	47
Bateman Street	16	-	12	55
Gardiner Street	16	-	15	52
Kennett Road	16	-	16	51
Langley Close	39	-	11	33
Lime Walk	17	2	17	47
London Road	13	5	16	49
New High Street	18	2	14	49
St Andrews Lane	16	5	7	55
Stephen Road	13	5	13	52
Stile Road	19	2	10	52
York Road	19	-	6	58

27. Additionally, a further 17 emails were received directly – with Thames Valley Police not objecting, and ‘Headington Liveable Streets’, and a combined response from ‘Oxfordshire Liveable Streets’ & ‘Cyclox’ submitting objections (as shown in **Annexes 15 & 16**). The remaining responses were from local residents in the affected locations, with nine objections, four raising concerns, and one in support – with one of these being shown separately in **Annex 17** due to its detail.

28. The full responses are shown in **Annex 13**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## Officer response to objections/concerns

### a) General feedback to the proposals:

29. Key themes and comments identified from respondents are summarised below:

30. **Parking Provision:** Strong objections to removal of parking spaces, especially in Langley Close, Stile Road, and St Andrews Lane:

- Residents argue there are no traffic flow or safety issues to justify removal.
- Concern that reducing spaces will lead to: Increased competition for parking, residents paving over gardens to allow for off-street parking, (impacting biodiversity and flooding risk) and isolation for elderly residents and difficulties for carers and visitors.

31. **Visitor parking:** Some respondents stress the need for short-stay spaces for visitors, carers, and tradespeople. The current restrictions (24/7 permit requirements) already make visitor parking difficult.

32. **Safety & Traffic Flow:**

- Some respondents believe that removing parking will increase vehicle speeds, making roads less safe for pedestrians and cyclists.
- Others support changes where they improve visibility at junctions or prevent obstruction of driveways.

33. **Policy Alignment** – Multiple respondents highlight that increasing ‘free’ parking contradicts Oxfordshire’s Local Transport Plan (LTCP) and climate goals with some calls for reducing car use, not encouraging it and suggestions to prioritise cycle parking and active travel infrastructure instead of more car spaces.

34. **Enforcement** – Several comments note that illegal parking is a bigger issue than bay layout changes, with calls for better enforcement of existing restrictions.

35. Overall, opinions are mixed: Some support for proposals aimed at improving safety and reducing congestion, but a significant number of objections, particularly where parking spaces are being removed.

**b) Officer’s response and breakdown of proposals:**

36. The primary objective of this CPZ review programme has been to ensure that the designated zones remain safe, operational and enforceable. The scope of the project includes:

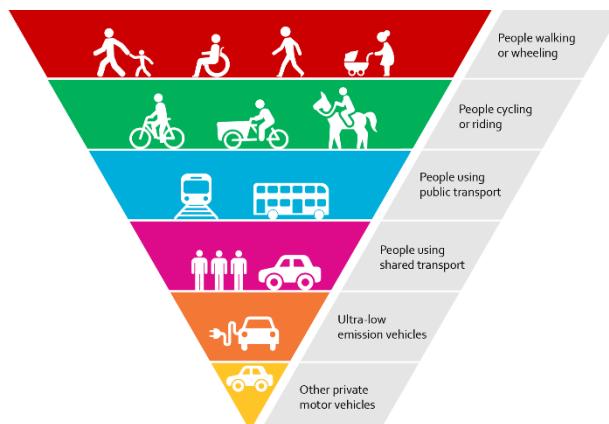
- A comprehensive review of parking restrictions, Traffic Regulation Orders (TROs), signage, and road markings within the designated zones.
- Identification of opportunities to introduce alternative parking provisions, including facilities for cycles, scooters, and car clubs.
- Engagement with internal teams to identify synergies with other ongoing projects.
- Implementation of decluttering measures to enhance the street scene.
- Trials of new restriction types, including those applicable to permit holders.

37. The proposals arising from the CPZ reviews incorporate a range of measures, such as the re-designation of certain existing spaces, the introduction of new future cycle or micromobility parking facilities in Gardiner Street & New High Street, and the adjustment or reduction of parking spaces where necessary in

response to residents' concerns. An initial officer review of the zone assessed the purpose and effectiveness of current restrictions and identified yellow lines that do not contribute to road safety. However, within a CPZ, all kerbside space must be subject to some form of restriction. Consequently, these areas were redesignated for alternative uses.

38. In undertaking this work, officers considered the needs of all permit holders, visitors, local businesses, and cyclists, alongside feedback received from residents and the County Councillor during the informal consultation and design process. This process resulted in the creation of a small number of new parking spaces in selected locations, the redesignation of some existing parking spaces and the amendment of existing no waiting at any time or no waiting restrictions. The proposals take into account the needs of different users, and the council recognises that not all residents can use cycling or hire e-scooter or e-bike options.
39. As outlined in the Oxfordshire County Council Network Management Plan 2023–2028 under the Parking Management section:

*"Our parking policy will support and link in with the ambitious transport goals by managing kerbside space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking."*
40. The advertised proposals for the Headington Central CPZ review reflect these objectives and align with wider transport policies, including the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP).
41. While the addition of new spaces does not conflict with policy—given that LTCP's hierarchy is to cater for active travel and public transport in the first instance and a focus on reducing car journeys and prioritising the removal of parking on key cycling routes—it is essential to ensure that proposed changes do not disproportionately benefit or disadvantage any group.
42. The County Council is committed to implementing measures that reflect the authority's priority for road users, as illustrated in the diagram below. As part of the project to review controlled parking zones within the City, officers have collaborated with various teams across the service to identify opportunities to incorporate improvements for active travel within the proposals. This work has included assessing potential needs and demands linked to other projects, as set out in paragraph's 39 and 40.



43. To address this, Officers of this report have worked with Transport Planning colleagues to explore whether some of the spaces consulted on as part of this CPZ review could be reallocated for cycle parking and/or micromobility options such as hire e-bike and e-scooter parking as a part of their ongoing Transport and Mobility projects.
44. It should also be noted that whilst there is a desire to remove vehicle numbers on Oxfordshire roads it is recognised that the cars will still continue to make up the largest percentage of road users, so ensuring there are places to park vehicles on the carriageway is essential to allow for the safety of all road users.
45. Separately, the county council is undertaking a study to identify additional cycle and micromobility parking bays across Oxford city, including on carriageway. Parking spaces initially identified for potential cycle or micromobility parking through the review of the Headington Central CPZ will be considered further as part of this study, along with other potential locations, and will also be used to inform the review of other CPZs as they come forward. More generally, the study will provide a pipeline of cycle and micromobility parking locations that can be implemented when funding becomes available and subject to separate consultation. The study is expected to conclude in early April 2026.
46. The micromobility and cycle parking projects referenced above are at different stages of development and subject to separate funding streams and constraints. Factors such as demand, security, and road safety will also influence decisions regarding the final use of individual spaces. The locations identified within these advertised proposals will therefore either need to be deferred or withdrawn to allow further investigations by the relevant teams and operators, including the requirement for re-consultation on any future proposals.
47. In addition to the ongoing investigations into cycle parking and micromobility provision within the Headington Central zone, and following feedback requesting additional Car Club bays, officers have engaged with Co-Wheels to identify suitable locations across several CPZs in the city. For the Headington area, a proposed location on York Road has been identified. Any finalised and agreed proposals will be progressed under a separate project, anticipated to take place during Spring/Summer 2026.
48. Officers have reviewed the approximate number of parking spaces within the Headington Central zone and compared this against the number of proposed spaces. The proposals outlined in this report would increase the allocation of parking spaces by 16, which represents an increase of approximately 2% based on the current total of 790 spaces.
49. Parking pressures in the area often results in contraventions such as double parking, parking on double yellow lines, or on footways. These practices can create safety hazards and cause obstruction, particularly for emergency vehicles, cyclists, and pedestrians.
50. While enforcement helps address these issues, it cannot be maintained continuously. It has been noted where concerns are raised over enforcement,

and we have instructed our enforcement officers to visit the sites. Effective kerbside management therefore plays a crucial role in improving compliance and reducing complaints about insufficient enforcement. The proposals seek to address some of these challenges by introducing and increasing parking provision where appropriate.

51. Permit allocation or varying permit types helps play a part in the management of CPZ's and associated road space allocation, but this would need to be considered as part of strategic review of the current CPZ policy which is a much bigger and different piece of work with significant implications that would need to be considered.
52. It is planned to consider this as part of the kerbside management strategy which is being developed and will potentially be part of this project if appropriate.
53. When designing parking schemes, it is essential to consider the safety and wellbeing of all users and vulnerable individuals, especially those with protected characteristics. In this case this is particularly true for disabled users, those users that fall under the age category (i.e. the elderly and children) and women. Feedback from residents has highlighted concerns regarding the need to walk significant distances from available parking spaces on the street to their homes, particularly during hours of darkness. Such circumstances can increase feelings of vulnerability and personal risk. These concerns are not only rooted in actual experiences of harassment and violence but are also shaped by perceptions of risk, which significantly influence travel behaviour and mode choice.
54. Evidence indicates that many women and vulnerable individuals may avoid sustainable modes such as cycling or walking, especially after dark, due to inadequate lighting, lack of secure infrastructure, and previous experiences of anti-social behaviour or harassment. To address these concerns, the proposals seek to balance transport policy objectives with practical measures that enhance safety, including the provision of additional parking spaces in appropriate locations, to ensure that the needs of all users are met and that no group is disproportionately disadvantaged.

All Saints Road:

55. Proposed extension of existing shared use parking bays – These small extensions of existing bays have been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay parking availability across the Headington Central area. Officers identified existing yellow lines which do not offer any benefits in terms of road safety through the review of the existing restrictions and have proposed to use this space to promote an extension of the existing parking bays.
56. Whilst some objections have been raised over the increase of parking availability for car users and that this type of proposal does not follow County Council policy, the aim of the extending the existing shared use bays to allow for an additional 2 parking spaces, is to maintain a fair balance of the kerbside

space and promote parking compliance. It will also help ease parking pressure on the existing shared use parking spaces on days where church functions are taking place. Some safety concerns have also been raised regarding the extension of the northern side being too close to the raised informal pedestrian crossing.

57. Overall, the response to this proposal has been reasonably balanced between support and objection, however most respondents had either no objection or no opinion. Given the feedback and further investigation of the site, officer's recommendation would be to approve the extension of the shared use bay on the Southern side, but to withdraw the extension on the northern side, due to proximity to the pedestrian crossing point. The space could be utilised in the future by either micromobility or cycle parking location, subject to further investigation and demand from providers.

Bateman Street:

58. Proposed replacement of existing single yellow line with double yellow lines – This change has been proposed following a request from residents and officers inventory investigations of existing restrictions in the area that were no longer fit for purpose. Most respondents to this proposal had either no objection or no opinion, but one objection raised concern over loss of parking for residents in the evening when the existing single yellow line stops operating.
59. Additional parking spaces have been proposed in Gardiner Street to compensate for the loss of parking at this location and therefore to improve visibility, manoeuvrability and access around the junction with Gardiner Street, Officers recommendation would be to approve this proposal for implementation.

Gardiner Street:

60. Proposed new permit holder parking bay - This change has been proposed following officers inventory investigations of existing restrictions in the area that were no longer fit for purpose and to compensate for the proposed loss of parking in Bateman Street (removal of the single yellow line). A respondent has raised concerns over the vehicular access to the rear of No. 9 Bateman Street and the impact the new proposed bay would have.
61. Overall, the responses to this proposal have been balanced between support and objection, with most respondents having either no objection or no opinion. Following a review of feedback from internal County Council teams and investigation by officers, part of this proposed bay has been identified as a future micromobility parking space for e-bikes and e-scooters. Officers therefore recommend that proposed permit holders parking bay is reduced to 5 metres in length, with a view that the remaining 5 metres of the kerbside space be utilised as cycle or micromobility parking in the future under a separate project.

Kennett Road:

62. Proposed extension of the existing permit holder parking bay – This change to remove the existing double yellow lines over the access of No.10a with the replacement of permit holder parking has been proposed following feedback from a local resident and from a City Councillor.
63. Overall, the responses to this proposal have been balanced between support and objection, with most respondents having either no objection or no opinion. As this requested change has been made by a resident directly affected by the proposal, the Officer recommendation is to approve the proposal for implementation. The double yellow lines will be removed and replaced with a parking bay marking and an informal access protection marking.

Langley Close:

64. Proposed replacement of a permit holder bay and single yellow lines with double yellow lines – This change has been proposed following feedback from residents during the informal consultation for the Headington Central CPZ review and from comments raised by internal Traffic & Road Safety Officers. Several objections and concerns have been raised from respondents citing the impact that the proposal will have on the parking availability for residents.
65. Officers have since reviewed the proposals further and accept that whilst parking on the four corners can create access difficulties for vehicles of a certain size, parking outside No.12 & 24 does not pose a significant risk because the opposite side of the road benefits from double yellow lines. It is therefore Officers recommendation to withdraw the proposal to introduce double yellow lines outside Nos.12 & 24 but approve the proposed double yellow lines outside No.14 to prevent obstruction due to the marked parking bays on the opposite side.

Lime Walk:

66. Proposed new shared use parking bays - The proposal to introduce shared use parking spaces at this location are following a review of existing restrictions and improvement of the existing shared use provision across the wider area. Overall, the responses to this proposal have been balanced between support and objection, with most respondents having either no objection or no opinion.
67. The businesses within the vicinity of the proposals do not currently benefit from any form of shared use parking compared to other businesses within the wider area, therefore removing these yellow lines, will benefit the local businesses, visitors and residents, and will assist in improving the current level of parking contraventions taking place on the existing double yellow lines. Officers therefore recommend that proposed shared use parking bays are approved for implementation.

London Road:

68. Proposed amendment of existing time limited no loading restriction to no loading at any time and proposed removal of existing taxi rank to be replaced with double yellow lines – These changes have been proposed following feedback from the local County Councillor, Roz Smith and from the County's Parking Enforcement team. Responses are mostly in support of the changes, but some concerns have been raised about the effect that these will have on the local businesses and taxis.
69. The proposed no loading changes are aimed at improving and preventing obstructive parking caused by HGV's and other vehicles loading. There are nearby safe and convenient loading facilities which can be used by the businesses for loading and unloading.
70. The current location of the existing taxi rank makes it difficult for buses to exit the bus stop, and it has also been noted that the space is regularly being abused by shoppers and visitors, who will be able to utilise the existing short stay or shared use parking spaces. Officers therefore recommend that these proposed changes are approved for implementation.

New High Street (1):

71. Proposed extension of existing permit holder parking bay outside No.35-37 – This change has been proposed following feedback from the informal consultation conducted with residents & businesses which raised issues with the lack of shared use/ short stay and residential parking availability across the Headington Central area. Some objections have been raised over the increase of parking availability for car users and that this type of proposal does not follow County Council policy, with a more specific concern being raised over the impact this proposal would have on the private access of No.35.
72. Following a review of feedback and discussions with internal County Council teams, this bay has been identified as a future cycle or micromobility parking space. Officers therefore recommend that this proposal is deferred to allow for the kerbside space to be utilised as cycle or micromobility parking in the future under a separate project. It should however be noted that any space is reduced to 5 metres in length and does not obstruct the access to No.35.

New High Street (2):

73. Proposed new shared use parking bay outside Standon Court – This change has been proposed following feedback from the informal consultation conducted with residents & businesses and from the local County Councillor, who raised issues with the lack of shared use/ short stay and residential parking availability across the Headington Central area. Some objections have been raised over the increase of parking availability for car users and that this type of proposal does not follow County Council policy, however the aim of the of introducing a new shared use bay with an additional 4-5 parking spaces, is to maintain a fair balance of the kerbside space and to promote parking compliance.

74. Following a review of feedback and discussions with internal County Council teams, part of this bay has been identified as a future cycle or micromobility parking space. Officers therefore recommend that proposed shared use parking bay is reduced from 26 metres to 20 metres in length, with a view that the remaining 6 metres of the kerbside space be utilised as cycle or micromobility parking in the future under a separate project

St Andrews Lane:

75. Proposed extension of existing double yellow lines and reduction of existing permit holders parking bay – This change has been proposed following a request from a local resident. The original intention of the proposal was to help maintain access to a garage and remove obstructive parking, however during the consultation, feedback from a respondent and the local City Councillor have raised concern that this does not resolve the original issue. Wider objections have been received regarding the loss of residential parking, however overall loss of space by any proposed changes are minor and would not adversely affect residential parking.

76. Given the feedback, Officers recommendation for this proposal is to extend the existing double yellow lines at the southern end of the bay by 0.5 metres and then split the remaining permit holders bay into two (one being 9.8 metres in length and the other being 5.6 metres in length) leaving a 1.7 metre gap with a view that an informal marking is used between the 2 separated parking bays to protect the front door of No. 8 from obstruction, as this opens directly onto the carriageway.

Stephen Road:

77. Proposed removal of existing shared use parking bay and the replacement of a disabled parking bay and motorcycle parking bay - This change has been proposed following feedback from the local County Councillor, Roz Smith. Whilst some wider objections raise concern that the removal of shared use parking will result in shoppers choosing to park illegally, however overall, the responses to this proposal have been balanced between support and objection, with most respondents having either no objection or no opinion.

78. The proposal seeks to achieve a balance in the allocation of on-street parking spaces and make provision for formal disabled and motorcycle parking spaces. There are nearby shared use parking spaces which can be used by shoppers and visitors but there is currently no provision for disabled parking spaces or motorcycle parking spaces. Officers therefore recommend that these proposed changes are approved for implementation.

Stile Road (West side):

79. Proposed extension of existing double yellow lines and reduction of existing permit holders parking bays – These changes have been proposed following feedback from residents during the informal consultation. Whilst some

objections have cited concern over the loss of residential parking space in the area, any loss of space by the proposed changes are minor and would not adversely affect residential parking.

80. There are some supportive comments also, citing that the changes will assist in preventing obstruction of private driveways. Officers therefore recommend that these proposed changes are approved for implementation.

York Road:

81. Proposed change of use of existing permit holder bay to shared use parking bay (west side) and proposed removal of existing single yellow lines to be replaced by shared use parking bays and a proposed extension of double yellow lines (east side) – These changes are proposed following feedback from the informal consultation with residents and businesses, from comments raised by internal Traffic & Road Safety Officers, and in collaboration with the local County Councillor, who highlighted concerns regarding the limited availability of shared-use, short-stay, and residential parking across the Headington Central area.

82. While some respondents raised objections, noting that the proposal could reduce parking availability for residents, the overall number of shared-use spaces in the area remains significantly lower than permit holder bays. Additionally, there is no off-street car park in close proximity to this section of York Road. Introducing a shared-use bay will help ensure a fairer distribution of on-street parking spaces. These bays can be used by both permit holders and non-permit holders, meaning the proposal is not expected to disadvantage any particular group.

83. The proposed shared-use parking spaces on the east side of York Road are intended to replace existing single yellow lines. This change will create additional parking opportunities for residents and their visitors while compensating for parking spaces removed from other roads within the Controlled Parking Zone (CPZ), ensuring there is no overall loss of parking provision.

84. While some concerns have been raised regarding potential safety issues associated with parking on both sides of the road and possible obstruction of private driveways, it should be noted that the current parking arrangements on York Road already include bays on both sides. The proposed bays follow the same design approach as those located further along York Road. In addition, Officers have carefully designed the layout to ensure that private accesses remain unobstructed.

85. The Officers recommendation for York Road would be to approve the proposals for implementation as advertised.

86. As is usual practice with parking proposals and scheme changes, the County Council will monitor the impacts on all protected characteristics, women and vulnerable groups including collecting feedback from residents and stakeholders, and adapting the scheme as needed post-implementation.

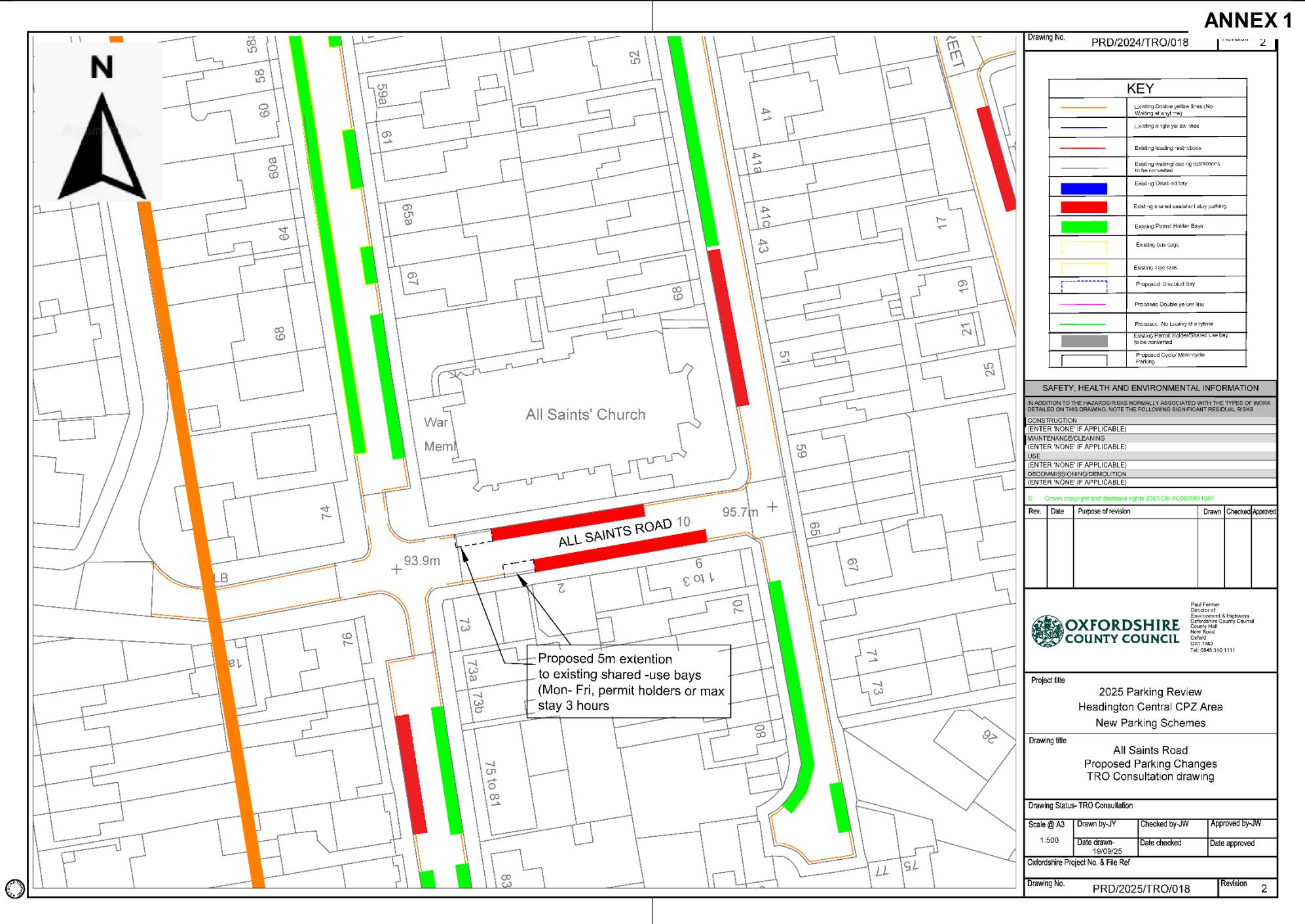
**Paul Fermer**  
**Director of Environment and Highways**

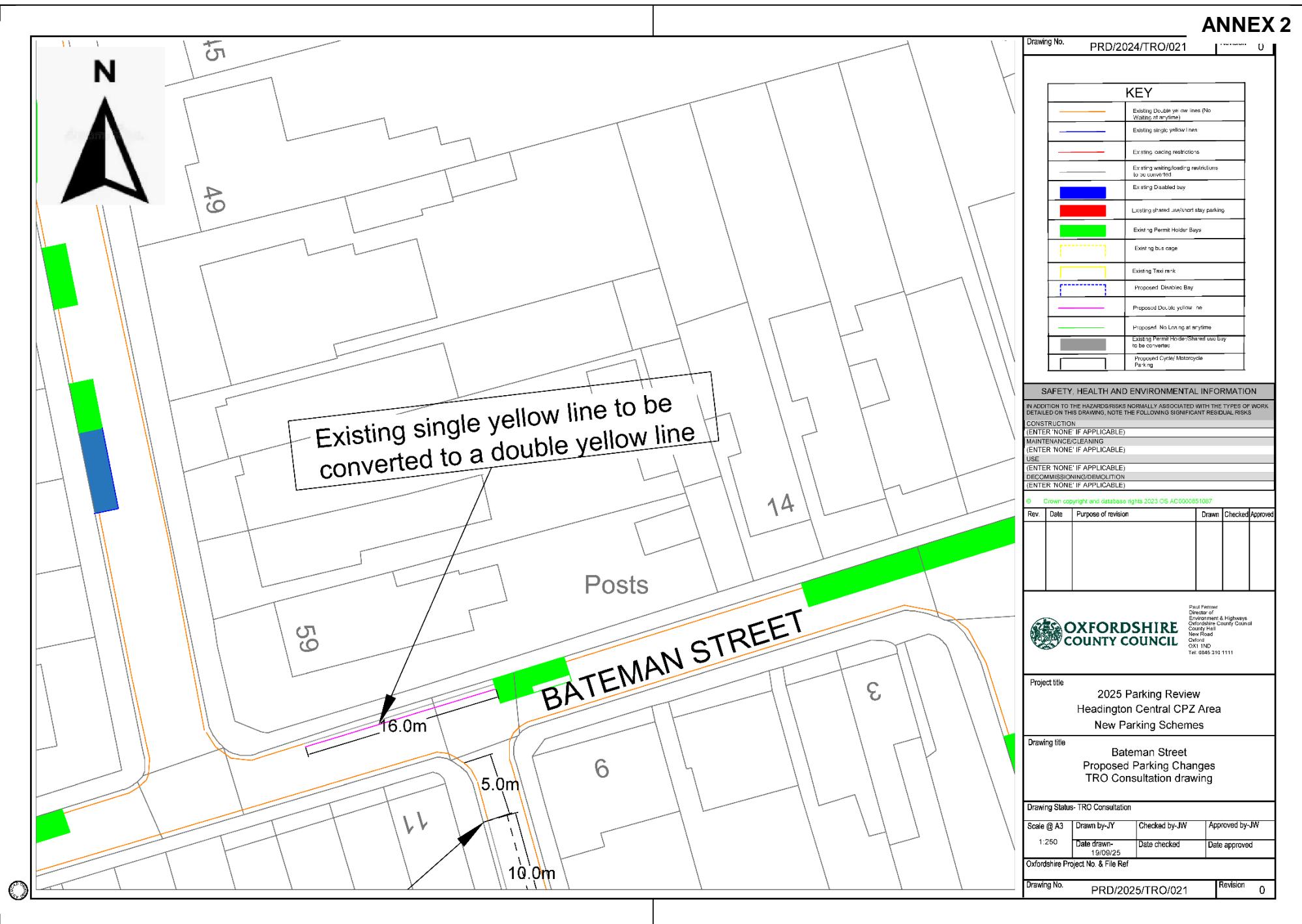
Annex(es): Annexes 1-12: Consultation plans  
Annex 13: Consultation responses  
Annex 14 (*separate document*): Equalities Impact Assessment (EQIA)  
Annex 15 (*separate document*): 'Headington Liveable Streets' response  
Annex 16 (*separate document*): 'Cyclo' response  
Annex 17 (*separate document*): Local resident response

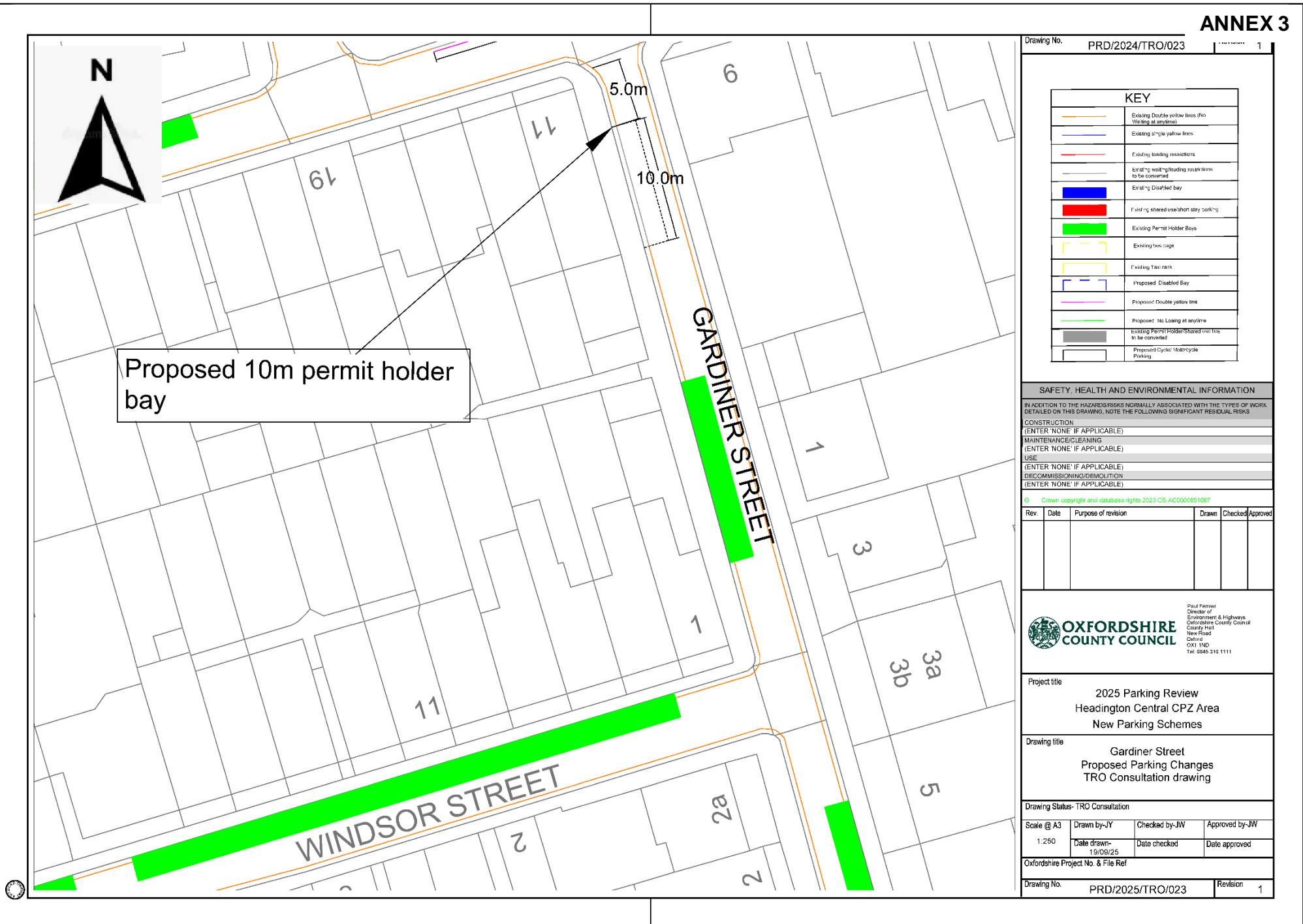
Background papers: n/a  
Other Documents: n/a

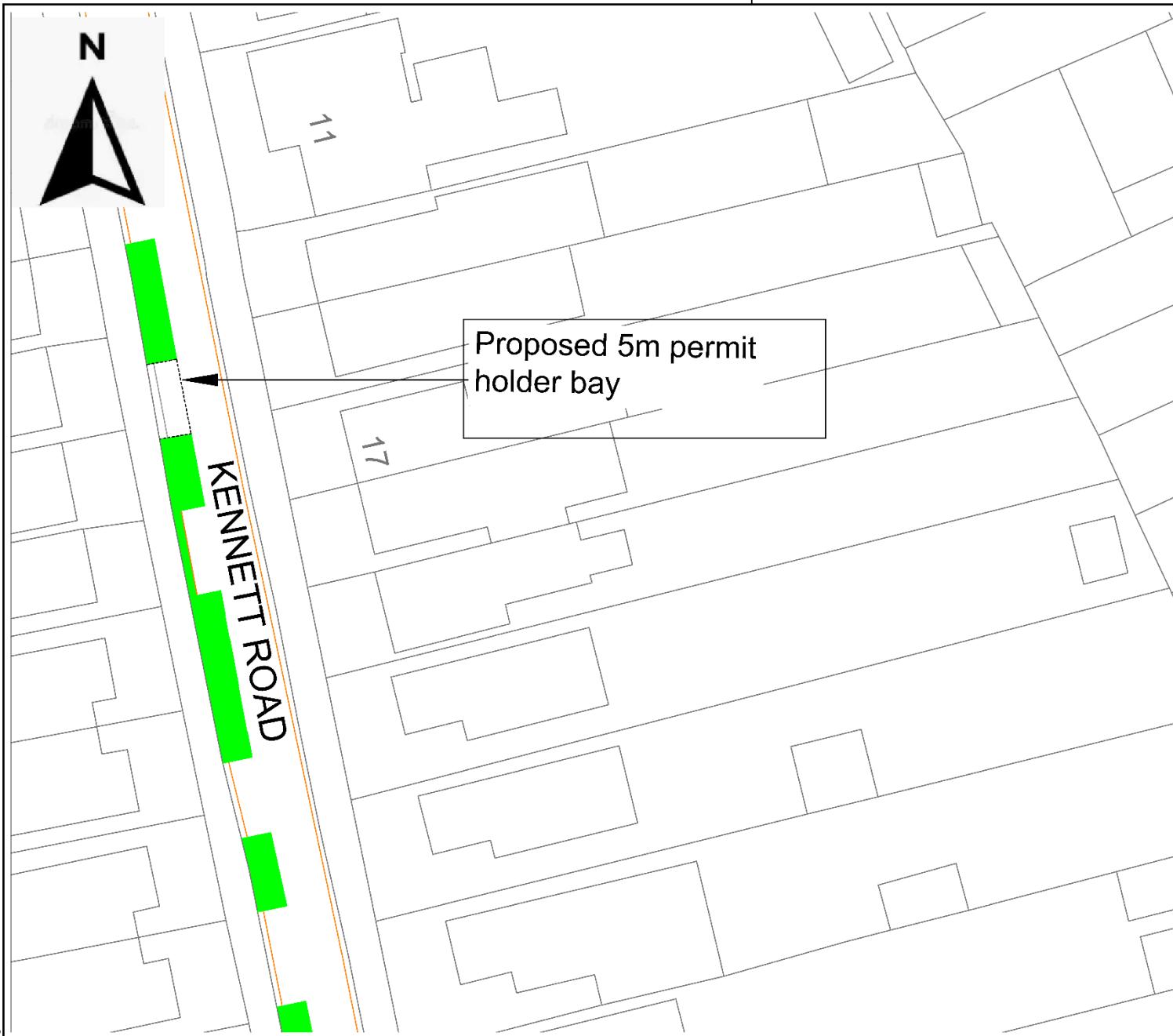
Contact Officer(s): James Whiting (Team Leader – TRO & Schemes)  
Vicki Neville (Senior Officer – TRO & Schemes)  
Jennifer Yeboah (Senior Officer - TRO & Schemes)

January 2026









KEY	
	Existing Double yellow lines (No Waiting at any time)
	Existing Single yellow lines
	Existing parking restrictions
	Existing waiting/loading restrictions to be converted
	Existing Disabled bay
	Existing shared use/short stay parking
	Existing Permit Holder Bays
	Existing bus bay
	Existing Taxi rank
	Proposed Disabled Bay
	Proposed Double yellow line
	Proposed No Loosing at anytime
	Existing Permit Holder Shared use bay to be converted
	Proposed Cycle/Motorcycle Parking

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	
	Paul Farmer Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111

Project title	
2025 Parking Review Headington Central CPZ Area New Parking Schemes	

Drawing title	
Kennett Road Proposed Parking Changes TRO Consultation drawing	

Drawing Status- TRO Consultation	
Scale @ A3	Drawn by-JW
1:250	Checked by-JW
	Approved by-JW
	Date drawn-19/09/25
	Date checked
	Date approved

Oxfordshire Project No. & File Ref	
Drawing No. PRD/2025/TRO/015	

## ANNEX 5

Drawing No. PRD/2024/TRO/022

KEY

- Existing Double yellow lines (No Waiting at anytime)
- Existing single yellow lines
- Existing parking restrictions
- Existing waiting/loading restrictions to be converted
- Existing Disabled bay
- Existing shared use/short stay parking
- Existing Permit Holder Bays
- Existing bus cage
- Existing Taxi rank
- Proposed Disabled Bay
- Proposed Double yellow line
- Proposed No Waiting at anytime
- Existing Permit Holder/Shared use bay to be converted
- Proposed Cycle/Motorcycle Parking

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)

MANTENANCE/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

Paul Farmer  
Director of  
Environment & Highways  
Oxfordshire County Council  
County Hall  
New Road  
Bicester  
OX1 1ND  
Tel: 0845 310 1111

Project title  
2025 Parking Review  
Headington Central CPZ Area  
New Parking Schemes

Drawing title  
Langley Close  
Proposed Parking Changes  
TRO Consultation drawing

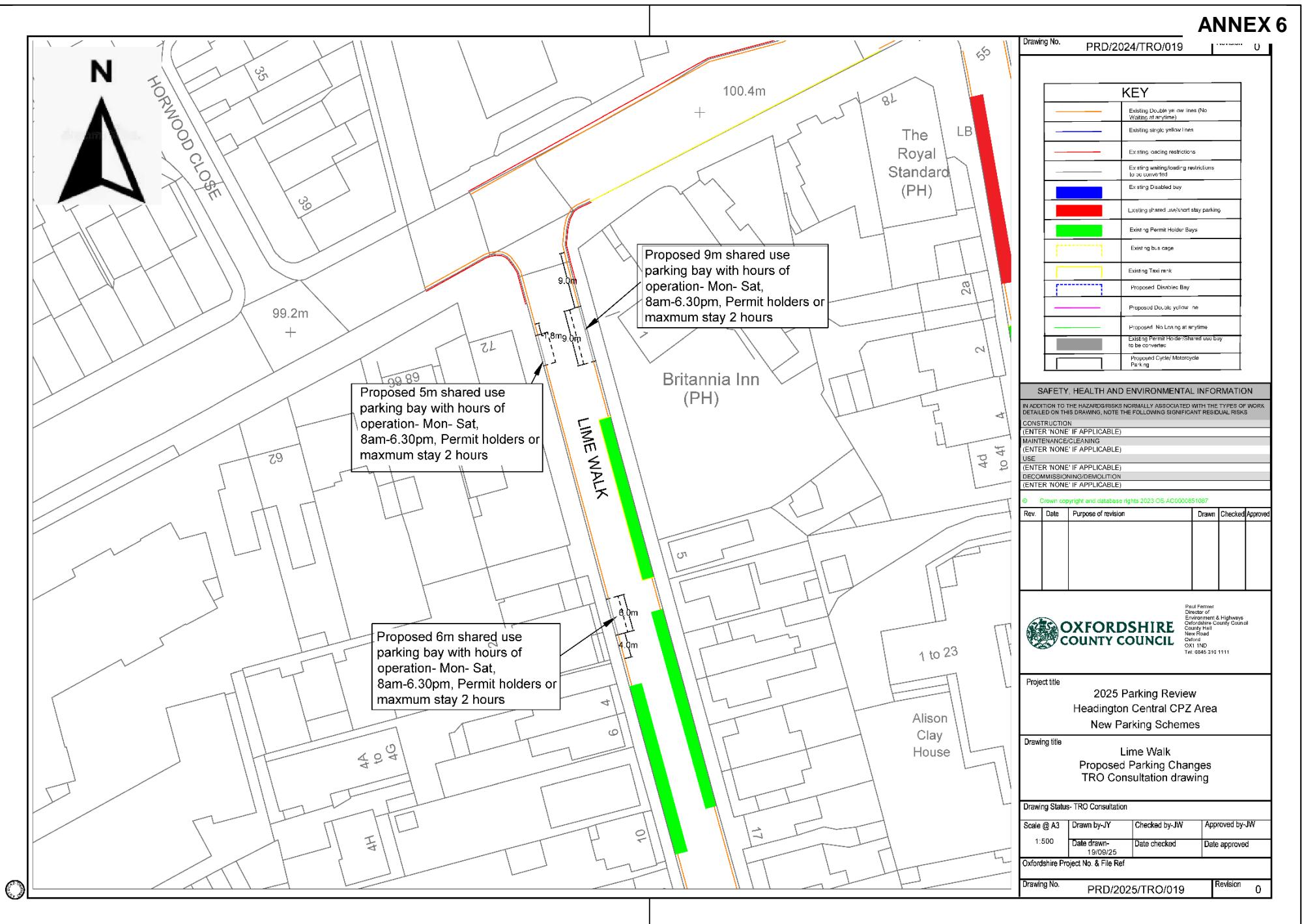
Drawing Status- TRO Consultation

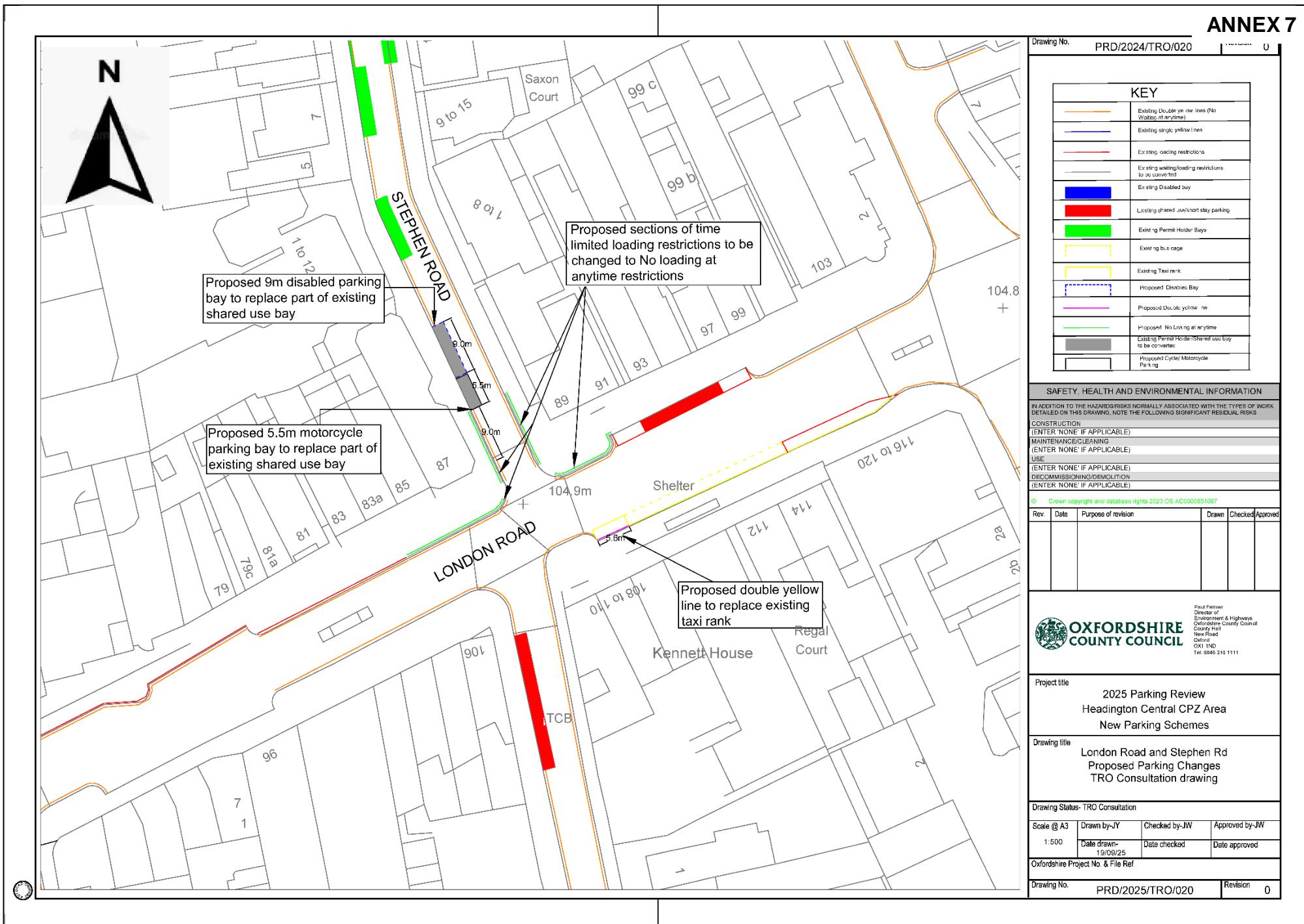
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1:500	Date drawn- 19/09/25	Date checked	Date approved

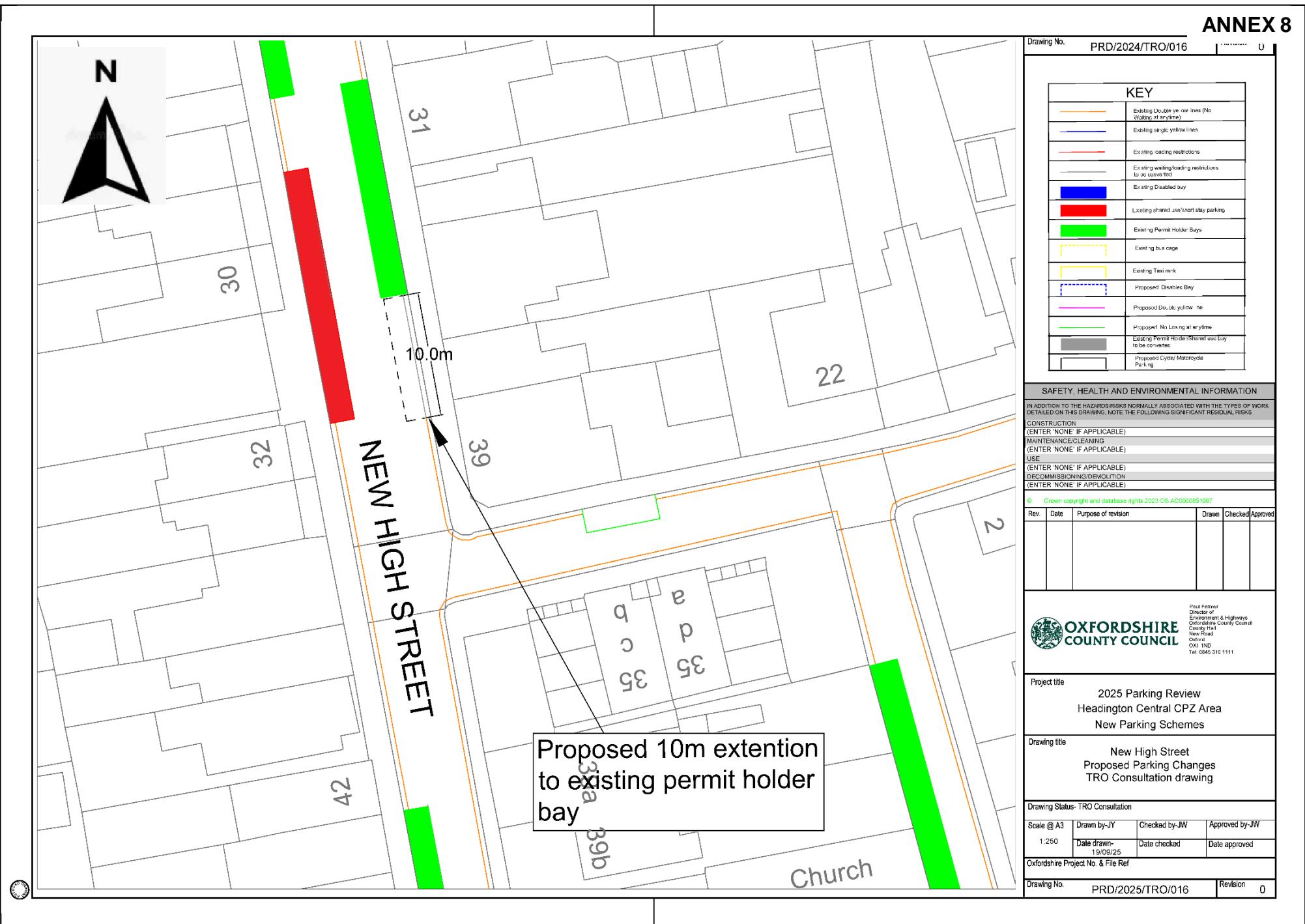
Oxfordshire Project No. & File Ref

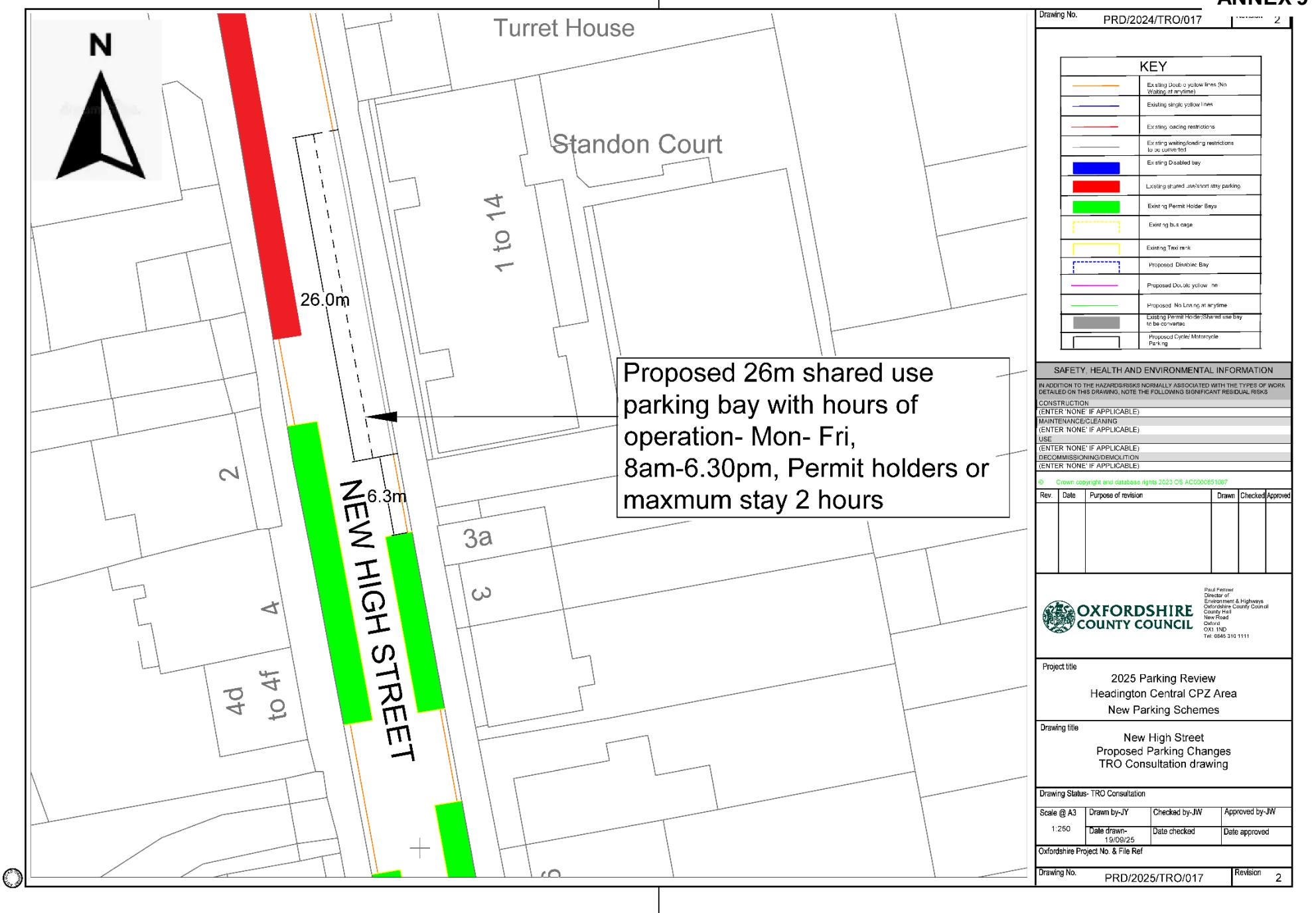
Drawing No. PRD/2025/TRO/022

Revision 0

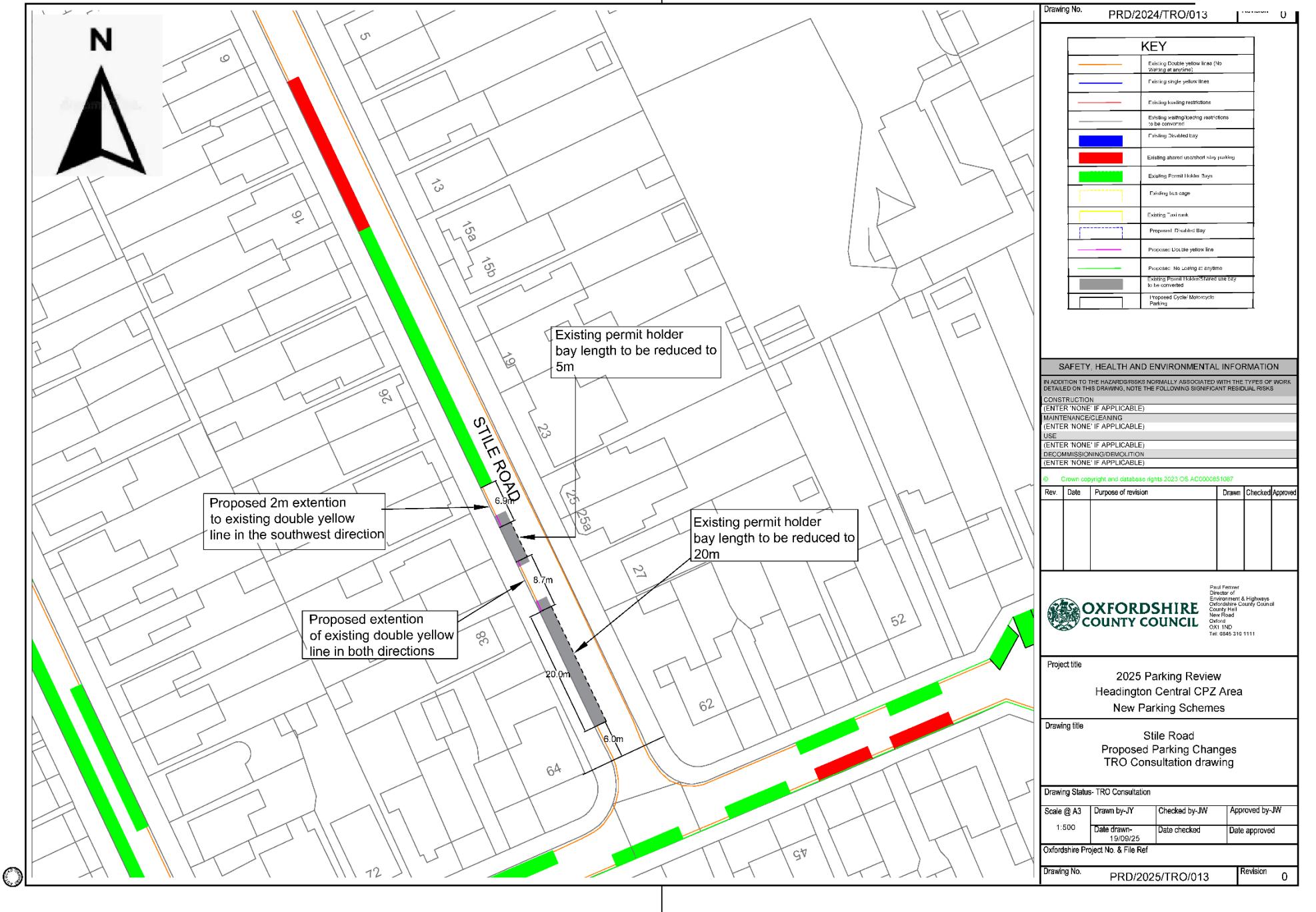


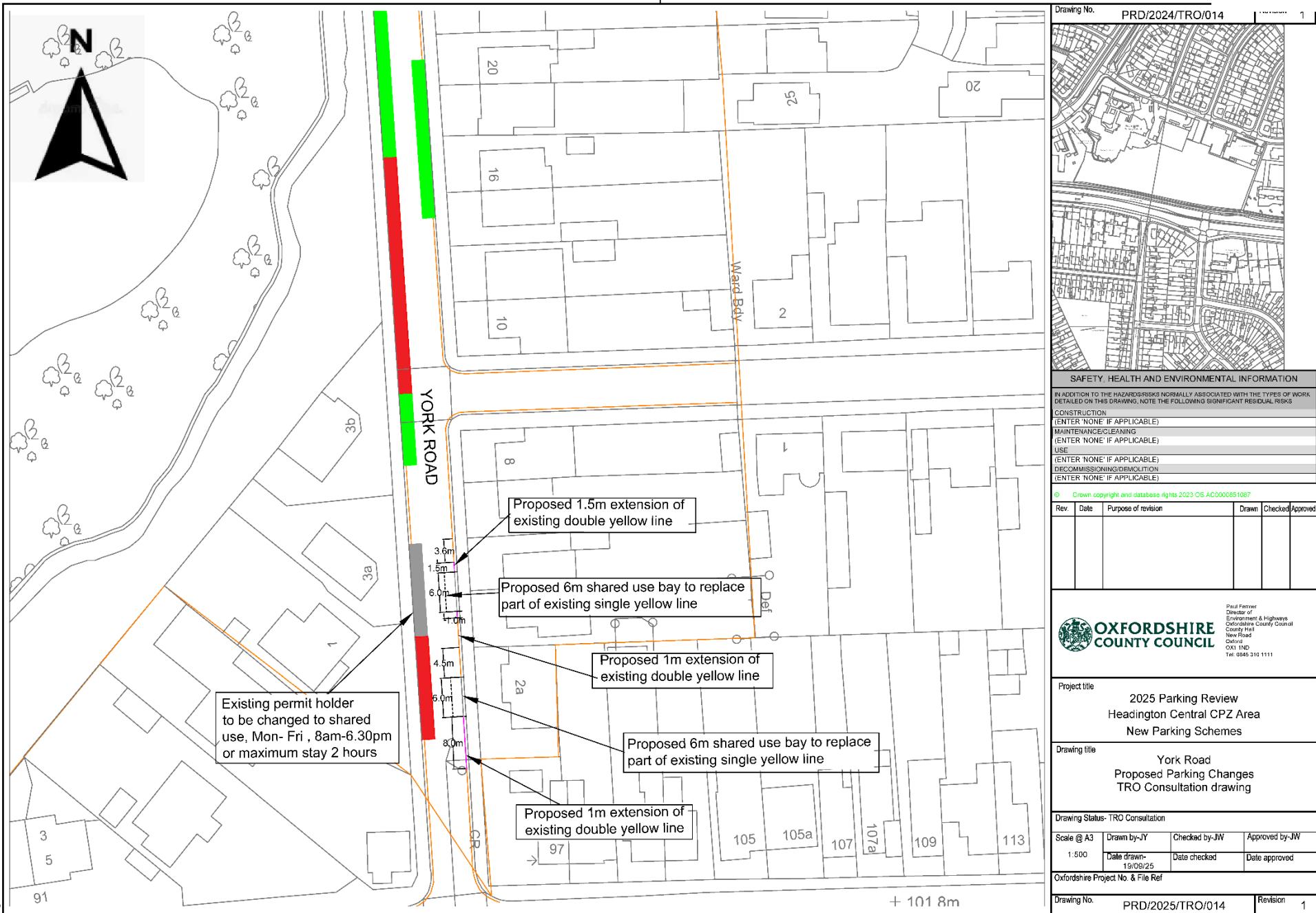






		Drawing No. PRD/2024/TRO/024	0		
<p><b>KEY</b></p> <ul style="list-style-type: none"> <li>Existing Double yellow lines (No Waiting at anytime)</li> <li>Existing Single yellow lines</li> <li>Existing Loading restrictions</li> <li>Existing wait/loading restrictions to be converted</li> <li>Existing Disabled bay</li> <li>Existing Shared use/short stay parking</li> <li>Existing Permit Holder Bays</li> <li>Existing bus cage</li> <li>Existing Tax rank</li> <li>Proposed Disabled Bay</li> <li>Proposed Double yellow line</li> <li>Proposed No Waiting at anytime</li> <li>Existing Permit Holder/Shared use bay to be converted</li> <li>Proposed Cyclist/Motorcycle Parking</li> </ul>					
<p><b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b></p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p><b>CONSTRUCTION</b> (ENTER NONE IF APPLICABLE)</p> <p><b>MANTENANCE/CLEARING</b> (ENTER NONE IF APPLICABLE)</p> <p><b>USE</b> (ENTER NONE IF APPLICABLE)</p> <p><b>DECOMMISSIONING/DEMOLITION</b> (ENTER NONE IF APPLICABLE)</p> <p>© Crown copyright and database rights 2023 OS AC0000651087</p>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<p>Paul Farmer Director of Environment &amp; Highways Oxfordshire County Council County Hall New Road Bicester OX1 1ND Tel: 0845 310 1111</p> <p><b>OXFORDSHIRE COUNTY COUNCIL</b></p>					
<p><b>Project title</b> 2025 Parking Review Headington Central CPZ Area New Parking Schemes</p>					
<p><b>Drawing title</b> St Andrews Lane Proposed Parking Changes TRO Consultation drawing</p>					
<p><b>Drawing Status- TRO Consultation</b></p>					
Scale @ A3	Drawn by-JY	Checked by-JW	Approved by-JW		
1:500	Date drawn- 19/09/25	Date checked	Date approved		
<p>Oxfordshire Project No. &amp; File Ref</p>					
Drawing No. PRD/2025/TRO/024					Revision 0





## ANNEX 13

*A. Email responses:*

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – Thank you for the consultation documents. The Police have no objection.</p>
(e2) Local group/organisation, (Headington Liveable Streets)	<p><b>Object/Support</b> – We are alarmed and disappointed that the County Council is proposing to add more car parking spaces as part of these changes, as it is totally inconsistent with, and undermines, numerous County Council policies. It is concerning that the Council's policies to improve transport, place, health and liveability in Oxford are still not being transposed into schemes on the ground, and that various Council teams/departments appear to be actively working against implementation of these progressive and positive Council policies.</p> <p>Kerbside space is extremely valuable public space, and we need to move away from the assumption that its primary use is for the storage of private property in the form of cars, or that residents have some form of property interest or right to the road space in front of their house. Adding car parking encourages car ownership, makes driving easier, generates more car trips and reinforces drivers' sense of entitlement to public road space.</p> <p><i>(Full response shown at Annex 15)</i></p>
(e3) Local group/organisation, (Oxfordshire Liveable Streets & Cyclo)	<p><b>Object/Support</b> – These proposals shuffle kerbside space between parking restrictions of one or another kind - single-yellow and double-yellow lines and visitor and/or permit parking.</p> <p>Alternative sustainable uses for the space involved do not appear to have been considered, despite being possible at almost all the proposed locations. This is contrary to the Local Transport and Connectivity Plan (LTCP) and the Central Oxfordshire Travel Plan (COTP), among other policies.</p> <p><i>(Full response shown at Annex 16)</i></p>

(e4) Local resident, (Oxford, York Road)	<p><b>Object</b> – The proposed changes represent a significant safety risk to pedestrians and cyclists and will impair flow of cars approaching a busy junction. Moreover, there is no need for increased parking availability. Finally, these changes are contrary to the Headington Neighbourhood Plan 2017-2032.</p> <p><i>(Full response shown at Annex 17)</i></p>
(e5) Local resident, (Oxford, new High Street)	<p><b>Concerns</b> – We have recently received a letter about the proposed new parking zones in Headington. We noticed that these include a proposal to extend a parking bay on New High Street, currently outside of Nos.31 and 33, to reach southward to be also outside of Nos.35 and 37.</p> <p>We are residents and owners. The proposed changes would block access to our garage, rendering it unusable. We therefore hope that this particular proposal is simply the result of an oversight of the existing garage and will not be implemented. Could you please confirm that you will not create new parking bays that will block access to existing garages or driveways as part of the proposed updates?</p>
(e6) Local resident, (Oxford, Lime Walk)	<p><b>Concerns</b> – Re. All Saints Road:</p> <p>b. South side – the existing ‘Three hour shared-use 8am-6.30pm Mon to Fri’ parking bay opposite the Church will be extended westwards by an additional 5 metres.</p> <p>I am rather worried about the above because it will inevitably intrude on our garden and domestic space. Vehicles already park illegally in that area (often idling their engines) and it feels as if this development will add to both pollution and intrusion. Has the Council considered the impact on Lime Walk and attendant issues of additional carbon emission? The area around the All Saints Road/Lime Walk junction is already very stressed, as you probably know, with the volume of rat run traffic causing persistent problems and two adjacent scooter parks adding to the general sense of pedestrians, HGVs, e-scooters, cars, bikes and e-bikes all fighting for limited space and access.</p> <p>My concern is that extending the parking westwards may exacerbate the general junction problems while also adding to noise and pollution next to our property specifically. I am certainly not in principle opposed to enhanced parking in our zone, but would be grateful for your thoughts about this.</p>

<p>(e7) Local resident, (Oxford, Stephen Road)</p>	<p><b>Concerns</b> – We have a problem at the end of Stephen Road as vans and cars consistently park on the double yellow lines on the junction and on the east side of the road. They use this as a ‘quick’ stop to visit Tesco and Sainsbury’s etc. Enforcement do frequent this area but it does not lessen the issue, especially when the drivers are sitting at Café Nero. This causes huge visibility issues for residents coming in and out of the road but also for the safety of pedestrians.</p> <p>I agree that there are few local disabled bays but if you remove all the parking at the end of the road, there will be an even bigger issue. Could I also suggest that the parking is restricted to 30 minutes during working hours (like Summertown shops)? This would move people on more quickly, releasing the spaces.</p> <p>The Tesco delivery vans do obviously find parking an issue and now park on the pavement in front of the store. This has ‘removed’ one of the refuse bins but also causes a visibility issue turning out of Stephen Road. I agree that the new loading timings would hopefully improve this (7b London Road), so long as the bay is long enough for their lorries.</p> <p>The new ‘motorcycle bay’ is already self-enforcing, as the delivery bikes who used to gather on the east corner (next to the old NatWest) have been moved by the contractors who have installed Heras fencing.</p>
<p>(e8) Local resident, (Oxford, Langley Close)</p>	<p><b>Object</b> – Strongly object to the removal of inner circle parking bays, on the grounds of safety ,visibility has never been a issue, but driver going faster ie delivery drivers ( due to increased width of road available) is likely to make it less safe for pedestrians cyclist</p> <p>.</p>
<p>(e9) Local resident, (Oxford, Langley Close)</p>	<p><b>Object</b> – I, along with many fellow residents in Langley Close, would like to voice my opposition to the proposed scrapping of at least six parking spaces in Langley Close, particularly the two resident permit ones.</p> <p>Parking can already be very difficult in the Close and this situation would certainly be exacerbated by the loss of these six spaces. As well as residents' cars, the Close is also frequently busy with those of visitors.</p> <p>It can very frustrating to know whether vehicles are legally parked in residents' permit slots since the county council diluted the visibility of the scheme, first by issuing virtual residents' permits and then by making the visitor ones virtual, too. How are you meant to know? The council's website for checking whether a vehicle has a permit is useless as it</p>

	<p>fails to tell you for which area it has that parking permission - for example, someone with a permit for North Oxford shouldn't be parking in a HE bay.</p> <p>We also have several houses in multiple occupation for students etc (even if they are not officially HMOs) which contribute to the demand for spaces, either as the occupants or their visitors.</p>
(e10) Local resident, (Oxford, Stephen Road)	<p><b>Concerns</b> – I welcome the amendments however they do not go far enough to address a problem faced by the residents of Stephen Road.</p> <p>Stephen Road is a wholly residential street (with the exception of the accountants in the Old Dairy at number 12 who have off street parking for staff and visitors). Due to the proximity to the London Road shops, there can be several cars without permits parked at any one time either in the permit holders spaces or on the double yellow lines. Traffic enforcement officers are around several times a day moving them along and issuing tickets.</p> <p>The problem I refer to is the number of cars who have a HE Permit for Business use. On any given weekday there can be four or five or more parked on Stephen Road. They tend to arrive at 8:30am and do not leave until 5:30/6pm. It is obvious that these cars are being used for commuting to work and not for genuine business purposes. The fact that they remain for the whole day and are not turning over is causing the problem. As Stephen Road is a no through road and has only a finite number of spaces, sometimes on a weekday if there are several HE Business Cars parked by 9am, plus the postman, a few illegally parked shoppers, delivery drivers and a window cleaner there can be no spaces to park anywhere along Stephen Road. This has happened on numerous occasions in the 10 years I have lived here. It is the HE Business permits which are tipping the balance and causing the problem as there isn't a problem with the availability of parking spaces on weekends or bank holidays.</p> <p>I have raised this issue on numerous occasions with the local councillors and believe that action has been taken to remind the HE Business Permit holders of the terms of their permit and that some permit holders have had their permits revoked. Nevertheless, the problem remains and it is no longer possible to accurately monitor which cars have Business Permits since the introduction of Virtual permits.</p> <p>I would like to suggest a change to the designation of Stephen Road from 'permit holders only' to 'resident permit holders only'. I believe that this would prohibit the business permit holders from being able to park on this residential street at any time but would not affect resident permit holders, their visitors or blue badge holders. I see that there is such a designation on streets in other areas of Oxford such as St. Clements.</p>

	<p>Business permits enable the holder to park their trade vehicle in 'Permit Holder bays' only within the CPZ of issue. Please note this does not include 'Resident' Permit Holder' bays</p> <p>I also think that if there were a 'residents only parking beyond this spot' sign along with the current 'no through road' sign that this would be an additional deterrent to those without permits from parking in the permit holders bays.</p>
(e11) Local resident, (Oxford, Langley Close)	<p><b>Object</b> – Having lived in the close from before the inception of the CPZ I have seen the benefits since its introduction. The close is unique to Headington forming an outer and inner circle of fifty houses with a mixture of dwellings including family homes, HMO's and Student houses along with an Airbnb.</p> <p>The majority of houses have more than one vehicle at their address, some of the multi occupancy houses have five or six vehicles, then there are the cars that have been displaced from the Windmill road that park in Langley Court and the close(Langley court also has an HMO)and then of course you have people with HE permits that can also park in the close.</p> <p>The proposed parking bays that have been identified as needing to be eliminated from the scheme are in my opinion totally unjustified.These bays are fully utilised by a mixture of people including healthcare workers coming to different houses several times a day in some instances, plus trades people working on properties in the close as well as Royal Mail vans and not forgetting residents and their relatives and friends.</p> <p>We have refuse collections, Fire engines,furniture removals and delivery lorries and other commercial vehicles navigating their way around the close without any issues since the implementation of the CPZ. Also parking on these two corners that you reference slows traffic down which of course makes it safer for the children in the close in particular as well as the elderly.</p> <p>What this proposed scheme will do though is create an unobstructed race track for vehicles which will of course be a serious concern for residents and their young children that play in the close who learn to ride their bicycles around the close and other family activities that take place regularly in the summer months.It will also cause friction between neighbours vying for parking places for themselves and visitors, especially after paying £80.00 annually per permit to enable them to park without constraints.</p> <p>I can't see any benefits removing the parking places! Why now? We've lived with this scheme for over twenty years, what's changed so drastically to bring this about?</p>

	Based on my comments I strongly disagree and object to this proposed change.
(e12) Local resident, (Oxford, Langley Close)	<p><b>Object</b> – what is the reasoning behind the removal of 4 parking slots in Langley Cloe; parking is already very difficult in Headington and by removing the 4 slots in Langley Close, it will make it more dangerous, because drivers wont have to slow down to navigate past the cars parked on the two corners in question</p> <p>I don't accept that the removal of corner parking around the inner perimeter will enhance "safety", I think it will have an adverse effect because the drivers who already come round the Close too fast will be able to drive round even faster: I'm sure my objection wont make any difference to the outcome, but I felt that you should be aware of potential hazards.</p>
(e13) Local resident, (Oxford, St Andrews Lane)	<p><b>Object</b> – I object to the proposed changes to parking bays outside No.8 St Andrews Lane as it will make it harder for residents of this lane and particularly for us to find parking. By reducing the parking bay on the south side of the lane by 2.5 meters, it will reduce parking spaces and encourage people to park outside our front door, thus blocking it.</p> <p>We need a total of at least 3 parking spaces on this section of road - at least 2 spaces between the front door of 8 St Andrews Lane and the single black garage door, and a 3rd parking space between the front doors of Nos.8 &amp; 10 St Andrews Lane.</p> <p>What we request to please be considered is for the current double yellow lines on the south side of St Andrews Lane to be extended only by 0.5 metres. This will mean access to the single black garage side door for bikes and bins is not blocked (we do not require access to the entirety of the garage).</p> <p>We would also like a no parking box directly outside the front door. Vehicles are currently allowed to park here and this blocks access to our front door, which is very difficult when we have people with young children, luggage or disabled people visiting.</p>
(e14) Local resident, (Oxford, Langley Close)	<p><b>Object</b> – I am incredulous regarding proposal for Langley Close and object to it.</p> <p>The Close does not have a traffic flow issue, not least because it is a close and does not go anywhere!</p>

	<p>The proposal removes parking spaces of which there are only just about enough overnight at present when everyone is home from work. The council has already exasperated the situation by granting planning permission for HMOs which some years ago were stated to be strictly against the nature of the Close.</p> <p>A consideration for the parking spaces on the corners of the middle island is access for emergency vehicles. We do have occasional such visits, not least due to elderly residents. Ambulances clearly have no problem at all. The geometry of the corners was all measured when the parking scheme was originally established so as to permit emergency vehicle access. This was proven a couple of months ago when a fire engine was called to a house at the back of the Close. I was awoken by the blue flashing lights and observed it drive around to the back, apparently with no problem whatsoever. Actually a second engine arrived, was not needed, and because the Close was then blocked by the first reversed back along one side of the Close and readily turned around in the corner that it then reached. So these parking spaces as presently marked and used do permit the necessary emergency vehicle access and are not a safety issue.</p> <p>It would not surprise me at all if multiple residents of the Close were to post similar objections.</p>
(e15) Local resident, (Oxford, York Road)	<p><b>Object</b> – I live on York Road, directly ‘within’ the proposed parking changes. Could you please explain the rationale for making these changes, i.e. why you believe these changes improve road safety, parking provision or cycling facilities?</p> <p>I am of the opinion that these changes will in fact decrease road safety, and are also unnecessary.</p> <p>Firstly, the proposal creates a bottleneck for cars pulling on to Old Road or entering York Road - a junction that already struggles with work / school traffic in the mornings. Secondly, the proposal will reduce the line of sight available for pedestrians crossing at or near the junction. Since York Road has heavy foot traffic every morning with parents and children walking to either Wood Farm Primary or Windmill Primary, this is of serious concern. Last but not least, the existing parking spaces are rarely all being used - there is simply no need for more parking.</p> <p>It's simply not necessary and will have negative impacts on both traffic flow and pedestrian safety. A speed bump or two to deal with boy racers wouldn't go amiss though</p>
(e16) Local resident, (Oxford, York Road)	<p><b>Object</b> – We are happy with the current parking system, which works well for residents and keeps the street balanced. These new restrictions would make parking more difficult and unnecessarily reduce available space for residents.</p>

	<p>I would still like to maintain my objection. In the past, we have had some security issues in this area, and as I occasionally stay at home alone, I don't feel comfortable with unknown people parking directly outside my house. It makes me feel less secure and limits my privacy, especially when cars are parked right in front of my windows.</p> <p>Additionally, parking in and out of my own property would become more difficult. Some drivers tend not to respect yellow lines if there is a parking bay nearby, and this could easily block or restrict my driveway access.</p> <p>There are already enough parking spaces available nearby, so I don't see a clear need to introduce additional shared bays in this specific section. I would strongly prefer the current system to remain as it is.</p>
(e17) Local resident, (Oxford, Stile Road)	<p><b>Support</b> – I am in major support of the bay re-markings on Stile Road - please see attached some photo evidence of the parking within the bays that are proposed to be remarked. It has been such a headache getting in and out of my driveway at times, especially when I cannot access it at all.</p> <p>I would be most grateful if the proposals could go ahead. These bays are particularly problematic and I have called the parking warden out numerous times for parking outside of the bay and onto the double yellow lines. During the time between your email and now, another van has parked in a way that obstructs highway access for myself and my neighbour. I have had numerous occasions where I wasn't even able to get back into my driveway after a long shift (I work as a doctor). It really is frustrating - making the bays smaller would really help avoid these constant issues.</p>

B. Online responses: (**Note** – when a response is blank, this equates to a submission of “No objection/No opinion” having been provided)

RESPONDENT	COMMENTS												
(o1) Local resident, (Oxford, All Saints Road)	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="570 477 2106 851"> <tbody> <tr> <td data-bbox="570 477 1365 536">All Saints Road – <b>Support</b></td><td data-bbox="1365 477 2106 536">London Road –</td></tr> <tr> <td data-bbox="570 536 1365 595">Bateman Street –</td><td data-bbox="1365 536 2106 595">New High Street –</td></tr> <tr> <td data-bbox="570 595 1365 654">Gardiner Street – <b>Support</b></td><td data-bbox="1365 595 2106 654">St Andrews Lane –</td></tr> <tr> <td data-bbox="570 654 1365 713">Kennett Road –</td><td data-bbox="1365 654 2106 713">Stephen Road –</td></tr> <tr> <td data-bbox="570 713 1365 771">Langley Close –</td><td data-bbox="1365 713 2106 771">Stile Road –</td></tr> <tr> <td data-bbox="570 771 1365 851">Lime Walk – <b>Support</b></td><td data-bbox="1365 771 2106 851">York Road –</td></tr> </tbody> </table> <p>Resident of the area</p>	All Saints Road – <b>Support</b>	London Road –	Bateman Street –	New High Street –	Gardiner Street – <b>Support</b>	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk – <b>Support</b>	York Road –
All Saints Road – <b>Support</b>	London Road –												
Bateman Street –	New High Street –												
Gardiner Street – <b>Support</b>	St Andrews Lane –												
Kennett Road –	Stephen Road –												
Langley Close –	Stile Road –												
Lime Walk – <b>Support</b>	York Road –												
(o2) Local resident, (Oxford, Barrington Close)	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="570 1049 2106 1354"> <tbody> <tr> <td data-bbox="570 1049 1365 1108">All Saints Road – <b>Object</b></td><td data-bbox="1365 1049 2106 1108">London Road – <b>Partially support/concerns</b></td></tr> <tr> <td data-bbox="570 1108 1365 1167">Bateman Street – <b>Support</b></td><td data-bbox="1365 1108 2106 1167">New High Street –</td></tr> <tr> <td data-bbox="570 1167 1365 1225">Gardiner Street – <b>Support</b></td><td data-bbox="1365 1167 2106 1225">St Andrews Lane –</td></tr> <tr> <td data-bbox="570 1225 1365 1284">Kennett Road – <b>Support</b></td><td data-bbox="1365 1225 2106 1284">Stephen Road – <b>Partially support/concerns</b></td></tr> <tr> <td data-bbox="570 1284 1365 1354">Langley Close – <b>Support</b></td><td data-bbox="1365 1284 2106 1354">Stile Road – <b>Object</b></td></tr> </tbody> </table>	All Saints Road – <b>Object</b>	London Road – <b>Partially support/concerns</b>	Bateman Street – <b>Support</b>	New High Street –	Gardiner Street – <b>Support</b>	St Andrews Lane –	Kennett Road – <b>Support</b>	Stephen Road – <b>Partially support/concerns</b>	Langley Close – <b>Support</b>	Stile Road – <b>Object</b>		
All Saints Road – <b>Object</b>	London Road – <b>Partially support/concerns</b>												
Bateman Street – <b>Support</b>	New High Street –												
Gardiner Street – <b>Support</b>	St Andrews Lane –												
Kennett Road – <b>Support</b>	Stephen Road – <b>Partially support/concerns</b>												
Langley Close – <b>Support</b>	Stile Road – <b>Object</b>												

	<p>Lime Walk – <b>Partially support/concerns</b></p>	<p>York Road –</p>												
	<p>All Saints Road. Extension of existing bays westwards will reduce circulation and queuing space at the western end where All Saints road crosses Line Walk. This will result in further congestion on a table top junction which is already confusing for many motorists and present a considerable danger for the many cyclists who use both roads. The same applies to the addition of a parking bay outside No 72 Lime Walk. The addition of additional parking outside the Britannia is likely to make safe exit from the Britannia car park more difficult and present a significant risk to traffic in both directions, particularly that heading south from the LondonRoad junction. There is a significant issue at the North End of New High Street in the evenings with visitors to The Medina supermarket fragantly disregarding the one way street, turning round in the street and driving north, illegally towards London road. On a regular basis I am faced with traffic driving the wrong way up a one way street when turning into New High Street from the London Road.</p>													
(o3) Local resident, (Oxford, Bateman St)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street – <b>Support</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Support</b></td><td>St Andrews Lane – <b>Support</b></td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Support</b></td></tr> <tr> <td>Langley Close – <b>Support</b></td><td>Stile Road – <b>Support</b></td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road –</td></tr> </table>	All Saints Road – <b>Object</b>	London Road – <b>Support</b>	Bateman Street – <b>Support</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Support</b>	St Andrews Lane – <b>Support</b>	Kennett Road – <b>Object</b>	Stephen Road – <b>Support</b>	Langley Close – <b>Support</b>	Stile Road – <b>Support</b>	Lime Walk – <b>Object</b>	York Road –	
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Langley Close – <b>Support</b>	Stile Road – <b>Support</b>													
Lime Walk – <b>Object</b>	York Road –													
	<p>Reducing parking in Headington is vital to improving bus services, especially in/out of central Oxford. Removing parking and clogs on London Road is especially vital for this and I fully support the measures to remove parking on London Road itself.</p>													
(o4) Local resident, (Oxford, Bateman Street)	<p>Do you live within the CPZ ? <b>Yes</b></p>													

	<p>All Saints Road –</p> <p><b>Bateman Street – Object</b></p> <p><b>Gardiner Street – Support</b></p> <p>Kennett Road –</p> <p>Langley Close –</p> <p>Lime Walk –</p>	<p>London Road –</p> <p>New High Street – <b>Support</b></p> <p>St Andrews Lane –</p> <p>Stephen Road –</p> <p>Stile Road –</p> <p>York Road –</p>
<p>Objection against change to no waiting. This area is very frequently used at the weekend by 2 or 3 cars and allows extended area especially for visitors. This will only add to pressures already on nearby roads. Why cant this remain as it is?</p> <p>Previously this area had more parking spots than now</p> <p>(o5) Local resident, (Oxford, Bateman Street)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <p>All Saints Road – <b>Support</b></p> <p><b>Bateman Street – Object</b></p> <p><b>Gardiner Street – Support</b></p> <p><b>Kennett Road – Support</b></p> <p><b>Langley Close – Support</b></p> <p><b>Lime Walk – Support</b></p>	<p>London Road –</p> <p>New High Street –</p> <p>St Andrews Lane –</p> <p>Stephen Road –</p> <p>Stile Road –</p> <p>York Road –</p>

(o6) Member of public, (Oxford, Bickerton)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close – <b>Object</b></td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table> <p>U3A group of OAPs use the spaces for meetings</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
All Saints Road –	London Road –												
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Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												
(o7) Local resident, (Oxford, Blackthorn close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Support</b></td> <td>London Road – <b>Support</b></td> </tr> <tr> <td>Bateman Street – <b>Support</b></td> <td>New High Street – <b>Support</b></td> </tr> <tr> <td>Gardiner Street – <b>Support</b></td> <td>St Andrews Lane – <b>Support</b></td> </tr> <tr> <td>Kennett Road – <b>Support</b></td> <td>Stephen Road – <b>Support</b></td> </tr> <tr> <td>Langley Close – <b>Support</b></td> <td>Stile Road – <b>Support</b></td> </tr> <tr> <td>Lime Walk – <b>Support</b></td> <td>York Road – <b>Support</b></td> </tr> </table>	All Saints Road – <b>Support</b>	London Road – <b>Support</b>	Bateman Street – <b>Support</b>	New High Street – <b>Support</b>	Gardiner Street – <b>Support</b>	St Andrews Lane – <b>Support</b>	Kennett Road – <b>Support</b>	Stephen Road – <b>Support</b>	Langley Close – <b>Support</b>	Stile Road – <b>Support</b>	Lime Walk – <b>Support</b>	York Road – <b>Support</b>
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Lime Walk – <b>Support</b>	York Road – <b>Support</b>												

	With the new traffic restrictions and tolls we will see lots more traffic down London Road and past the White Hart. We need less parking on the streets and need to have an LTN at St Andrews church as we will see deaths down Barton Road and Barton Lane as it is already backed up with people speeding down there and the new tolls will make it worse												
(08) Local resident, (Oxford, Corner Bateman St and Gardiner St)	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street – <b>Object</b></td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street – <b>Object</b></td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table> <p>Vehicular access to rear of 9 Bateman St will be very difficult if proposed new parking places are put opposite our gate on Gardiner St. It will force us to park on the street. It should be possible to fit in a second parking bay opposite the front of 9 Bateman St which should not impede access.</p>	All Saints Road –	London Road –	Bateman Street – <b>Object</b>	New High Street –	Gardiner Street – <b>Object</b>	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk –	York Road –
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Kennett Road –	Stephen Road –												
Langley Close –	Stile Road –												
Lime Walk –	York Road –												
(09) Local resident, (Oxford, Gathorne)	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road –</td> </tr> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –		
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Kennett Road –	Stephen Road –												
Langley Close –	Stile Road –												

	Lime Walk –	York Road –
No objections.		
	Do you live within the CPZ ? <b>Yes</b>	
(o10) Local resident, (Oxford, Holley Crescent)	All Saints Road – <b>Object</b>	London Road – <b>Object</b>
	Bateman Street – <b>Object</b>	New High Street – <b>Object</b>
	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Partially support/concerns</b>
	Kennett Road – <b>Object</b>	Stephen Road – <b>Partially support/concerns</b>
	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>
	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
	There are enough restrictions already. It's almost impossible to anticipate normal activities without constantly countering unnecessary rules and regulations around driving and parking which are limiting and punitive.	
	Do you live within the CPZ ? <b>Yes</b>	
(o11) Local resident, (Oxford, Kennett Road)	All Saints Road – <b>Support</b>	London Road – <b>Partially support/concerns</b>
	Bateman Street – <b>Support</b>	New High Street – <b>Support</b>
	Gardiner Street – <b>Support</b>	St Andrews Lane – <b>Support</b>
	Kennett Road – <b>Support</b>	Stephen Road – <b>Support</b>
	Langley Close – <b>Support</b>	Stile Road – <b>Support</b>

	Lime Walk – <b>Support</b>	York Road – <b>Support</b>												
<p>My main concern is the removal of the taxi space on the south side of the London Road. I know that taxis tend not to use it, but that is because shoppers are usually parked there. If you put in a double-yellow line, then please can it be enforced. Buses often are unable to stop at the Headington Shops bus stop near Kennett Road because of the parked cars (Gregg's customers being the main offenders). On the north side, I don't know how the shops are going to cope with deliveries (although they do just what they like at any time of day and will probably continue to do so).</p>														
(o12) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tbody> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table> <p>I see no need for a change. Reasons state by the council do not apply to Langley Close</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –	
All Saints Road –	London Road –													
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Langley Close – <b>Object</b>	Stile Road –													
Lime Walk –	York Road –													
(o13) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tbody> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> </tbody> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –							
All Saints Road –	London Road –													
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	<p>Kennett Road –  <b>Langley Close – Object</b>  Lime Walk –</p>	<p>Stephen Road –  Stile Road –  York Road –</p>
<p>(o14) Local resident,  (Oxford, Langley Close)</p>	<p>I object to the changes as it removes the possibility of a visitor parking without a permit for occasional periods during the day and reduces the provision of resident parking. We are already subject to very heavy restrictions in that parking is forbidden without a permit every day 24/7. I would rather restrictions on the whole road were only during office hours Monday to Friday</p>	
<p>(o15) Local resident,  (Oxford, Langley Close)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <p>All Saints Road –  Bateman Street –  Gardiner Street –  Kennett Road –  <b>Langley Close – Object</b>  Lime Walk –</p>	<p>London Road –  New High Street –  St Andrews Lane –  Stephen Road –  Stile Road –  York Road –</p>
		<p>Not clear of the benefits that removing resident's parking spaces will bring to Langley Close. Parking can already be problematic when there are several visitors. Concern that removal of bays will lead to more homeowners removing front gardens to create off-road parking, which will degrade the appearance of the street.</p>
<p>(o15) Local resident,  (Oxford, Langley Close)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <p>All Saints Road –</p>	<p>London Road –</p>

Bateman Street –	New High Street –
Gardiner Street –	St Andrews Lane –
Kennett Road –	Stephen Road –
Langley Close – <b>Object</b>	Stile Road –
Lime Walk –	York Road –

There are no traffic flow or traffic safety issues on Langley Close which need to be addressed, therefore I see no reason to alter the parking provisions. Parking is insufficient in the Close, mainly due to several “car-free” HMOs which have been approved by the council in recent years, with their residents and visitors nevertheless parking in the close. I regularly report these with limited enforcement success.

If the proposed parking bay alterations go ahead, it will likely encourage delivery drivers and drivers who come from Windmill Road and use Langley Close to turn around to speed on our road.

Do you live within the CPZ ? **Yes**

All Saints Road – <b>Support</b>	London Road – <b>Support</b>
Bateman Street –	New High Street – <b>Support</b>
Gardiner Street –	St Andrews Lane –
Kennett Road – <b>Support</b>	Stephen Road – <b>Support</b>
Langley Close – <b>Object</b>	Stile Road –
Lime Walk – <b>Support</b>	York Road – <b>Support</b>

Langley Close seems to be losing 5 parking places without obvious reasons. When the space opposite numbers 7 and 9 is occupied, there is plenty of room for large vehicles (e.g. refuse collection lorries) to pass through. The current

(o16) Local resident,  
(Oxford, Langley Close)

	minor restriction on the four spaces on the inner corners outside numbers 14 and 24 is a bit ridiculous, but the best alternative would seem to be that either all four spaces, or at least one on each corner, be designated for permit holders only.												
(o17) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close – <b>Object</b></td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table> <p>There are no traffic flow or safety issues on our close the proposal doesn't meet the stated object of "facilitating the effective and safe passage of traffic and parking provisions for residents and visitors." Please provide specific evidence of unsafe passage over the last 12 months on the close if you disagree and outline anticipated revenue gain over the next year in parking tickets.</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
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Kennett Road –	Stephen Road –												
Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												
(o18) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –				
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Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												
<p>I would like the current arrangement outside No 24 to stay the same, restricted parking, for the sake of the many carers who visit people in Langley Close. Their job will be very difficult with nowhere to park. Parking is ok as it is at present, and may slow down people who are driving round the close delivering etc.</p>													
	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close – <b>Object</b></td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
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Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												
(o19) Local resident, (Oxford, Langley Close)	<p>The proposals for Langley Close directly affect me and others local residents. There seems to be no justification for new 'no waiting at any time' areas, certainly not on grounds of safety. There is already underprovision of parking in the Close. It would be preferable if the Council did something about houses that create parking zones of their own, which then prevent others from parking on the road in front of those houses. The Council should not have allowed extensive dropped kerbs in front of these houses.</p>												
(o20) Local resident, (Oxford, Langley close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td> <td>London Road –</td> </tr> </table>	All Saints Road – <b>Object</b>	London Road –										
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	<p>Bateman Street – Gardiner Street – Kennett Road – <b>Langley Close – Object</b> Lime Walk –</p>	<p>New High Street – St Andrews Lane – Stephen Road – Stile Road – York Road –</p>												
<p>I object the removal of parking spaces opposite numbers 7 and 9 Langley close. I both cycle regularly and drive and I feel strongly that this proposal will encourage car and van drivers to increase speed at the corner. Currently the parking here acts as traffic calming and by maintaining a single lane for vehicles, cars are obliged to maintain slow speed and remain alert. Vehicles travelling anti clockwise around the corner Without the current parking, will assume right of way, be emboldened to pick up speed and be dangerous to cyclists and pedestrians. Furthermore, reducing parking places on Langley close is unfair to the numerous people who are elderly in the close and those who have elderly visitors or informal carers, as difficulty finding a parking place will be a deterrent as other options are some distance away and increase isolation.</p>														
<p>(o21) Local resident, (Oxford, Langley Close)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td data-bbox="572 944 1358 1008">All Saints Road –</td><td data-bbox="1358 944 2124 1008">London Road –</td></tr> <tr> <td data-bbox="572 1008 1358 1071">Bateman Street –</td><td data-bbox="1358 1008 2124 1071">New High Street – <b>Support</b></td></tr> <tr> <td data-bbox="572 1071 1358 1135">Gardiner Street – <b>Support</b></td><td data-bbox="1358 1071 2124 1135">St Andrews Lane –</td></tr> <tr> <td data-bbox="572 1135 1358 1198">Kennett Road – <b>Support</b></td><td data-bbox="1358 1135 2124 1198">Stephen Road –</td></tr> <tr> <td data-bbox="572 1198 1358 1262">Langley Close – <b>Object</b></td><td data-bbox="1358 1198 2124 1262">Stile Road –</td></tr> <tr> <td data-bbox="572 1262 1358 1325">Lime Walk – <b>Support</b></td><td data-bbox="1358 1262 2124 1325">York Road –</td></tr> </table>		All Saints Road –	London Road –	Bateman Street –	New High Street – <b>Support</b>	Gardiner Street – <b>Support</b>	St Andrews Lane –	Kennett Road – <b>Support</b>	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk – <b>Support</b>	York Road –
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Lime Walk – <b>Support</b>	York Road –													

	<p>I strongly object to the proposal to remove the parking spaces in Langley Close. The spaces that are there now are always occupied, therefore showing that they are required. Also with cars parked on the corner opposite No 7 &amp; 9, it tends to slow traffic down, making it safer for pedestrians and cyclists.</p> <p>There are several people living in the close who require carers calling on them several times a day.</p>												
(o22) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1" data-bbox="579 462 2106 838"> <tr> <td>All Saints Road –</td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td><b>Langley Close – Object</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </table> <p>Langley Close. Please do not remove the spaces. So far as I can tell, much of the reason for these 12 changes is to rebalance and ease access (for bin lorries etc). The Langley Close proposals do not do this and may not have adequate regard to:</p> <p>1 - The 'lollipop stick' bit of Langley Close is almost entirely used by residents of Windmill Road (to save having to walk up to the car park at St Leonards Road). Any count of Langley Close spaces vs Permit Holders has to have regard to the fact that LC residents are squeezed up into Permit Holders spaces at the rear of Langley Close.</p> <p>2 - The proposed removal of the spaces has no regard to the wide road widths and the large radius of the corners where the spaces to be removed are: Radius of bend (Inner) 12m; Radius of Bend (outer) 18m.; Max road width - 11m+. In summary more than enough for vehicle manoeuvring</p> <p>3 - The serpentine nature of the current parking helps to slow vehicles down - when there are no vehicles in the sections proposed to be 'double yellowed' some cars, and particularly delivery vehicles treat Langley Close like the Indianapolis 500 oval race circuit.</p>	All Saints Road –	London Road – <b>Support</b>	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	<b>Langley Close – Object</b>	Stile Road –	Lime Walk –	York Road –
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<b>Langley Close – Object</b>	Stile Road –												
Lime Walk –	York Road –												

	<p>4 - There are a number of HMO's on the road. No 29 (HMO) currently has 6 resident's cars and one motorbike... Double yellows cannot flex to suit annual changes in such factors. - Currently well-off students with Audi TT's etc for whom the Permit Charges are hardly an obstacle.</p> <p>5 - A significant number of residents on Langley Close (myself included) 'get' active travel and cycle-commute (I go by bike/train to Reading). Restricting car parking for people already doing the right thing is the wrong end of the carrot stick equation. Make cycling/scooters safer!</p> <p>London Road - good idea - will ease congestion caused by lazy shoppers trying to parallel park and blocking the Headington lights traffic flow.</p> <p>Thank you for the opportunity to provide a detailed/lived experience response.</p>												
<p>(o23) Local resident, (Oxford, Langley Close)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1" data-bbox="583 627 2122 992"> <tbody> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close – <b>Object</b></td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </tbody> </table> <p>There are no traffic flow or safety issues on Langley Close, so the proposal to reduce parking spaces fails to meet the stated object of "facilitating the effective and safe passage of traffic and parking provisions for residents and visitors." Visibility has never been an issue, and we are not aware of any previous problems for pedestrians crossing the road or for cyclists.</p> <p>Removing six on-road parking spaces will instead encourage residents to pave over their front gardens to create drive parking for cars, which will increase water runoff and exacerbate flooding risk, as well as reducing biodiversity.</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
All Saints Road –	London Road –												
Bateman Street –	New High Street –												
Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												

<p>(o24) Local resident, (Oxford, Langley Close)</p>	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="579 298 2113 663"> <tbody> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td><b>Langley Close – Object</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table> <p>I can't see the need to reduce on-road parking spaces on the inner side of Langley Close. They don't cause any disruption to traffic or increase accident risk. We use the ones opposite our house regularly when we have day visitors, but not for overnight parking. We pick up our small grandsons from school by foot, and look after them until their parents pick them up by car after work, which works well. Having to park further away would make this more difficult.</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	<b>Langley Close – Object</b>	Stile Road –	Lime Walk –	York Road –
All Saints Road –	London Road –												
Bateman Street –	New High Street –												
Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
<b>Langley Close – Object</b>	Stile Road –												
Lime Walk –	York Road –												
<p>(o25) Local resident, (Oxford, Langley Close)</p>	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="579 1005 2113 1370"> <tbody> <tr> <td>All Saints Road – <b>Partially support/concerns</b></td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td><b>Langley Close – Object</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table>	All Saints Road – <b>Partially support/concerns</b>	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	<b>Langley Close – Object</b>	Stile Road –	Lime Walk –	York Road –
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Bateman Street –	New High Street –												
Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
<b>Langley Close – Object</b>	Stile Road –												
Lime Walk –	York Road –												

I object to the removal of six parking spaces around the inner circle of Langley Close because these spaces are in regular use, thus I deduce they are in demand, from residents, visitors, tradespeople and care-givers. That is, I think we need the parking provision.

I agree with the proposals that it is important to consider the safety and ease of movement of road users. For my response, I have assumed that the hazards we need to look out for in order to reduce risk of collision (which is the most obvious road safety risk) are: visibility; speed; and traffic flows, and that these hazard types affect both pedestrians and drivers.

In Langley Close, as we currently live, visibility is not great with the parked cars round the centre circle, BUT it does serve to reduce drivers' speed, which is valued by residents when they are pedestrians and when they are children playing in the Close.

I am also concerned that removing the centre circle parking spaces will have the undesired effect of encouraging delivery drivers that need to turn on Windmill Road, to use Langley Close as a quick way of doing this. This may raise the hazard of speed inside the close, and also alter traffic flow (more large vans).

I think these hazard-related concerns are reasons to keep the centre circle parking spaces.

However, I support the County Council's aspiration, expressed elsewhere, to encourage other people besides drivers to use our roads for recreation and travel, so if you decide to remove the parking spaces, please mitigate the speed risk by putting up a "children playing" hazard warning sign and a reminder that the speed is 20mph in the Close.

Do you live within the CPZ ? **Yes**

All Saints Road –	London Road –
Bateman Street –	New High Street –
Gardiner Street –	St Andrews Lane –
Kennett Road –	Stephen Road –
Langley Close – <b>Object</b>	Stile Road –
Lime Walk –	York Road –

(o26) Local resident,  
(Oxford, Langley Close)

	<p>Parking is already limited with HMOs in the close and you want to take two away for no hood reason. Fire engines, ambulances and dustbin lorries all navigate with no problems and as I live opposite I can confirm I have never had a problem entering or exiting my drive. More importantly people drive too fast around the close and there has been accidents and when cars are parked there they act as traffic calming. It ain't broke so leave it alone</p>												
(o27) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </table> <p>I strongly object to the plan parking changes in Langley close. Parking is already extremely limited. The short term parking bays are essential for visitors, carers and others who are not residents. The paring in corners slows the traffic, which is important for cyclists and residents.</p>	All Saints Road – <b>Object</b>	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
All Saints Road – <b>Object</b>	London Road –												
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Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												
(o28) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Object</b></td></tr> <tr> <td>Bateman Street – <b>Object</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane – <b>Object</b></td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Object</b></td></tr> </table>	All Saints Road – <b>Object</b>	London Road – <b>Object</b>	Bateman Street – <b>Object</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Object</b>	Kennett Road – <b>Object</b>	Stephen Road – <b>Object</b>				
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	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>												
	Lime Walk – <b>Object</b>	York Road – <b>Object</b>												
<p>Removal of four spaces in Langley Close has no logic to it what so ever. Current spaces are fairly inadequate since all spaces on Windmill Road were suspended, Visitors struggle to find temporary parking. Non permit holders regularly park and there is no enforcement, especially evenings and weekends when resident parking is at a premium, There are several HMOs ib the road with several cars and not sure how they are obtaining permits, plus an AirBnB property. During school run times, with the introduction of the cameras in Margaret Rd, parents are parking short term in the lose, quire often in dangerous positions. The four non permit spaces with an hour suspension should be changed to residents parking only, this would stop non residents parking, removing vehicle for the one hour suspension and then returning for the remainder of the 24 hours. Overall just another attack on the motorist by OCC</p>														
<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close – <b>Object</b></td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table>			All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
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Langley Close – <b>Object</b>	Stile Road –													
Lime Walk –	York Road –													
<p>The proposal would remove some of the provision for residents parking space on Langley Close. There appears to be no reason to do this. Traffic flow is not impeded on this Close, nor is there a safety issue. So the proposal does not appear to meet the stated objectives of "facilitating the effective and safe passage of traffic and parking provisions for residents and visitors."</p>														

<p>(o30) Local resident, (Oxford, Langley close)</p>	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="583 293 2100 659"> <tbody> <tr> <td>All Saints Road – <b>Partially support/concerns</b></td><td>London Road – <b>Partially support/concerns</b></td></tr> <tr> <td>Bateman Street – <b>Object</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane – <b>Partially support/concerns</b></td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road – <b>Object</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road – <b>Object</b></td></tr> </tbody> </table> <p>There are no traffic flow or safety issues on our close &amp; the proposal doesn't meet the stated object of "facilitating the effective safe passage of traffic and parking provision for visitors and residents" and therefore there is no reason to reduce the parking spaces.</p>	All Saints Road – <b>Partially support/concerns</b>	London Road – <b>Partially support/concerns</b>	Bateman Street – <b>Object</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Partially support/concerns</b>	Kennett Road –	Stephen Road – <b>Object</b>	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
All Saints Road – <b>Partially support/concerns</b>	London Road – <b>Partially support/concerns</b>												
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Langley Close – <b>Object</b>	Stile Road – <b>Object</b>												
Lime Walk – <b>Object</b>	York Road – <b>Object</b>												
<p>(o31) Local resident, (Oxford, Langley Close)</p>	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="583 936 2100 1302"> <tbody> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
All Saints Road –	London Road –												
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Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												

	<p>I object to the changes to the because it reduces our ability to have people visit even further than is already the case. Restrictions on our road are 24/7 365 days a year. We can NEVER have people pop in even for a short visit without needing a permit. This applies on bank holidays etc.</p> <p>In addition, we would prefer a move to restrictions for day time, say 8-5 and preferably not at weekends. This would prevent non-resident parking for work purposes, but would mean we don't have to arrange permits for each and every visitor who may need to use a car.</p>												
<p>(o32) Local resident, (Oxford, Langley Close)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1" data-bbox="579 531 2122 897"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close – <b>Object</b></td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table> <p>The proposal is to remove 6 parking spaces from our road. There is no logic in this.</p> <ol style="list-style-type: none"> <li>1. It is easy to drive around and cross as a pedestrian, so how it would improve road safety is beyond me.</li> <li>2. It would reduce parking provision, thus creating more competition for spaces - would the council prefer we pave over our gardens, contributing to flooding and reducing wildlife habitats?</li> <li>3. Ours is a quiet road that is safe to cycle round - my young children frequently do so. I would argue that the cars parked on the corners by houses 12, 24 and 24 actually slow cars down, making it safer for cyclists.</li> </ol> <p>Please listen to residents who know their own street - these proposals make no sense!</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
All Saints Road –	London Road –												
Bateman Street –	New High Street –												
Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												
<p>(o33) Local resident, (Oxford, Langley Close)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1" data-bbox="579 1310 2122 1367"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> </table>	All Saints Road –	London Road –										
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Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
<b>Langley Close – Object</b>	Stile Road –												
Lime Walk –	York Road –												
	<p>There is simply no need to restrict the parking on Langley Close. There are no traffic flow or safety issues. In fact, I think that without parked cars in those spaces, traffic will move faster and make it less safe for on the road, particularly for pedestrians and cyclists.</p>												
(o34) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr><td>All Saints Road –</td><td>London Road –</td></tr> <tr><td>Bateman Street –</td><td>New High Street –</td></tr> <tr><td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr><td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr><td><b>Langley Close – Object</b></td><td>Stile Road –</td></tr> <tr><td>Lime Walk –</td><td>York Road –</td></tr> </table> <p>There are no traffic flow or safety issues on our close the proposal therefore doesn't meet the stated object of "facilitating the effective and safe passage of traffic and parking provisions for residents and visitors"</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	<b>Langley Close – Object</b>	Stile Road –	Lime Walk –	York Road –
All Saints Road –	London Road –												
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Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
<b>Langley Close – Object</b>	Stile Road –												
Lime Walk –	York Road –												
(o35) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>Yes</b></p>												

All Saints Road – <b>Object</b>	London Road – <b>Object</b>
Bateman Street – <b>Object</b>	New High Street – <b>Object</b>
Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Object</b>
Kennett Road – <b>Object</b>	Stephen Road – <b>Object</b>
Langley Close – <b>Object</b>	Stile Road – <b>Object</b>
Lime Walk – <b>Object</b>	York Road – <b>Object</b>

I'm objecting mainly to the plans on Langley Close, which would be detrimental to the way the close works. There are currently multiple households that have carers coming into the close several times a day and they need places to park. The parking spaces outside no 14 & 24 which are restricted between 10.00~11.00am are actually very useful in this respect and also prevent large delivery vans from dangerously speeding around those corners of the close when there are children playing daily all the time.

I also object to plans to put a disabled parking on the corner of Bateman St and Kennet Rd. This is a very busy tight corner with very large delivery lorries turning onto Kennet Rd with barely inches to spare on cars parked in that particular bay, so it would be highly unsuitable for a disabled bay.

(o36) Local resident, (Oxford, Langley Close)	Do you live within the CPZ ? <b>Yes</b>	
	All Saints Road – <b>Object</b>	London Road – <b>Object</b>
	Bateman Street – <b>Object</b>	New High Street – <b>Object</b>
	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Object</b>
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	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>
	Lime Walk – <b>Object</b>	York Road – <b>Object</b>

	The current system works well enough												
(o37) Local resident, (Oxford, Langley close)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Object</b></td></tr> <tr> <td>Bateman Street – <b>Object</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane – <b>Object</b></td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Object</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road – <b>Object</b></td></tr> </table> <p>The parking spaces you are removing should continue to allow for short stay parking of guests or residents if no spots are available</p>	All Saints Road – <b>Object</b>	London Road – <b>Object</b>	Bateman Street – <b>Object</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Object</b>	Kennett Road – <b>Object</b>	Stephen Road – <b>Object</b>	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
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Langley Close – <b>Object</b>	Stile Road – <b>Object</b>												
Lime Walk – <b>Object</b>	York Road – <b>Object</b>												
(o38) Local resident, (Oxford, Larkins lane)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road – <b>Partially support/concerns</b></td></tr> <tr> <td>Langley Close –</td><td>Stile Road – <b>Support</b></td></tr> <tr> <td>Lime Walk – <b>Support</b></td><td>York Road –</td></tr> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road – <b>Partially support/concerns</b>	Langley Close –	Stile Road – <b>Support</b>	Lime Walk – <b>Support</b>	York Road –
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Lime Walk – <b>Support</b>	York Road –												

	Allowing residents to use their property fully and not have parking bays and cars blocking access												
(o39) Local resident, (Oxford, Lime Walk)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Partially support/concerns</b></td></tr> <tr> <td>Bateman Street –</td><td>New High Street – <b>Partially support/concerns</b></td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane – <b>Partially support/concerns</b></td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close –</td><td>Stile Road –</td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road –</td></tr> </table> <p>More people parking in our street that is already a very busy road</p>	All Saints Road – <b>Object</b>	London Road – <b>Partially support/concerns</b>	Bateman Street –	New High Street – <b>Partially support/concerns</b>	Gardiner Street –	St Andrews Lane – <b>Partially support/concerns</b>	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk – <b>Object</b>	York Road –
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(o40) Local resident, (Oxford, Lime Walk)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street – <b>Support</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Support</b></td></tr> <tr> <td>Langley Close – <b>Support</b></td><td>Stile Road – <b>Support</b></td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road – <b>Object</b></td></tr> </table>	All Saints Road – <b>Object</b>	London Road – <b>Support</b>	Bateman Street – <b>Support</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane –	Kennett Road – <b>Object</b>	Stephen Road – <b>Support</b>	Langley Close – <b>Support</b>	Stile Road – <b>Support</b>	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
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Lime Walk – <b>Object</b>	York Road – <b>Object</b>												

	Additional parking encourages more car use when the reduction of car journeys in Headington is essential and at the core of the Councils traffic policies.												
(o41) Local resident, (Oxford, Lime walk)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Support</b></td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street – <b>Support</b></td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk – <b>Support</b></td> <td>York Road –</td> </tr> </table> <p>Thank you for making more spaces available</p>	All Saints Road – <b>Support</b>	London Road –	Bateman Street –	New High Street – <b>Support</b>	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk – <b>Support</b>	York Road –
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Gardiner Street –	St Andrews Lane –												
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Lime Walk – <b>Support</b>	York Road –												
(o42) Local resident, (Oxford, London road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road – <b>Object</b></td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street – <b>Object</b></td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road – <b>Object</b></td> <td>Stephen Road – <b>Object</b></td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table>	All Saints Road –	London Road – <b>Object</b>	Bateman Street –	New High Street – <b>Object</b>	Gardiner Street –	St Andrews Lane –	Kennett Road – <b>Object</b>	Stephen Road – <b>Object</b>	Langley Close –	Stile Road –	Lime Walk –	York Road –
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Langley Close –	Stile Road –												
Lime Walk –	York Road –												

	I cannot understand how can unloading/loading restrictions be lifted. Currently, the unloading of Sainsbury's at 6am for which they have the permit for some reason is already detrimental to the residents around London road. I highly suggest reviewing those decisions against noise pollution criteria.												
(o43) Local resident, (Oxford, London Road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Support</b></td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street – <b>Support</b></td><td>New High Street – <b>Support</b></td></tr> <tr> <td>Gardiner Street – <b>Support</b></td><td>St Andrews Lane – <b>Support</b></td></tr> <tr> <td>Kennett Road – <b>Support</b></td><td>Stephen Road – <b>Partially support/concerns</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk – <b>Support</b></td><td>York Road –</td></tr> </table> <p>Most sound sensible but some seem counterproductive. For the Stephen Road proposal, I oppose part a (both sides) and support part b (west side)</p>	All Saints Road – <b>Support</b>	London Road – <b>Support</b>	Bateman Street – <b>Support</b>	New High Street – <b>Support</b>	Gardiner Street – <b>Support</b>	St Andrews Lane – <b>Support</b>	Kennett Road – <b>Support</b>	Stephen Road – <b>Partially support/concerns</b>	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>	Lime Walk – <b>Support</b>	York Road –
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(o44) Local resident, (Oxford, New High Street)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Support</b></td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close –</td><td>Stile Road –</td></tr> </table>	All Saints Road – <b>Support</b>	London Road –	Bateman Street –	New High Street – <b>Object</b>	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –		
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Langley Close –	Stile Road –												

	Lime Walk –	York Road –												
<p>The proposed extension on New High Street east side would prohibit us to get in and out of our garage at 35 New High Street. The access would be blocked by parking cars.</p>														
(o45) Local resident, (Oxford, New High Street)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Support</b></td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street – <b>Support</b></td><td>New High Street – <b>Support</b></td></tr> <tr> <td>Gardiner Street – <b>Support</b></td><td>St Andrews Lane – <b>Support</b></td></tr> <tr> <td>Kennett Road – <b>Support</b></td><td>Stephen Road – <b>Support</b></td></tr> <tr> <td>Langley Close – <b>Support</b></td><td>Stile Road – <b>Support</b></td></tr> <tr> <td>Lime Walk – <b>Support</b></td><td>York Road – <b>Support</b></td></tr> </table>	All Saints Road – <b>Support</b>	London Road – <b>Support</b>	Bateman Street – <b>Support</b>	New High Street – <b>Support</b>	Gardiner Street – <b>Support</b>	St Andrews Lane – <b>Support</b>	Kennett Road – <b>Support</b>	Stephen Road – <b>Support</b>	Langley Close – <b>Support</b>	Stile Road – <b>Support</b>	Lime Walk – <b>Support</b>	York Road – <b>Support</b>	I simply support the proposals.
All Saints Road – <b>Support</b>	London Road – <b>Support</b>													
Bateman Street – <b>Support</b>	New High Street – <b>Support</b>													
Gardiner Street – <b>Support</b>	St Andrews Lane – <b>Support</b>													
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Lime Walk – <b>Support</b>	York Road – <b>Support</b>													
(o46) Local resident, (Oxford, New High Street)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Support</b></td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street – <b>Support</b></td><td>New High Street – <b>Support</b></td></tr> <tr> <td>Gardiner Street – <b>Support</b></td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road – <b>Support</b></td><td>Stephen Road – <b>Support</b></td></tr> <tr> <td>Langley Close – <b>Support</b></td><td>Stile Road –</td></tr> </table>	All Saints Road – <b>Support</b>	London Road – <b>Support</b>	Bateman Street – <b>Support</b>	New High Street – <b>Support</b>	Gardiner Street – <b>Support</b>	St Andrews Lane –	Kennett Road – <b>Support</b>	Stephen Road – <b>Support</b>	Langley Close – <b>Support</b>	Stile Road –			
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Langley Close – <b>Support</b>	Stile Road –													

	Lime Walk – <b>Support</b>	York Road –
<p>The proposals make sense. I especially welcome the provision of dedicated motorcycle parking in Stephen Road - hopefully this will reduce the current motorcycle parking on the pavements by the pedestrian crossing on London Rd. I note that your New High Street plan 1 is inaccurate as it shows shared use parking between nos 26 and 32. Less than 50% of this stretch is shared use with the parking outside nos 26 - 30 being residents only.</p>		
	Do you live within the CPZ ? <b>Yes</b>	
	All Saints Road –	London Road –
	Bateman Street –	New High Street –
	Gardiner Street –	St Andrews Lane – <b>Object</b>
	Kennett Road – <b>Support</b>	Stephen Road –
	Langley Close –	Stile Road –
	Lime Walk – <b>Support</b>	York Road –
(o47) Local resident, (Oxford, St Andrews Lane)	<p>I object to the proposed changes to parking bays outside 8 St Andrews Lane as it will make it harder for residents of this lane and particularly for us who live at No. 8 St Andrews Lane to find parking. By reducing the parking bay on the south side of the lane by 2.5 meters, it will reduce parking spaces and encourage people to park outside our front door, thus blocking it.</p> <p>We need a total of at least 3 parking spaces on this section of road - at least 2 spaces between the front door of 8 St Andrews Lane and the single black garage door, and a 3rd parking space between the front doors of Nos. 8 and 10 St Andrews Lane.</p> <p>What we request to please be considered is for the current double yellow lines on the south side of St Andrews Lane to be extended only by 0.5 metres. This will mean access to the single black garage side door for bikes and bins is not blocked (we do not require access to the entirety of the garage).</p>	

	<p>We would also like a no parking box directly outside the front door of No. 8 St Andrews Lane. Vehicles are currently allowed to park here and this blocks access to our front door, which is very difficult when we have people with young children, luggage or disabled people visiting.</p> <p>We hope this request is clear. Many thanks for considering. We would be grateful for a visit or phone call to clarify the parking bays if above is not clear.</p> <p>With kind regards, Anjali Pai</p>												
<p>(o48) Local resident, (Oxford, St Andrews Lane)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1" data-bbox="579 563 2106 933"> <tbody> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane – <b>Object</b></td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </tbody> </table> <p>We oppose the proposed changes to St Andrews Lane which suggest reducing the south side of the parking bay by 2.5metres.</p> <p>We live at 8 St Andrews Lane and we assume that the changes proposed are for our benefit (ie preventing parking in front of our garage). However they do not address the issues we raised and also would reduce the number of cars that could park on the lane from 3 to 2 - this would disadvantage both ourselves and other residents on the lane.</p> <p>The current parking bay is large enough for 3 cars and our proposals below would allow it to remain fitting this many cars.</p> <p>Our request for changes to this parking bay are:</p> <ol style="list-style-type: none"> <li>1) The parking bay should be reduced by 1.75m directly in front of our front door - this is because people park directly in front of the door and we then cannot access our front door.</li> </ol>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane – <b>Object</b>	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk –	York Road –
All Saints Road –	London Road –												
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Lime Walk –	York Road –												

2) the south end of the bay is reduced in length by only 0.5m. This would allow us to us access the garage side door for our bins and bikes. It would not allow access to our entire garage door but as the garage is too narrow to fit a full car this access is not required by ourselves or potential future residents of our house.

Additionally if you reduce the south end of the bay by 2.5m this will further encourage people to park directly in front of our front door by reducing the overall space for parking.

We have pictures as evidence of cars parking completely blocking our access to our front door and garage side door if this evidence is required

We would really appreciated a brief conversation if these requests are not clear as our proposal above is simple, should improve our access to our house but have no impact on the parking requirements of other residents in the lane.

In summary - we object to the current proposal as it unnecessarily reduces overall parking on the lane while at the same time does not help with the access we require to our house, which we assume is the purpose of the proposed changes.

Do you live within the CPZ ? **Yes**

All Saints Road –	London Road –
Bateman Street –	New High Street –
Gardiner Street –	St Andrews Lane – <b>Object</b>
Kennett Road –	Stephen Road –
Langley Close –	Stile Road –
Lime Walk –	York Road –

We have spoken to our neighbours at number 8 who submitted their request to alter the parking outside their house. I understand that they have requested 0.5m at the southern end to protect access to their garage and an area in front of their front door to be protected. Usually this stretch of parking accommodates three cars and everyone who knows the lane will park so that they are not blocking No.8's garage or front door, but I understand that they would like to formalise this so that other vehicles from outside the area know where is appropriate to park.

This published amendment of '2.5m at the southern end' is NOT what they asked for and will negatively impact everyone who uses these spaces, including the residents of number 8. If the council's version of this goes ahead, we

(o49) Local resident,  
(Oxford, St Andrews  
Lane)

	will lose an entire parking space and everyone will be more likely to park in front of No. 8's front door. I strongly suggest you go back to their original request and look carefully at how to make the parking work for everyone on the lane.												
(o50) Local resident, (Oxford, St Andrew's Lane)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road – <b>Support</b></td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane – <b>Object</b></td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table> <p>I live in St Andrew's Lane with no on-street parking at the frontage nor access to a front drive or a garage and it is becoming increasingly difficult to find a parking space within easy walking distance of my house. This has become even more of an issue with the proliferation of SUVs in the area. The removal of a parking space will further exacerbate this problem and the council's letter and website gives no reason as to why they are intending to make this change. I support the removal of the taxi rank on the south side of London Rd as this will help buses to pull in and out (provided the bus stop area is extended into this space).</p>	All Saints Road –	London Road – <b>Support</b>	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane – <b>Object</b>	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk –	York Road –
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Lime Walk –	York Road –												
(o51) Local resident, (Oxford, St Andrew's Lane)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane – <b>Object</b></td> </tr> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane – <b>Object</b>						
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Kennett Road –	Stephen Road –												
Langley Close –	Stile Road –												
Lime Walk –	York Road –												
	<p>The Council is proposing that the 3 spaces outside nos. 8 and 10 St Andrew's Lane should be reduced to two. This is contrary to the request made by the residents of number 8 that the current space be reduced by 0.5 metres, to specifically give them access to their front door. The Council has proposed reducing the space by 2.5 metres. This is contrary to the wishes of the residents of No 8, and is also a detriment to those occupants of properties who do not have private parking, and use the spaces for parking their own vehicles, those of visitors, and those of tradesmen undertaking work in properties. The council proposal serves no clear advantage to the local community and is disadvantageous.</p>												
(o52) Local resident, (Oxford, St Andrews lane)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane – <b>Support</b></td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table> <p>I concur with the changes to the parking on our lane</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane – <b>Support</b>	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk –	York Road –
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Kennett Road –	Stephen Road –												
Langley Close –	Stile Road –												
Lime Walk –	York Road –												
(o53) Local resident, (Oxford, Stephen Road)	<p>Do you live within the CPZ ? <b>Yes</b></p>												

	All Saints Road – Bateman Street – Gardiner Street – Kennett Road – Langley Close – Lime Walk –	London Road – <b>Support</b> New High Street – St Andrews Lane – Stephen Road – <b>Object</b> Stile Road – York Road –												
	The proposed Stephen Road changes will push more people to park illegally into the street by removing the 2 legal parking spots at the London Road junction.													
(o54) Local resident, (Oxford, Stephen Road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Support</b></td><td>London Road – <b>Object</b></td></tr> <tr> <td>Bateman Street – <b>Object</b></td><td>New High Street – <b>Support</b></td></tr> <tr> <td>Gardiner Street – <b>Support</b></td><td>St Andrews Lane – <b>Object</b></td></tr> <tr> <td>Kennett Road – <b>Support</b></td><td>Stephen Road – <b>Object</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk – <b>Support</b></td><td>York Road – <b>Object</b></td></tr> </table> <p>Support amendments to the CPZ that gain additional parking spaces as on-street parking is already very stretched and object to proposals that remove parking space. Additionally, for Stephen Road object to loss of 3 parking spaces for shared use to be replaced by motorbike parking and disabled parking - very few motorbikes park in Headington and this change would leave on-street parking underutilised if dedicated to motorbikes only (I also believe motorbikes are already allowed to park in residents' parking bays) - many delivery riders congregate on the very wide pavement</p>		All Saints Road – <b>Support</b>	London Road – <b>Object</b>	Bateman Street – <b>Object</b>	New High Street – <b>Support</b>	Gardiner Street – <b>Support</b>	St Andrews Lane – <b>Object</b>	Kennett Road – <b>Support</b>	Stephen Road – <b>Object</b>	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>	Lime Walk – <b>Support</b>	York Road – <b>Object</b>
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Langley Close – <b>Object</b>	Stile Road – <b>Object</b>													
Lime Walk – <b>Support</b>	York Road – <b>Object</b>													

	on London Road / Stephen Road corner but most are e-bikes not motorbikes and they aren't a major issue that requires dedicated parking - similarly disabled parking badges already allow parking on double yellows or residents' bays so this proposal is unnecessary and could result in under utilised parking bays as the current shared usage is permanently full whereas when changed to disabled parking only would not necessarily be used fully. Object to extension of loading restrictions on London Road as this is essential for the operation of Headington shops, which are already struggling. If loading is permanently restricted how will these businesses restock? Permitted unloading is already outside busy times on London Road and isn't a major issue												
	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Support</b></td><td>London Road – <b>Object</b></td></tr> <tr> <td>Bateman Street – <b>Object</b></td><td>New High Street – <b>Support</b></td></tr> <tr> <td>Gardiner Street – <b>Support</b></td><td>St Andrews Lane – <b>Object</b></td></tr> <tr> <td>Kennett Road – <b>Support</b></td><td>Stephen Road – <b>Object</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk – <b>Support</b></td><td>York Road – <b>Object</b></td></tr> </table>	All Saints Road – <b>Support</b>	London Road – <b>Object</b>	Bateman Street – <b>Object</b>	New High Street – <b>Support</b>	Gardiner Street – <b>Support</b>	St Andrews Lane – <b>Object</b>	Kennett Road – <b>Support</b>	Stephen Road – <b>Object</b>	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>	Lime Walk – <b>Support</b>	York Road – <b>Object</b>
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Lime Walk – <b>Support</b>	York Road – <b>Object</b>												
(o55) Member of public, (Oxford, Stephen Road)	<p>I strongly object to the proposal to change the parking bays in Stephen Road to being for motorbike use. The change would effectively remove bays from being for general use by shoppers and those visiting cafes, to being for motorbikes only. Motorbikes can already park in the bays as currently marked though I very rarely see any motorbikes parking in the Stephen/London Road vicinity.</p> <p>Delivery drivers don't have motorbikes. They have electric bikes which they don't park up, since they are on standby waiting for their next delivery. As to disabled drivers, they have permits which allow them to park wherever, including on double yellow lines so the proposals will be a net negative for central Headington as it will change parking bays in a busy street to something that is not wanted and so will largely remain unused by motorbikes.</p> <p>Regarding the changes to the taxi and loading bays, London Road has many shops (supermarkets, chemists, food and drink stores etc.) that require deliveries of heavy items, including to/from the charity shops. How are these shops supposed to receive stock to operate and (in the case of the charity shops) have bulky, unwanted items (rags/heavy damaged crockery etc.) removed if lorries don't have designated bays?</p>												

	Regarding the proposed changes overall and per my responses to each street in the previous section, I am in favour of the proposals that will increase the amount of parking and object to the proposals that decrease the amount of parking.												
(o56) Local resident, (Oxford, Stile Road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road – <b>Support</b></td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table> <p>I live at number 36 and it has been a massive source of stress with the parking in the bays outside my house. I have had access to the highway blocked (I have a driveway) because of cars parked here and have had occasions where I couldn't get back into my drive due to the parking.</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road – <b>Support</b>	Lime Walk –	York Road –
All Saints Road –	London Road –												
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Gardiner Street –	St Andrews Lane –												
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Langley Close –	Stile Road – <b>Support</b>												
Lime Walk –	York Road –												
(o57) Local resident, (Oxford, Stile Road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road – <b>Support</b></td> </tr> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road – <b>Support</b>		
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Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
Langley Close –	Stile Road – <b>Support</b>												

	Lime Walk –	York Road –
<p>As a resident of Stile Road, I am supportive of the proposal which will benefit the quality of life of the residents with off-road parking, after increasingly inconsiderate parking of visitors and other residents blocking access over dropped kerbs or overhanging designated bays. The road is narrow and the improved accessibility will be a positive for the affected residents (who quite simply, just need to leave for work/leave the house) and reduce the risk of accidents on the street. 11(b) of the public notice references incorrect house numbers -3 6/38 are the last houses of the street, not 40/42. The consultation plan is however, correct.</p>		
(o58) Local resident, (Oxford, Stile Road)	Do you live within the CPZ ? <b>Yes</b>	
	All Saints Road –	London Road –
	Bateman Street –	New High Street –
	Gardiner Street –	St Andrews Lane –
	Kennett Road –	Stephen Road –
	Langley Close –	Stile Road – <b>Object</b>
	Lime Walk –	York Road –
<p>Parking on Stile Road is already challenging and often, despite living on Stile Road, I cannot get parked near my house. Many of the houses on the street have had extensions and this has only made parking more difficult. The plans in the supporting documentation don't look to be correct, in terms of the layout of bays, but suggest one to two places would be lost from the street. We don't really see how this is acceptable given the existing issues. We also feel that while the bays affected as part of the planned changes can be tight, they don't represent any real safety issue. A suggested solution, given that the Co-op closes at Christmas, could be that the public bays at the top end of the street become permit parking between 9-6:30 like in other parts of Oxford.</p>		

<p>(o59) Local resident, (Oxford, Stile Road)</p>	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="570 295 2124 660"> <tbody> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close –</td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table> <p>I am only commenting on the Stile Road proposal. We already have limited parking for residents (permit) since a disabled spot was put in recently. Shortening the current vays will knock out 2 more spots. The only way I would support this would be to replace the current spaces available for non permit parking at the London Road end of the street with permit parking. I object to both a and b proposals for Stile Road.</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road – <b>Object</b>	Lime Walk –	York Road –
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Kennett Road –	Stephen Road –												
Langley Close –	Stile Road – <b>Object</b>												
Lime Walk –	York Road –												
<p>(o60) Local resident, (Oxford, Stile Road)</p>	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="570 975 2124 1340"> <tbody> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close –</td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road – <b>Object</b>	Lime Walk –	York Road –
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Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												
Langley Close –	Stile Road – <b>Object</b>												
Lime Walk –	York Road –												

	<p>Do not get rid of parking spaces - we need more not less. The house numbers put on your proposal are wrong. Please listen to the residents. You are making life harder and Oxford a very undesirable place to live, decent people are moving away rapidly.</p>												
(o61) Local resident, (Oxford, Stile Road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Object</b></td></tr> <tr> <td>Bateman Street – <b>Object</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane – <b>Object</b></td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Object</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road – <b>Object</b></td></tr> </table> <p>I believe that removing residence parking spaces, visitor parking spaces and single yellow lines and increasing the number of double yellow lines is a very bad idea and probably motivated by the Liberal Democrat net zero carbon policy alongside increasing revenue through fines for parking violations for the council</p>	All Saints Road – <b>Object</b>	London Road – <b>Object</b>	Bateman Street – <b>Object</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Object</b>	Kennett Road – <b>Object</b>	Stephen Road – <b>Object</b>	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
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Langley Close – <b>Object</b>	Stile Road – <b>Object</b>												
Lime Walk – <b>Object</b>	York Road – <b>Object</b>												
(o62) Local resident, (Oxford, Stile Road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –				
All Saints Road –	London Road –												
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Gardiner Street –	St Andrews Lane –												
Kennett Road –	Stephen Road –												

	Langley Close –	Stile Road – <b>Partially support/concerns</b>
	Lime Walk –	York Road –
<p>in Stile road 2 proposals are made. the first one reduces parking by 2 m. not a major issue, and i guess is to protect off st parking access? i dont see the point, but apart from reducing the total parking in our street by approx one car's length, i dont really object</p> <p>the second one i do not understand. there is no number 40&amp;42 in our road. where is the reduction going to take place? Importantly however, the proposal appears to reduce our parking options by an additional 3 m - another 2 cars' worth.</p> <p>in our street almost none of the houses on the west side have off street parking and we often have to park in St leonards road. this is no big deal, but please do not reduce our available spaces by a further 3 cars.</p> <p>finally please could something be done about the illegal parking outside the co-op at the north end of the road. there has been a much welcomed increased presence of the traffic wardens recently, but there are often 2 or 3 cars parked on the double yellow lines at the north end and this is extremely dangerous for pedestrians and cyclists. and thereis no need for it - there is ample space in the car park and people just dont bother to go into it.</p> <p>thank you for 1- explaining the proposal for relating to number 40/42 stile road. and 2- finding a way to address the dangerous illegal parking at the north end of the road</p>		
<p>Do you live within the CPZ ? <b>Yes</b></p>		
(063) Local resident, (Oxford, Stile Road)	All Saints Road –	London Road –
	Bateman Street –	New High Street –
	Gardiner Street –	St Andrews Lane –
	Kennett Road –	Stephen Road –
	Langley Close –	Stile Road – <b>Partially support/concerns</b>
	Lime Walk –	York Road –

	<p>The proposals for Stile Road are unclear as the consultation refers to numbers 40 and 42, which do not exist! Looking at the map for what I presume to be this section it is also not clear to me whether you are proposing to remove a resident parking place from the southern end/west side of Stile Road at the junction with St Leonard's Road. If so, I would object to this as residents without drives need this space, there are currently two on this corner. These are in constant use and there is already considerable pressure on parking for residents and visitors on what is a very busy road leading up to the London Road. So far as I am aware, having lived here for 37 years, there have never been any incidents on this corner requiring an extension of the double yellow lines at this spot on safety grounds. I do not object to the proposed changes in front of 32 to 38 Stile Road, although again I am not sure why these are necessary.</p>												
<p>(o64) Local resident, (Oxford, Stile road)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1" data-bbox="574 663 2113 1033"> <tr> <td data-bbox="574 663 1349 724">All Saints Road – <b>Object</b></td><td data-bbox="1349 663 2113 724">London Road – <b>Partially support/concerns</b></td></tr> <tr> <td data-bbox="574 724 1349 784">Bateman Street – <b>Object</b></td><td data-bbox="1349 724 2113 784">New High Street – <b>Partially support/concerns</b></td></tr> <tr> <td data-bbox="574 784 1349 844">Gardiner Street – <b>Object</b></td><td data-bbox="1349 784 2113 844">St Andrews Lane – <b>Partially support/concerns</b></td></tr> <tr> <td data-bbox="574 844 1349 905">Kennett Road – <b>Object</b></td><td data-bbox="1349 844 2113 905">Stephen Road – <b>Partially support/concerns</b></td></tr> <tr> <td data-bbox="574 905 1349 965">Langley Close –</td><td data-bbox="1349 905 2113 965">Stile Road – <b>Object</b></td></tr> <tr> <td data-bbox="574 965 1349 1033">Lime Walk – <b>Partially support/concerns</b></td><td data-bbox="1349 965 2113 1033">York Road – <b>Object</b></td></tr> </table> <p>In stile road, it's very hard for residents to get parking already. Please don't take the parking spaces. Already struggling to get parking everyday with kids and being a single parent</p>	All Saints Road – <b>Object</b>	London Road – <b>Partially support/concerns</b>	Bateman Street – <b>Object</b>	New High Street – <b>Partially support/concerns</b>	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Partially support/concerns</b>	Kennett Road – <b>Object</b>	Stephen Road – <b>Partially support/concerns</b>	Langley Close –	Stile Road – <b>Object</b>	Lime Walk – <b>Partially support/concerns</b>	York Road – <b>Object</b>
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<p>(o65) Local resident, (Oxford, Stile Road)</p>	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1" data-bbox="574 1306 2113 1370"> <tr> <td data-bbox="574 1306 1349 1370">All Saints Road –</td><td data-bbox="1349 1306 2113 1370">London Road – <b>Support</b></td></tr> </table>	All Saints Road –	London Road – <b>Support</b>										
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Gardiner Street – <b>Support</b>	St Andrews Lane –
Kennett Road – <b>Support</b>	Stephen Road – <b>Support</b>
Langley Close –	Stile Road – <b>Object</b>
Lime Walk – <b>Support</b>	York Road –

Please can someone check their facts .. the proposal is senseless..there is no number 40 or 42 in Stile road. Stile road houses on even side of the road where existing parking is located is totally necessary and required by residents.

Most have Victoria or Edwardian entrances and no facility for making parking off road.

To reduce what we already have is restrictive when those on other side of road with 2 cars do not always utilise their office street parking.

We have no choice but to park on the road.

It would be better to extend our parking and get rid of the 2 hour slot at the London road end.

This is frustrating given the coop parking available on both sides of the road in 3 locations for non residents plus a reluctance for any authority to tackle the extremely dangerous illegal parking on the roadside on the pavement outside the butchers shop on the corner. I appreciate deliveries neec to take place but not an elongated stay by delivery vehicles and definitely not cars.

Sometimes there is a driver sitting in car with car engine running...pollution generating.

Please could someone attend Stile road to see the discrepancy in the proposal given that there is no number 40 and 42 in this street.

The document mentions a consultation...I was personally not consulted. Several neighbour who have made other suggestions which have been clearly ignored in this consultation and to Roz Smith who did not respond.

There are creative ways to increase parking for residents and to encourage non residents to park sympathetically and safely and legally. Could this be looked in ....people do not drop off quickly here, they park on the double yellow lines either without or without someone in the car...shop at the coop, post office, butchers...the butcher has deliveries but these take disproportionate time and can park over the crossing area at the end of the road.

Visibility for car drivers exiting Stile road at London road end is severely limited by this as is visibility for pedestrians crossing.

<p>(o66) Local resident, (Oxford, William Orchard Close)</p>	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="561 293 2122 659"> <tbody> <tr> <td>All Saints Road –</td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane – <b>Object</b></td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close –</td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table> <p>London Road: The proposed changes seem sensible from my personal observations there.    St Andrews Lane: The proposed change would effectively remove one Permit Holders only space in an area where there is already a serious shortage of parking for residents and it is already proposed to replace another parking space that can be used by permit holders on St Andrews Road by cycle racks.</p>	All Saints Road –	London Road – <b>Support</b>	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane – <b>Object</b>	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk –	York Road –
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Langley Close –	Stile Road –												
Lime Walk –	York Road –												
<p>(o67) Local resident, (Oxford, William Orchard Close)</p>	<p>Do you live within the CPZ? <b>Yes</b></p> <table border="1" data-bbox="561 968 2122 1333"> <tbody> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane – <b>Partially support/concerns</b></td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close –</td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane – <b>Partially support/concerns</b>	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk –	York Road –
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Langley Close –	Stile Road –												
Lime Walk –	York Road –												

	<p>There are already significant problems with inadequate parking available for residents and any visitors in St Andrew's Lane and immediately adjacent streets. Reducing the bay outside 8 St Andrews Lane by 2.5 metres will result in losing an entire parking space, making a difficult situation yet more so for residents and with more pressure on the very limited spaces in adjacent streets. Surely it must be possible to slightly reduce the existing space by just 0.5 metres to ensure the access to their front door that the owners of no 8 have requested.</p> <p>There are already plans to remove a parking space in St Andrews Rd to provide additional cycle stands which will add yet more pressure on residents parking spaces</p>												
(o68) Local resident, (Oxford, Windmill road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Support</b></td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street – <b>Support</b></td><td>New High Street – <b>Support</b></td></tr> <tr> <td>Gardiner Street – <b>Support</b></td><td>St Andrews Lane – <b>Support</b></td></tr> <tr> <td>Kennett Road – <b>Support</b></td><td>Stephen Road – <b>Support</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Support</b></td></tr> <tr> <td>Lime Walk – <b>Support</b></td><td>York Road – <b>Support</b></td></tr> </table> <p>I do not have off street parking and all of the windmill road parking outside my house was removed a few years ago. Parking in Langley Close is my best option and I often park in the two bays opposite no. 7 and 9. Parking will become harder for me if these two bays are removed - especially given how badly some people park in Langley close. If the parking is reduced we will have to consider converting our front garden to parking - given that we are one of the few to keep our front garden (which includes a magnolia tree often admired by passerby's) I think would be a great shame. I also don't understand the reasoning for removing what appears to be two innocuous spaces.</p>	All Saints Road – <b>Support</b>	London Road – <b>Support</b>	Bateman Street – <b>Support</b>	New High Street – <b>Support</b>	Gardiner Street – <b>Support</b>	St Andrews Lane – <b>Support</b>	Kennett Road – <b>Support</b>	Stephen Road – <b>Support</b>	Langley Close – <b>Object</b>	Stile Road – <b>Support</b>	Lime Walk – <b>Support</b>	York Road – <b>Support</b>
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(o69) Local resident, (Oxford, York Road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> </table>	All Saints Road –	London Road –										
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	Bateman Street – Gardiner Street – Kennett Road – Langley Close – Lime Walk –	New High Street – St Andrews Lane – Stephen Road – Stile Road – York Road – <b>Object</b>												
	Any reduction in the resident permit only spaces needs through justification - no background or reasons have been presented													
(070) Local resident, (Oxford, York Road)	<p>Do you live within the CPZ ? <b>Yes</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close –</td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road – <b>Object</b></td> </tr> </table> <p>This section is currently covered by a single yellow line, and changing it to a shared-use bay would cause several issues for residents. It would make parking for myself and neighbours significantly harder, increase the presence of unfamiliar vehicles directly outside our homes, and raise security concerns, we have already experienced related issues in the past. Given that there are already sufficient parking spaces in the surrounding area, I kindly request that this specific section outside No. 2a remain as it is and not be converted into a shared-use bay.</p>		All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road –	Lime Walk –	York Road – <b>Object</b>
All Saints Road –	London Road –													
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Kennett Road –	Stephen Road –													
Langley Close –	Stile Road –													
Lime Walk –	York Road – <b>Object</b>													

<p>(071) Carer, (Bicester, Hull lane)</p>	<p>Do you live within the CPZ? <b>No</b></p> <table border="1" data-bbox="583 293 2100 659"> <tbody> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Object</b></td></tr> <tr> <td>Bateman Street – <b>Object</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane – <b>Object</b></td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Object</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road – <b>Object</b></td></tr> </tbody> </table> <p>Congestion</p>	All Saints Road – <b>Object</b>	London Road – <b>Object</b>	Bateman Street – <b>Object</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Object</b>	Kennett Road – <b>Object</b>	Stephen Road – <b>Object</b>	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
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Lime Walk – <b>Object</b>	York Road – <b>Object</b>												
<p>(072) Local resident, (Oxford, Beaumont Rd)</p>	<p>Do you live within the CPZ? <b>No</b></p> <table border="1" data-bbox="583 865 2100 1230"> <tbody> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Object</b></td></tr> <tr> <td>Bateman Street – <b>Support</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Support</b></td></tr> <tr> <td>Langley Close – <b>Support</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road – <b>Object</b></td></tr> </tbody> </table> <p>Adding car parking provision will work directly against the headline Local Transport Plan car trip reduction goal. LTCP Policy 33 is quite explicit: "Ensure the parking requirements of all modes of transport are considered, in line with our</p>	All Saints Road – <b>Object</b>	London Road – <b>Object</b>	Bateman Street – <b>Support</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane –	Kennett Road – <b>Object</b>	Stephen Road – <b>Support</b>	Langley Close – <b>Support</b>	Stile Road –	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
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Lime Walk – <b>Object</b>	York Road – <b>Object</b>												

	<p>transport user hierarchy. ... Take measures to reduce and restrict car parking availability." The Central Oxfordshire Travel Plan Action 5 calls for "a consolidation and/or a reduction in public parking provision where appropriate". There is no public cycle parking of any kind on most of these streets. Providing that should be prioritised over increasing car parking provision.</p> <p>All Saints Rd - OBJECT</p> <p>The proposed parking bay is too close to the dropped kerbs for the informal pedestrian crossing. This should be cycle parking for visitors to the church and residences (there is no public cycle parking anywhere nearby).</p> <p>Bateman St - SUPPORT</p> <p>Gardiner St - OBJECT</p> <p>Should be cycle parking</p> <p>Kennett Rd - OBJECT</p> <p>If this is not needed for driveway access, it should be cycle parking.</p> <p>Langley Cl - SUPPORT</p> <p>Parking on the corners here seems like a clear hazard.</p> <p>Lime Walk - OBJECT</p> <p>The two proposed northern bays would obstruct visibility of vehicles entering or exiting the Britannia Inn and the car service centre (the latter reversing out). One of these could be cycle parking for the pub and other shops.</p> <p>The proposed southern bay should be cycle parking or sustainable drainage (at the bottom of the slope down from London Rd).</p> <p>Stephen Rd - SUPPORT</p> <p>Headington Centre lacks enough disabled and motorcycle parking</p> <p>Parking on the corners here is extremely dangerous and "no loading at any time" restrictions make sense.</p> <p>New High St 1 + 2 - OBJECT</p> <p>Given the large numbers of homes with no or very small front yards, consideration should be given to providing bike hangars here. There is currently no public cycle parking at all on New High St, so that should be a higher priority than increasing the car parking provision.</p> <p>St Andrews Lane - NO OBJECTION</p> <p>Is this to keep a driveway clear?</p> <p>Stile Rd - NO OBJECTION</p> <p>Is this to keep driveways clear?</p> <p>York Rd - OBJECT</p>
(073) Local resident, (Oxford, Benson Road)	Do you live within the CPZ ? <b>No</b>

All Saints Road – <b>Object</b>	London Road –
Bateman Street –	New High Street – <b>Object</b>
Gardiner Street –	St Andrews Lane –
Kennett Road –	Stephen Road –
Langley Close –	Stile Road –
Lime Walk – <b>Object</b>	York Road –

The addition of free use car parking will encourage the use of cars and discourage active travel and public transport use and thus is not in line with county policies.

On all saints road additional free parking at weekends is proposed right up to the pedestrian crossing which will make it more dangerous. This seems to be clearly intended to allow more free for all parking for the church which already causes problems at the current level. The existing parking g should be made residents permit and blue badge only and other church users encourages to use public transport or active travel.

Similarly at the Headington shops more free on street parking is proposed on New High Street. This will make accessing the shops more dangerous for pedestrians as too many cars use the existing shared use bays on new high street. The shared use bays and single yellow lines on New High St and Kennett road should be replaced with residents/blue badge only bays, or loading bays if needed by businesses. Car users should be encourages to use the pay for car parks in Headington or public transport as there are plenty of buses. Oxfordshire should never be considering introducing more free on street parking if it is serious about trying to reduce car use.

Do you live within the CPZ ? **No**

All Saints Road –	London Road –
Bateman Street –	New High Street –
Gardiner Street –	St Andrews Lane –
Kennett Road –	Stephen Road –

(o74) Local group/organisation, (Oxford, Blenheim Drive)

	<table border="1"> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </table>	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –								
Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												
The four spaces on Langley Close which are on a single yellow line are invaluable for anyone visiting Langley Close.													
	<p>Do you live within the CPZ ? <b>No</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Object</b></td></tr> <tr> <td>Bateman Street – <b>Object</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane – <b>Object</b></td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Object</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road – <b>Object</b></td></tr> </table>	All Saints Road – <b>Object</b>	London Road – <b>Object</b>	Bateman Street – <b>Object</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Object</b>	Kennett Road – <b>Object</b>	Stephen Road – <b>Object</b>	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
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There is not enough parking spaces in the area, more parking spaces is required.													
	<p>Do you live within the CPZ ? <b>No</b></p> <table border="1"> <tr> <td>All Saints Road –</td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road – <b>Support</b></td><td>Stephen Road – <b>Support</b></td></tr> </table>	All Saints Road –	London Road – <b>Support</b>	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road – <b>Support</b>	Stephen Road – <b>Support</b>				
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Bateman Street –	New High Street –												
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Kennett Road – <b>Support</b>	Stephen Road – <b>Support</b>												
(o75) Local resident, (Oxford, Cowley road)													
(o76) Local resident, (Oxford, Fortnam Close)													

	<table border="1"> <tr> <td>Langley Close –</td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </table>	Langley Close –	Stile Road –	Lime Walk –	York Road –								
Langley Close –	Stile Road –												
Lime Walk –	York Road –												
Fewer obstructions on London road. Easier resident parking on side roads.													
	<p>Do you live within the CPZ ? <b>No</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street – <b>Support</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Support</b></td></tr> <tr> <td>Langley Close – <b>Support</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road – <b>Object</b></td></tr> </table>	All Saints Road – <b>Object</b>	London Road – <b>Support</b>	Bateman Street – <b>Support</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane –	Kennett Road – <b>Object</b>	Stephen Road – <b>Support</b>	Langley Close – <b>Support</b>	Stile Road –	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
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Langley Close – <b>Support</b>	Stile Road –												
Lime Walk – <b>Object</b>	York Road – <b>Object</b>												
(077) Local resident, (Oxford, Headington Road)	<p>Adding car parking spaces goes against the Council's LTCP and COTP policies. Headington's streets are dominated/ruined by cars, making them polluted, dangerous and hostile to pedestrians, cyclists and mobility aid users. We need to reduce car parking from current levels, not add any. Every additional car parking space generates multiple additional car trips, adding to the pollution and road danger. Any currently unused available space on roads should be used for public cycle parking, resident cycle hangers, hire scooters and bikes, seating, parklets and street trees instead of car parking, and existing car parking spaces should be re-allocated for those purposes.</p>												
(078) Local resident, (Oxford, Headley Way)	<p>Do you live within the CPZ ? <b>No</b></p> <table border="1"> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road –</td></tr> <tr> <td>Bateman Street – <b>Support</b></td><td>New High Street – <b>Object</b></td></tr> </table>	All Saints Road – <b>Object</b>	London Road –	Bateman Street – <b>Support</b>	New High Street – <b>Object</b>								
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Langley Close – <b>Support</b>	Stile Road –												
Lime Walk – <b>Object</b>	York Road – <b>Object</b>												
	<p>Overall there should be a reduction in car parking provision - this is what is laid out in the Local Transport plan. There is a lack of cycle parking, especially near to the public houses on the roads in this area. Designated on-road bays should be given over to cycle parking (rather than on pavement or ad-hoc) to meet with the local plan as described above. I support the proposals it's where there is reduction in risks from near-corner parking and visibility can be improved.</p> <p>Additionally this area is blighted by illegal parking and all of these changes are toothless if there is no enforcement of them - please ensure this happens.</p>												
(079) Local resident, (Oxford, Langley Close)	<p>Do you live within the CPZ ? <b>No</b></p> <table border="1"> <tr> <td>All Saints Road –</td> <td>London Road –</td> </tr> <tr> <td>Bateman Street –</td> <td>New High Street –</td> </tr> <tr> <td>Gardiner Street –</td> <td>St Andrews Lane –</td> </tr> <tr> <td>Kennett Road –</td> <td>Stephen Road –</td> </tr> <tr> <td>Langley Close – <b>Object</b></td> <td>Stile Road –</td> </tr> <tr> <td>Lime Walk –</td> <td>York Road –</td> </tr> </table> <p>Object to proposed end to parking in Langley Close. They need the only 4 existing parking spaces for visitors to continue to be available.</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
All Saints Road –	London Road –												
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Langley Close – <b>Object</b>	Stile Road –												
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<p>(080) Local resident, (Oxford, Old road)</p>	<p>Do you live within the CPZ? <b>No</b></p> <table border="1" data-bbox="579 295 2106 663"> <tbody> <tr> <td>All Saints Road – <b>Support</b></td><td>London Road – <b>Support</b></td></tr> <tr> <td>Bateman Street –</td><td>New High Street – <b>Support</b></td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road – <b>Support</b></td><td>Stephen Road –</td></tr> <tr> <td>Langley Close –</td><td>Stile Road –</td></tr> <tr> <td>Lime Walk – <b>Support</b></td><td>York Road – <b>Support</b></td></tr> </tbody> </table> <p>Shared use extensions reflect demand and enable a thriving mix of access for Headington</p>	All Saints Road – <b>Support</b>	London Road – <b>Support</b>	Bateman Street –	New High Street – <b>Support</b>	Gardiner Street –	St Andrews Lane –	Kennett Road – <b>Support</b>	Stephen Road –	Langley Close –	Stile Road –	Lime Walk – <b>Support</b>	York Road – <b>Support</b>
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Lime Walk – <b>Support</b>	York Road – <b>Support</b>												
<p>(081) Local group/organisation, (Oxford, Portland Road)</p>	<p>Do you live within the CPZ? <b>No</b></p> <table border="1" data-bbox="579 867 2106 1235"> <tbody> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road –</td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table> <p>Because I come to visit a friend in Langley Close and it would be difficult for me to park further away.</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close – <b>Object</b>	Stile Road –	Lime Walk –	York Road –
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Kennett Road –	Stephen Road –												
Langley Close – <b>Object</b>	Stile Road –												
Lime Walk –	York Road –												

<p>(082) Member of public, (Oxford, South Parade)</p>	<p>Do you live within the CPZ? <b>No</b></p> <table border="1" data-bbox="574 295 2106 663"> <tbody> <tr> <td>All Saints Road – <b>Object</b></td><td>London Road – <b>Object</b></td></tr> <tr> <td>Bateman Street – <b>Object</b></td><td>New High Street – <b>Object</b></td></tr> <tr> <td>Gardiner Street – <b>Object</b></td><td>St Andrews Lane – <b>Object</b></td></tr> <tr> <td>Kennett Road – <b>Object</b></td><td>Stephen Road – <b>Object</b></td></tr> <tr> <td>Langley Close – <b>Object</b></td><td>Stile Road – <b>Object</b></td></tr> <tr> <td>Lime Walk – <b>Object</b></td><td>York Road – <b>Object</b></td></tr> </tbody> </table> <p>Visiting old people who live there, we need to keep visitors parking areas</p>	All Saints Road – <b>Object</b>	London Road – <b>Object</b>	Bateman Street – <b>Object</b>	New High Street – <b>Object</b>	Gardiner Street – <b>Object</b>	St Andrews Lane – <b>Object</b>	Kennett Road – <b>Object</b>	Stephen Road – <b>Object</b>	Langley Close – <b>Object</b>	Stile Road – <b>Object</b>	Lime Walk – <b>Object</b>	York Road – <b>Object</b>
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Langley Close – <b>Object</b>	Stile Road – <b>Object</b>												
Lime Walk – <b>Object</b>	York Road – <b>Object</b>												
<p>(083) Member of public, (Wallington, Montagu Gardens)</p>	<p>Do you live within the CPZ? <b>No</b></p> <table border="1" data-bbox="574 867 2106 1251"> <tbody> <tr> <td>All Saints Road –</td><td>London Road –</td></tr> <tr> <td>Bateman Street –</td><td>New High Street –</td></tr> <tr> <td>Gardiner Street –</td><td>St Andrews Lane –</td></tr> <tr> <td>Kennett Road –</td><td>Stephen Road –</td></tr> <tr> <td>Langley Close –</td><td>Stile Road – <b>Support</b></td></tr> <tr> <td>Lime Walk –</td><td>York Road –</td></tr> </tbody> </table> <p>I am a relative of a resident on Stile Road. I strongly support the proposals. I always visit on public transport but when I have been here, my daughter has had her car blocked in or has been unable to get her back into her driveway due to inconsiderate parking in the bays. I strongly support the bay remarkings as this will ensure that there is no obstruction</p>	All Saints Road –	London Road –	Bateman Street –	New High Street –	Gardiner Street –	St Andrews Lane –	Kennett Road –	Stephen Road –	Langley Close –	Stile Road – <b>Support</b>	Lime Walk –	York Road –
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to highway access for the residents at number 36 and number 38. A lot of vehicles either park not within the bay or with a significant overhang which makes access difficult. Furthermore, I think if households do not have off street parking, maybe they should consider parking in the car park on St Leonard's Road or not have a car at all instead of parking inconsiderately.