



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

***Thursday, 17 December 2020 at 10.00 am  
Virtual***

If you wish to view proceedings via the live stream please [click on this link](#). However, that will not allow you to participate in the meeting. If you wish to participate please contact the Committee Officer (details below) bearing in mind the information set out at Item 3 on this Agenda.

### ***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Wednesday 30 December 2020 unless called in by that date for review by the appropriate Scrutiny Committee.

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

**These proceedings are open to the public**

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees  
Chief Executive

December 2020

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

Note: Date of next meeting: 21 January 2021

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

## Items for Decision

### 1. Declarations of Interest

### 2. Questions from County Councillors

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

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

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

### 3. Petitions and Public Address

*This Cabinet Member for Environment Delegated Decisions meeting will be held virtually in order to conform with current guidelines regarding social distancing. Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on Friday 11 December. Requests to speak should be sent to [graham.warrington@oxfordshire.gov.uk](mailto:graham.warrington@oxfordshire.gov.uk) together with a written statement of your presentation to ensure that if the technology fails then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting – Tuesday 15 December).*

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

*Written submissions should be no longer than 1 A4 sheet.*

### 4. Oxford: Old Marston Area - Informal Consultation on Proposed CPZ (Pages 1 - 34)

*Forward Plan Ref: 2020/152*

*Contact: Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Jim Whiting, Principal Officer – Parking Tel: 07584 581187*

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

At the Cabinet Member for Environment decisions meeting on 8 October 2020 Councillor Ian Hudspeth (the Leader of the Council standing in for Councillor Yvonne Constance) approved a CPZ in the Marston North area but directed that implementation of that scheme be deferred to allow consideration of an informal consultation on a CPZ in the adjacent Old Marston village area. The report sets out the representations received to that consultation.

***The Cabinet Member for Environment is RECOMMENDED to:***

- a) approve proceeding to a formal consultation on a CPZ in the Old Marston Village area subject to funding being confirmed, with this being an extension to the Marston North CPZ;***
- b) in the light of the responses to the informal consultation on the Old Marston Village area, to approve proceeding to implementation on the CPZ in the Marston North area as approved in principle at the Cabinet Member for Environment decisions meeting on 8 October 2020.***

**5. Oxford - Cowley Central Area (West): Proposed Controlled Parking Zone (CPZ) (Pages 35 - 60)**

*Forward Plan Ref: 2020/053*

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

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

Following approval by the Cabinet Member for Environment in June 2018 and April 2019 of a programme of new Controlled Parking Zones in Oxford, this report presents the responses to the formal consultation on a new Zone in the Cowley Central West area.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Central West area, with the following amendments:***

- (a) with regard to the submission by Church Cowley St James Primary School, to provide for the allocation of business permits at the approved annual fee for staff, with the maximum number of such permits to be determined in consultation with the school;***
- (b) with regard to the submission by the Lewin Close Owners Association, to review the proposed provision of parking places on Crowell Road adjacent to its junction with Lewin Close to ensure that adequate visibility is maintained.***

**6. Oxford - Cowley Central Area (East): Proposed Controlled parking Zone (CPZ)** (Pages 61 - 96)

*Forward Plan Ref:* 2020/052

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

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

Following approval by the Cabinet Member for Environment in June 2018 and April 2019 of a programme of new Controlled Parking Zones in Oxford the report presents responses to a formal consultation on a new Zone in the Cowley Central East area.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Central East area.***

**7. Cumnor - Oxford Road: Proposed 30mph Speed Limit** (Pages 97 - 106)

*Forward Plan Ref:* 2020/147

*Contact:* Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/Mark Francis, Senior Traffic Technician Tel: (01235) 466118

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

The report presents responses received to a statutory consultation to introduce a 30mph speed limit on Oxford Road Cumnor in place of the existing 40mph speed limit. The consultation was progressed following an instruction by the Cabinet Member for Environment at the delegated decisions meeting on 16 July 2020 to carry out a speed survey to confirm that existing traffic speeds were compatible with a 30mph speed limit following representations received at that meeting for this speed limit change as part of the consideration of speed limit proposals for Cumnor Hill. The speed survey results obtained in October 2020 (showing mean speeds as 29.6mph eastbound and 32.9mph westbound) confirmed that a 30mph limit would be appropriate in principle.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposed 30mph speed limit as advertised.***

**8. Eynsham: Acre End Street and Witney: Corn Street - Proposed Build Outs at Bus Stops** (Pages 107 - 122)

*Forward Plan Ref:* 2020/151

*Contact:* Hugh Potter, Group Manager – Area Operations Hub Tel: 07766 998704/David Bellchamber, Officer – Bus Infrastructure Tel: 07939 576546

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

The report presents objections received to a statutory consultation to introduce build outs at bus stops in Acre End Street, Eynsham and Corn Street and Newland in Witney, noting that no objections were received in respect of proposals for



Newland, Witney The proposals have been progressed as a result of concerns raised by bus operators that bus passengers have difficulty safely entering and leaving a bus at these locations adversely affecting journey time reliability and difficulty for passengers in safely entering and leaving a bus at these locations due to on-street parking. The Equality Act (2010) obliges public transport operators and highway authorities to make reasonable adjustments for all users so that disabled passengers are not disadvantaged and providing access between a low-floor bus and the footway is seen as crucial to fulfilling those duties. It is also important to consider the needs of other disabled groups such as blind or cognitive impaired bus passengers, as well as those carrying heavy luggage and pushchairs.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposed build outs at bus stops in Acre End Street, Eynsham and Corn Street, Witney as advertised.***

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| Division(s): Marston and Northway |
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## **CABINET MEMBER FOR ENVIRONMENT – 17 DECEMBER 2020**

### **OXFORD – OLD MARSTON VILLAGE AREA: PROPOSED CONTROLLED PARKING ZONE (CPZ) INFORMAL CONSULTATION**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for Environment is RECOMMENDED to:
  - a) approve proceeding to a formal consultation on a CPZ in the Old Marston Village area subject to funding to be confirmed, with this being an extension to the Marston North CPZ;
  - b) in the light of the responses to the informal consultation on the Old Marston Village area, to approve proceeding to implementation on the CPZ in the Marston North area as approved in principle at the Cabinet Member for Environment decisions meeting on 8 October 2020.

#### **Introduction**

2. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:
  - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
  - Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
  - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.
3. CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.

## Background

4. At the Cabinet Member for Environment decisions meeting on 8 October 2020 Councillor Ian Hudspeth (the Leader of the Council standing in for Councillor Yvonne Constance) approved a CPZ in the Marston North area but directed that implementation of that scheme be deferred to allow consideration of an informal consultation on a CPZ in the adjacent Old Marston village area.

## Informal Consultation

5. Informal consultation on a CPZ in the area shown at Annex 1 was carried out between 22 October and 20 November 2020. A letter was sent directly to approximately 620 properties in the area explaining the operation of CPZs including the eligibility for and cost of permits.
6. 86 responses were received in total during the formal consultation (an approximate response rate of 13.5% based on the numbers of letters sent). These are summarised in the tables below:

| Difficulty in parking own vehicle | Monday-Friday (daytime) | Monday-Friday (evening) | Saturday (daytime) | Saturday (evening) | Sunday (all times) |
|-----------------------------------|-------------------------|-------------------------|--------------------|--------------------|--------------------|
| Don't normally park here then     | 18                      | 16                      | 17                 | 17                 | 17                 |
| Low difficulty                    | 48                      | 52                      | 49                 | 52                 | 50                 |
| Moderate difficulty               | 10                      | 9                       | 9                  | 7                  | 8                  |
| Severe difficulty                 | 2                       | 1                       | 3                  | 2                  | 3                  |
| <i>(% Moderate or Severe)</i>     | <i>(15%)</i>            | <i>(13%)</i>            | <i>(15%)</i>       | <i>(13%)</i>       | <i>(14%)</i>       |
| <b>Total</b>                      | <b>78</b>               | <b>78</b>               | <b>78</b>          | <b>78</b>          | <b>78</b>          |

| Duration of visitors staying     | Monday-Friday (daytime) | Monday-Friday (evening) | Saturday (daytime) | Saturday (evening) | Sunday (all times) |
|----------------------------------|-------------------------|-------------------------|--------------------|--------------------|--------------------|
| Rarely staying                   | 35                      | 38                      | 21                 | 26                 | 22                 |
| Staying less than 2 hours        | 18                      | 12                      | 13                 | 8                  | 8                  |
| Staying more than 2 hours        | 9                       | 12                      | 16                 | 17                 | 18                 |
| Staying less & more than 2 hours | 16                      | 16                      | 28                 | 27                 | 30                 |
| <b>Total</b>                     | <b>78</b>               | <b>78</b>               | <b>78</b>          | <b>78</b>          | <b>78</b>          |

| View on existing DYLS | Number of residents | Percentage |
|-----------------------|---------------------|------------|
| Need reviewing        | 37                  | 47%        |
| Existing lines are ok | 41                  | 53%        |
| <b>Total</b>          | <b>78</b>           | <b>100</b> |

| Number of cars          | Number of residents | Percentage   |
|-------------------------|---------------------|--------------|
| None                    | 31                  | 40%          |
| 1                       | 25                  | 32%          |
| 2                       | 20                  | 26%          |
| <i>(2 cars or less)</i> | <i>(76)</i>         | <i>(98%)</i> |
| 3                       | 1                   | 1%           |
| 4                       | 1                   | 1%           |
| <b>Total</b>            | <b>78</b>           | <b>100</b>   |

| View on CPZ      | Count     | Percentage  |
|------------------|-----------|-------------|
| Don't support    | 25        | 29%         |
| Support          | 57        | 66%         |
| Concerns/Neither | 4         | 5%          |
| <b>Total</b>     | <b>86</b> | <b>100%</b> |

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

#### Summary of local resident responses by road:

| Road             | Object | Support | Concerns | Total |
|------------------|--------|---------|----------|-------|
| Barns Hay        | 2      | 1       | -        | 3     |
| Boults Close     | -      | 2       | -        | 2     |
| Boults Lane      | -      | 4       | -        | 4     |
| Butts Lane       | -      | 1       | -        | 1     |
| Cannons Field    | -      | -       | 1        | 1     |
| Cherwell Drive   | -      | 1       | -        | 1     |
| Church lane      | 4      | 5       | -        | 9     |
| Cumberlege Close | -      | 2       | -        | 2     |
| Elsfield Road    | 1      | 3       | -        | 4     |
| Harlow Way       | 1      | 1       | -        | 2     |
| Horseman Close   | -      | 2       | -        | 2     |
| Little Acreage   | -      | 2       | -        | 2     |
| Lodge Close      | 5      | 5       | -        | 10    |

|                  |           |           |          |           |
|------------------|-----------|-----------|----------|-----------|
| Mill Lane        | 3         | 5         | -        | 8         |
| Oxford Road      | 5         | 9         | -        | 14        |
| Park Way         | 1         | 2         | -        | 3         |
| Parkway          | 1         | 2         | -        | 3         |
| Ponds Lane       | -         | 3         | -        | 3         |
| Rimmer Close     | -         | 1         | -        | 1         |
| Southcroft       | 1         | 2         | -        | 3         |
| St Nicholas Park | -         | 2         | -        | 2         |
| White Hart       | 1         | 2         | -        | 3         |
| <b>Total</b>     | <b>25</b> | <b>57</b> | <b>1</b> | <b>83</b> |

8. Individual responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
9. Thames Valley Police did not object to the proposals, citing the fact that the burden on enforcement would not fall on them.
10. Old Marston Parish Council expressed a query on the omission of a number of roads in the list of roads to be included in the proposed CPZ. It is confirmed that all roads which are public highway are proposed to be included in the CPZ. However, the parish council has expressed separately strong support for a CPZ including both the recently approved Marston North CPZ and the remainder of the Old Marston village area and it is suggested that should a CPZ for the Old Marston village area be approved it is incorporated as an extension to the Marston north CPZ area, rather than being a separate CPZ area.
11. Cyclox, the local cyclist group, noted that the proposed CPZ stops short of two recently approved developments near Mill Lane. As car parking on both developments will be deliberately restricted, there is a risk that parking will overflow onto Mill Lane. The group therefore suggest that the CPZ is extended to the North end of Mill Lane and that no parking is allowed on the Lane, noting that the risk of doors opening in front of passing cyclists is always present when there is parking on a narrow thoroughfare such as Mill Lane.
12. An objection to the CPZ received from a group representing Mill Lane residents expressed the view that additional no waiting at anytime restrictions rather than a CPZ would address the current problem and also expressed concern about the design of the existing traffic calming measures through the village.
13. Twenty five objections and concerns were received from members of the public the great majority of which queried the actual need for controlled parking in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the

above, it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from adjacent CPZs, as well as the anticipated increase in issues arising from the potential parking pressures from the Swan School on Marston Ferry Road. While accepting that some parts of the area are more pressured than others and that not all roads within the area might be directly impacted by this, not including all roads within the proposed zone could lead to later problems of potentially displaced parking having a far greater effect on any road not part of the scheme.

14. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits (specifically the visitor allocation) available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, this is consistent with many other CPZs.
15. Fifty-seven responses were received from members of the public expressing support for the scheme.
16. Noting that the overall balance of opinion is quite strongly supportive, it is recommended that a CPZ with provisions matching the recently approved Marston North CPZ is taken to formal consultation subject to funding being confirmed.

### **Sustainability implications**

17. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives, such as Connecting Oxford.

### **Financial and Staff Implications (including Revenue)**

18. Funding for the proposed CPZ is being sought from developer contributions

### **Equalities Implications**

19. No equalities implications have been identified in respect of the proposals.



JASON RUSSELL

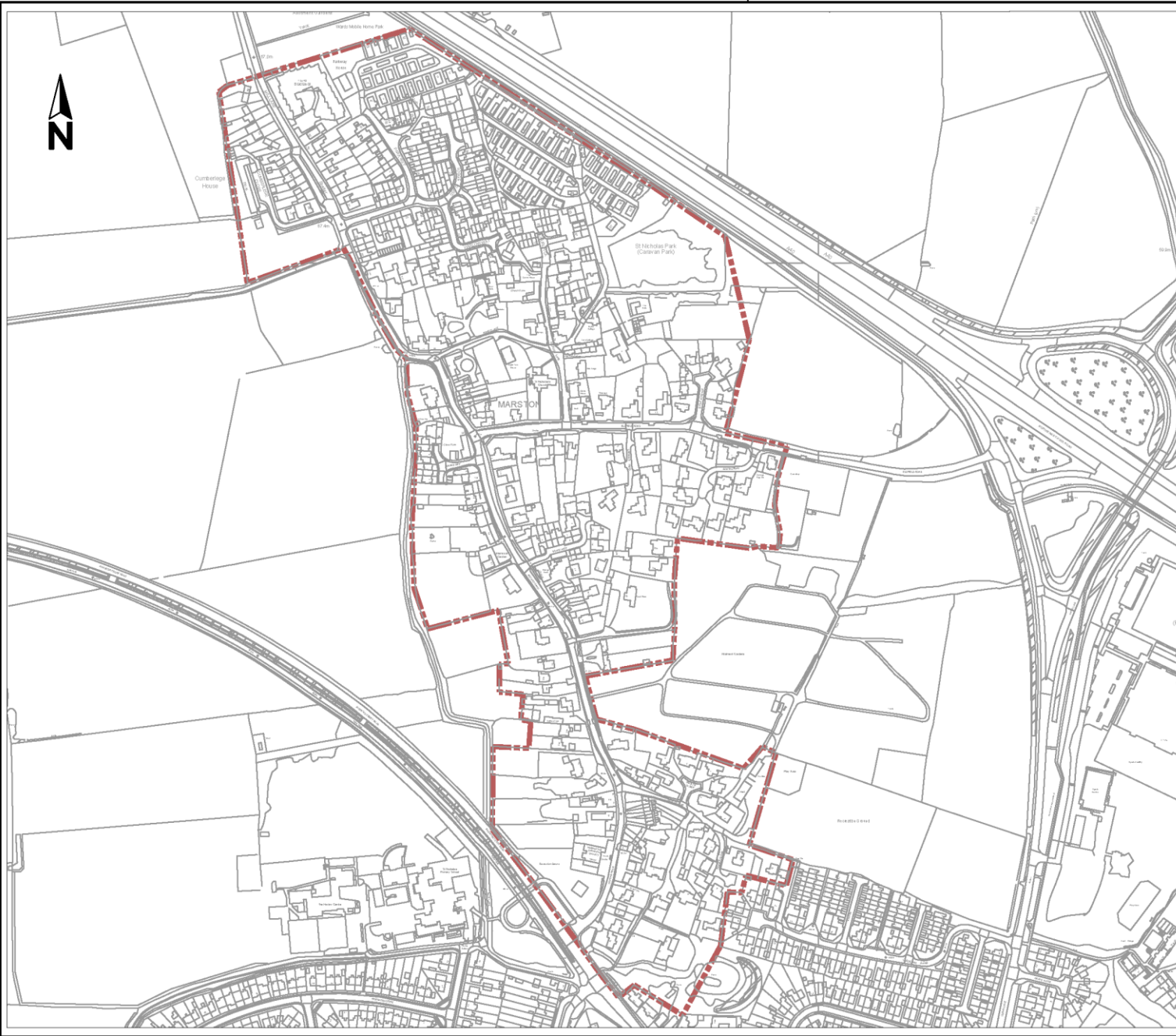
Interim Director of Community Operations

Background papers: Consultation responses  
Plan of proposed CPZ

Contact Officers: Hugh Potter 07766 998704  
Jim Whiting 07584 581187

December 2020

|  |            |                     |   |       |         |          |  |  |  |
|--|------------|---------------------|---|-------|---------|----------|--|--|--|
| Drawing No.  |            | Revision            |   |       |         |          |  |  |  |
|  |            | 0                   |   |       |         |          |  |  |  |
| <b>Key</b>   |            |                     |   |       |         |          |  |  |  |
|  Zone boundary  |            |                     |   |       |         |          |  |  |  |
| <small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA070895</small>   |            |                     |   |       |         |          |  |  |  |
| Rev.   | Date       | Purpose of revision | <table border="1"> <tr> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table> | Drawn | Checked | Approved |  |  |  |
| Drawn  | Checked    | Approved            |   |       |         |          |  |  |  |
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|  <b>OXFORDSHIRE COUNTY COUNCIL</b><br>Owen Jenkins<br>Director for Infrastructure Delivery<br>Communities<br>Oxfordshire County Council<br>County Hall<br>Oxford<br>OX1 1ND<br>Tel: 0345 310 11 11<br>Fax: (01865) 241577 |            |                     |   |       |         |          |  |  |  |
| <b>Project title</b><br><br>OLD MARSTON<br>CONTROLLED PARKING ZONE   |            |                     |   |       |         |          |  |  |  |
| <b>Drawing title</b><br><br>PROPOSED RESTRICTIONS  |            |                     |   |       |         |          |  |  |  |
| <b>Drawing Status</b>  |            |                     |   |       |         |          |  |  |  |
| Scale @ A3   | Drawn by   | Checked by          | Approved by   |       |         |          |  |  |  |
| N.T.S.   | JaC        |                     |   |       |         |          |  |  |  |
|  | Date drawn | Date checked        | Date approved   |       |         |          |  |  |  |
|  | 10/20      |                     |   |       |         |          |  |  |  |
| Oxfordshire Project No. & File Ref   |            |                     |   |       |         |          |  |  |  |
| Drawing No.  |            | Revision            |   |       |         |          |  |  |  |
|  |            | 0                   |   |       |         |          |  |  |  |





| RESPONDENT   | COMMENTS   |
|--|--|
| (1) Traffic Management Officer, (Thames Valley Police) | <b>No objection</b> – these restrictions place no burden upon Thames Valley Police in terms of enforcement.  |
| (2) Old Marston Parish Council                         | <p><b>Query</b> – It has been brought to my attention that the following roads seem to have been omitted from the above consultation: Cannon's Field, Cumberlege Close, Marsh Lane, Rimmer Close &amp; St Nicholas Park.</p> <p>Some of these may of course be unadopted roads but I thought I should make you aware in case it has been an oversight.</p>   |
| (3) Local Group, (Cyclox)                              | <b>No objection</b> - I have recently completed responses to Hill View Farm and West of Mill Lane development consultations on behalf of Cyclox, the Oxford Pedestrian Association and CoHSAT. I note that the proposed CPZ stops short of these two developments. As car parking on both developments will be deliberately restricted, there is a risk that parking will overflow onto Mill Lane. I suggest that the CPZ is extended to the North end of Mill Lane and that no parking is allowed on the Lane. The risk of doors opening in front of passing cyclists is always present when there is parking on a narrow thoroughfare such as Mill Lane. |
| <i>[Online Responses]</i>                              |  |
| (4) Local Resident, (Old Marston, Church lane)         | <p><b>CPZ - Object</b></p> <p>It would be a shame if the village ethos and image was spoiled by lots of yellow lines and signs indicating CPZ. In Church lane parking is not a problem unless there is a big wedding at the church. Any scheme would need to support use of village hall, church and Mortimer hall. Parking on the entrance to the village on Oxford Road is currently a big problem due to Swan school contractors parking making it dangerous for pedestrians, cyclists and cars. Maybe just Elsfeld Road and Oxford Road should be CPZ noting the concerns about spoiling the village,</p>  |

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|  | <p>Existing DYs - <b>Need reviewing</b></p> <p>People park either side of the chicanes meaning that visibility is poor on Elsfield Road. Entrance to Oxford Road</p>  |
| (5) Local Group, (Old Marston, Mill Lane)      | <p><b>CPZ - Object</b></p> <p>CPZ should not be a money-making enterprise the fees are NOT reasonable. There is a problem with non-residents parking and then busing or cycling on into Oxford. Made worse by the building workers building the new school and the lack of double yellow lines where parking obstructs the view of oncoming traffic particularly on double bends. The county council should resolve this issue which causes danger without the need for a CPZ. The current road calming scheme is poorly thought out and causes danger from oncoming traffic as in places it obstructs the view of oncoming traffic. The map in the consultation documents is out of date.</p> <p>Existing DYs - <b>Need reviewing</b></p> <p>There are no double yellow lines at the moment.</p>   |
| (6) Local Resident, (Old Marston, Oxford Road) | <p><b>CPZ - Object</b></p> <p>I think double yellow lines near the Marston Ferry Road and enforcement of the Access Only signs at the ring road (Elsfield Road) entrance to the village would stop most of the problems. A CPZ scheme would penalise the less well-off who live in terraced cottages and have to park on the road, and their visitors.</p> <p>Existing DYs - <b>Need reviewing</b></p> <p>Double yellow lines needed for about 300 yards on Oxford Road as it abuts Marston Ferry Road. Parents park here for the schools (St Nicholas, the Swan) as well as staff etc. Although Old Marston Village is access only from the ring road, everyone ignores this and uses Elsfield road and Oxford Road as a rat run. This causes jams all through the village but particularly by the Marston Ferry Road where there is just no room for incoming traffic. Very dangerous for cyclists as well as pedestrians (cars just mount the kerb).</p> |

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| (7) Local Resident,<br>(Old Marston, White Hart)   | <p>CPZ - <b>Object</b></p> <p>It will change the character of the village by having to paint lots of white lines on the road and also installing lots of signs.</p> <p>Existing DYs - <b>Need reviewing</b></p> <p>Where White Hart joins Oxford Road there should be some double yellow lines. It can be very difficult to pull out safely because sometimes people park very close to the entrance to White Hart</p>   |
| (8) Local Resident,<br>(Old Marston, Barns Hay)    | <p>CPZ - <b>Object</b></p> <p>Worried that the new parking restrictions will mean that visitors will not visit as often as I am a registered disabled person living on my own and need my cleaners and primary careers support through the week. I have never had trouble parking in Barns Hay and these new restrictions are simply not required. The cost for a permit is also an issue for my finances.</p> <p>Existing DYs - <b>Are ok</b> No comments</p> |
| (9) unknown, (Old Marston, Barns Hay)              | <p>CPZ - <b>Object</b> No comments</p> <p>Existing DYs - <b>Are ok</b> No comments</p>   |
| (10) Local Resident,<br>(Old Marston, Church Lane) | <p>CPZ - <b>Object</b> No comments</p> <p>Existing DYs - <b>Are ok</b> No comments</p>   |
| (11) Local Resident,<br>(Old Marston, Church Lane) | <p>CPZ - <b>Object</b></p> <p>In my opinion changes are not required</p> <p>Existing DYs - <b>Are ok</b> No comments</p>   |

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| (12) Local Resident,<br>(Old Marston, Church Lane)   | <p><b>CPZ - Object</b></p> <p>I can only usefully comment on the parking in Church Lane at the side of St Nicholas Church and on Elsfield Road in front of the church. There is very rarely a problem parking here - the only time being when there's a church service, particularly a funeral or a wedding, when parking restrictions would present difficulties to those attending these. Parking here is easy at all times of every day. I see no need for any change.</p> <p>Existing DYs - <b>Are ok</b> No comments</p>   |
| (13) Local Resident,<br>(Old Marston, Elsfield Road) | <p><b>CPZ - Object</b></p> <p>I would like to monitor the implications of the CPZ on the other side of the Marston Ferry Road. Were we to find that we get a significant increase in commuter parking on our side, we would have to reconsider the introduction of a CPZ. If so, I definitely think it should be Monday to Friday 08.30 to 17.30.</p> <p>I live opposite St Nicholas Church and it would be important for any CPZ to take account of the needs of services at the church including weekday funerals and baptisms.</p> <p>How is the CPZ enforced? Will strict enforcement take place when vehicles are parked on our beautiful grass verges? How will parking for the large workforces required to build the proposed 238 houses at the end of Mill Lane be provided? Currently we have a significant number of vehicles parking in Oxford Road as the County's building site for the new Swan School is not adequate, with concomitant damage to the verges.</p> <p>I think that the introduction of speed cameras on Oxford Road and speed advisory signs on Elsfield Road (like those in Jack Straws Lane) is a higher priority.</p> <p>Existing DYs - <b>Are ok</b> No comments</p> |
| (14) Local Resident,<br>(Old Marston, Harlow Way)    | <p><b>CPZ - Object</b></p> <p>We don't have parking issues in our close so don't think this is necessary</p>  |

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|  | Existing DYLS - <b>Are ok</b> No comments   |
| (15) Local Resident,<br>(Old Marston, Lodge Close) | <p>CPZ - <b>Object</b></p> <p>No need for CPZ.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| (16) Local Resident,<br>(Old Marston, Lodge Close) | <p>CPZ - <b>Object</b></p> <p>There is no need for restrictions in my street</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| (17) Local Resident,<br>(Old Marston, Lodge Close) | <p>CPZ - <b>Object</b></p> <p>I see no need for the introduction of a CPZ. I have not heard of any issues from neighbours or others in the village. The introduction of a CPZ represents an unnecessary bureaucracy and brings an unnecessary cost to residents. There will be unnecessary costs for the council in implementing the CPZ and unnecessary costs for residents who have to seek permits. I see no benefit from the scheme.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p> |
| (18) Local Resident,<br>(Old Marston, Lodge Close) | <p>CPZ - <b>Object</b></p> <p>the responses to this questionnaire are bound to be skewed, because you have missed off the L to M streets, in the list of streets affected by this proposal, on the front page of the questionnaire, whereas you have included them in the piece of paper which was sent to households in The Village this week.</p>   |

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|  | <p>Further, there is no option above for 'No Difficulty', rather a respondent is forced to choose 'Low Difficulty', as the least worst option.</p> <p>With the small exception of a few houses in The Village which actively run beds in sheds, there is *no need* for a Controlled Parking Zone in Old Marston village. Almost every house in the village has its own driveway and there is no history of anti-social parking nor of park and ride in the area.</p> <p>Save for temporary issues surrounding the building of the new Swan School at the top end of Oxford Road, which could be dealt with using a localised restriction, you should not introduce a Controlled Parking Zone in Old Marston village.</p> <p>Existing DYs - <b>Are ok</b> No comments</p> |
| (19) Local Resident,<br>(Old Marston, Lodge Close) | <p><b>CPZ - Object</b></p> <p>I live on Lodge Close and I've literally never had an issue parking. I wouldn't say there's a problem at all here or on the surrounding roads.</p> <p>Existing DYs - <b>Are ok</b> No comments</p>   |
| (20) Local Resident,<br>(Old Marston, Mill Lane)   | <p><b>CPZ - Object</b></p> <p>We live at the far end of Mill Lane and there is currently no problem whatsoever with people parking in the street. The distance from any place of work means that it is unlikely that commuter parking would become a problem here. We have a driveway with room for one car so would not need a permit; however not all houses do currently have driveways. Were a CPZ introduced, it might encourage more homeowners to convert their front gardens to driveways which would seem undesirable from an environmental perspective.</p> <p>Existing DYs - <b>Are ok</b> No comments</p>  |
| (21) Local Resident,<br>(Oxford, Oxford Road)      | <p><b>CPZ – Object</b></p> <p>I don't agree with introducing CPZ as Oxford Road, Old Marston Village does not require this as it does not get very</p>   |

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|  | <p>busy. I have lived on Oxford Road, Old Marston Village for the last 16 years and never had any problems finding a parking space whatsoever.</p> <p>I don't want to pay for something that we do not need in our location.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| (22) Local Resident,<br>(Old Marston, Oxford Road) | <p><b>CPZ - Object</b></p> <p>Never have a problem finding parking and I would find controlled parking therefore restrictive and bureaucratic when not an issue for me, or it appears the other residents.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| (23) Local Resident,<br>(Old Marston, Oxford Road) | <p><b>CPZ - Object</b> No comments</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| (24) Local Resident,<br>(Old Marston, Oxford Road) | <p><b>CPZ - Object</b></p> <p>The village is a rat run and whilst village is used for cheap parking at least it slows down the traffic. My daughter was knocked off her bike on the way to school last week.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| (25) Local Business,<br>(Old Marston, Parkway)     | <p><b>CPZ - Object</b></p> <p>Me &amp; my family own Wards mobile home park in parkway, we have a 20ft right of way at all times. most of the time we can just get a car through to our mobile home park &amp; we have had caravan transporters<br/>Coming to our mobile home park to collect Mobile homes &amp; they cannot get into our site because of cars parked in parkway.</p> |

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|  | Existing DYLS - <b>Are ok</b> No comments   |
| (26) Local Resident,<br>(Old Marston,<br>Southcroft) | <p><b>CPZ - Object</b></p> <p>We never have any problems parking and adding a CPZ would only cause us and everyone in Southcroft disruption and problems. The required markings would also be a negative to what is a beautiful area. I am against this proposal. It isn't needed and would make things worse rather than better. If you want to raise more money, raise council tax instead.</p> <p>Existing DYLS - <b>Are ok</b></p> <p>There are no lines at all in Southcroft and no one but the residents ever park in Southcroft. Having lines would detract from what is a beautiful place and should not be introduced as they aren't needed.</p> |
| (27) Local Resident,<br>(Oxford, Barns Hay)          | <p><b>CPZ - Support</b> No comments</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>Trade workers in the new Swan school are occupying the London road half-way between the Ferry Road and St Nicholas church.</p>  |
| (28) Local Resident,<br>(Oxford, Boults Close)       | <p><b>CPZ - Support</b></p> <p>Currently the worst time is Saturdays when the football is on. We need a disabled bay outside our house for access for our son (who has a blue badge). Often we are unable to take him outside as cars park blocking wheelchair access.</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>On Oxford Road</p>   |



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| <p>(29) Local Resident,<br/>(Old Marston, Boults Close)</p> | <p><b>CPZ - Support</b></p> <p>I support this on the basis that restrictions will only apply on Mondays to Fridays from 9am to 5pm and that there will be plenty of free two-hour only spaces.</p> <p>Please give special consideration and consult the parish council with respect to the needs of vehicles associated with the football practice sessions at the end of Boults Lane. Whatever restrictions are introduced need to avoid having as a consequence that these cars spill over into Boults Lane.</p> <p>Existing DYLS - <b>Need reviewing</b> No comments</p> |
| <p>(30) Local Resident,<br/>(Old Marston, Boults Lane)</p>  | <p><b>CPZ - Support</b></p> <p>We in Marston are becoming a car park. Cars are being left...owners getting the bus into oxford or the JRH. Also bikes In car boots being used. Ideal times 9am until 5pm. Monday to Friday.</p> <p>Existing DYLS - <b>Need reviewing</b> No comments</p>  |
| <p>(31) Local Resident,<br/>(Old Marston, Boults Lane)</p>  | <p><b>CPZ - Support</b> No comments</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>Near Bus stops Some existing double yellow lines are just faded or unclear</p>  |
| <p>(32) Local Resident,<br/>(Old Marston, Boults Lane)</p>  | <p><b>CPZ - Support</b></p> <p>With the other local CPZ implementation, this will force people from hospital to park in Old Marston. The Oxford Road is not wide enough, I've seen buses stuck and waste vehicles collecting bins, struggle to get by.</p> <p>Existing DYLS - <b>Need reviewing</b></p>   |

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|   | Oxford Road parking (opposite Red Lion) is problematic and an Accident waiting to happen, in order for cyclists or cars to safely exit Boults Lane, people need to be half-way out into the road due to significant number of vans and cars parked either side.  |
| (33) Local Resident,<br>(Old Marston, Butts Lane)     | <p>CPZ - <b>Support</b></p> <p>Permanent - Stop Elsfield Road and Oxford Road being used as a rat run</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>Oxford Road</p>  |
| (34) Local Resident,<br>(Old Marston, Cherwell Drive) | <p>CPZ - <b>Support</b></p> <p>Restrictions need to be enforced.</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>Along Mill Lane. especially on corners and junctions and entrance (mill lane and church road.</p>   |
| (35) Local Resident,<br>(Old Marston, Church Lane)    | <p>CPZ - <b>Support</b></p> <p>Can more be done to look at reducing the traffic which use Elsfield Road / Oxford Road during rush-hour to cut through to / from Oxford. Similarly, would there be an option to put something like a Park and Pedal scheme at the Oxsrade car park? This is often empty during the working week and might reduce some traffic going into the city.</p> <p>Something to note on my responses is that i have private parking at my house, so no issue with finding a parking space.</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>The cars parked on Elsfield Road and Oxford road make it difficult as a regular cyclist. Often getting caught in traffic. This is particularly an issue on the corner of Elsfield road and Mill Lane (before the church) where there are often car's parked</p> |

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|   | there which means you have to move into the middle of the road as a cyclist or car driver. Parking is particularly an issue between Boults Lane and Cherwell Drive during school pick-ups / drop offs.   |
| (36) Local Resident,<br>(Old Marston, Church Lane)      | <p><b>CPZ - Support</b></p> <p>Regulations not much use without enforcement. Will regular inspections be made? Weekdays show the most difficulty with parking, particularly now that the anticipated difficulties have come from the Swan school parking.</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>Entirety of Ponds Lane, and Church Lane bordering St. Nicholas Church. Oxford Road to Boults Lane from Marston Ferry Road.</p>   |
| (37) Local Resident,<br>(Old Marston, Church Lane)      | <p><b>CPZ - Support</b></p> <p>Restrictions should apply Monday to Friday 8am until 6pm)</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>I live in Church Lane and only park in my integral house garage which opens directly onto Church Lane. I will not require a parking permit but do require the occasional visitor permit for my children to visit. A major problem is that when we reverse out of our garage cars are regularly parked opposite(the cars are regularly left there all day and the occupants cycle or bus into Oxford or walk to their place of work) which makes it difficult for us to reverse across the road and is therefore dangerous for passing traffic using Church Lane).I request double yellow lines directly opposite our double garage.</p> |
| (38) Local Resident,<br>(Old Marston, Cumberlege Close) | <p><b>CPZ - Support</b></p> <p>The streets listed should also include side roads, like Cumberlege Close where I live, to avoid displaced vehicles from restricted streets ending up obstructing residents. If all streets are not included equally then I would NOT support the proposed CPZ</p> <p>Existing DYLS - <b>Need reviewing</b></p>  |

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|   | <p>Some narrow side roads, like Cumberlege Close where I live, are already being obstructed by parked vehicles which are not apparently owned by residents. Currently, lorries delivering to the construction site have to drive on the pavement to pass parked vehicles and this is causing obvious physical damage to the structure of the pavement and kerbs.</p>   |
| <p>(39) Local Resident,<br/>(Old Marston, Harlow Way)</p>     | <p>CPZ - <b>Support</b> No comments</p> <p>Existing DYs - <b>Need reviewing</b></p> <p>We are not aware of any double yellow lines on this street.</p>   |
| <p>(40) Local Resident,<br/>(Old Marston, Horseman Close)</p> | <p>CPZ - <b>Support</b></p> <p>I have lived here since the estate has been built and we have had constant parking problems-the football people who will not use provided parking areas and blocking our garages to suit themselves-also the lay-bys have been used by people for free parking when they go on holiday-they park up unload their cases and walk to the bus stop outside Red Lion.Houses with multiple occupancy is also a problem as they all have cars. There should be yellow lines at the bottom of the side roads ( which are meant to be turning points for Jessop and clays close) but usually have cars and a taxi parked there</p> <p>Existing DYs - <b>Need reviewing</b></p> <p>On the approach piece of road parallel to the playing field and all around the first bend</p> |
| <p>(41) Local Resident,<br/>(Old Marston, Lodge Close)</p>    | <p>CPZ - <b>Support</b> No comments</p> <p>Existing DYs - <b>Need reviewing</b></p> <p>There needs to be new double yellow lines on the corner of Lodge Close and Harlow Way. There is a large van that parks there every day which blocks off the complete pavement and one has to walk in the road.</p>  |

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| <p>(42) Local Resident,<br/>(Old Marston, Lodge Close)</p> | <p><b>CPZ - Support</b></p> <p>I'm getting really annoyed with people parking in front of my own house, I should be able to come home at any time and park outside my house but I can't as other people see it as an empty space and think it's acceptable to park there. I have photographic evidence of this and just think it's totally unacceptable for people to think they can park where ever they like.</p> <p>Existing DYs - <b>Need reviewing</b></p> <p>There are no double yellows</p>   |
| <p>(43) Local Resident,<br/>(Old Marston, Lodge Close)</p> | <p><b>CPZ - Support.</b></p> <p><i>(see below)</i></p> <p>Existing DYs - <b>Need reviewing</b></p> <p>I would suggest introducing double yellow lines and/or a limited controlled parking area (with time restrictions) along much of Oxford road in Old Marston Village (from junction with Cherwell drive to the division into Mill Lane/Elsfield Road.</p> <p>Several cars and vans are usually parked along Oxford road. There is off road residential parking so it is unclear who is parking here. As a result, part of Oxford road is often obstructed and this leads to frustrations for those driving through the village. I live in the village and cycle to work. Since cars are parked along the road, there is no safe place to cycle in the midst of frustrated drivers.</p> <p>So I would strongly favour imposing parking restrictions in this area.</p> |
| <p>(44) Local Resident,<br/>(Old Marston, Lodge Close)</p> | <p><b>CPZ - Support</b></p> <p>It would be important to allow permits for vans up to 6 meters in length if the CPZ were to go ahead.</p> <p>Existing DYs - <b>Need reviewing</b></p>   |

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|  | New lines on road junctions would reduce parking and improve road safety by helping visibility.   |
| (45) Local Resident,<br>(Old Marston, Mill Lane) | <p><b>CPZ - Support</b></p> <p>The CPZ should be regularly monitored throughout to be effective.</p> <p><b>Existing DYLS - Need reviewing</b></p> <p>There are currently very few (if any) double yellow lines. These are needed to prevent congestion and obstacles caused by the inconsiderate parking of commuters into the city centre, builders' vans and visitors to sheltered housing.</p>   |
| (46) Local Resident,<br>(Old Marston, Mill Lane) | <p><b>CPZ - Support</b> No comments</p> <p><b>Existing DYLS - Need reviewing</b></p> <p>Visually I would prefer no yellow lines but proposals to build a large number of houses accessed from Mill Lane along with a previous commitment to ensure that Mill Lane will become two way traffic at all times means that double yellow lines will become necessary. Surely it is wrong to access the proposed new housing from Mill Lane both in terms of construction traffic and for additional residential needs. There is a strong view locally that access to the ring road is necessary if the housing on Green belt land goes ahead. If that were to happen there needs to be something to stop rat running traffic using this to access the ring road. My own view is that Mill Lane should be blocked to vehicular traffic so that only traffic associated with the new housing is accessed from the ring road, thus the vehicular traffic associated with the new development will ONLY be able to access via the Ring road.</p> |
| (47) Local Resident,<br>(Old Marston, Mill Lane) | <p><b>CPZ - Support</b></p> <p>Oxford Road by Cherwell Drive in desperate need of parking restrictions as construction and commuter traffic (have seen people taking bikes out of cars to cycle into town) parking all the way up the road. This combined with rat-running from the ring road makes it very dangerous for the vast numbers of children cycling to the Swan and Cherwell schools. I do not feel safe cycling my 9, 7 and 5 year olds through the village as there are no cycle paths and too many parked cars and through traffic. A CPZ is a start but I feel a complete redesign of village road layout is needed to keep children safe and</p>  |

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|  | <p>keep the conservation area as it should be.</p> <p>Bear in mind the almost 200 proposed houses at the end of Mill Lane. They will need to have a separate CPZ if not built car-free. Bear also in mind that Mill Lane will not support traffic from said houses.</p> <p>Ponds Lane cannot have parking allocation and double yellows will be unsightly for conservation area. No parking signs perhaps?</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>As far as I can recall, there are no double yellow lines.</p> |
| (48) Local Resident,<br>(Old Marston, Oxford Road) | <p>CPZ - <b>Support</b></p> <p>Increasingly cars are parked in the road belonging to commuters. The cars are left during the day and cycles are retrieved for onward passage into the city. The same is true of vans working at nearby schools and properties</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>We currently don't have double yellow lines</p>  |
| (49) Local Resident,<br>(Old Marston, Oxford Road) | <p>CPZ - <b>Support</b></p> <p>Weekends and Sunday for the church.</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>Outside Mortimer Hall and around the bend by boults lane.</p>   |
| (50) Local Resident,<br>(Old Marston, Oxford Road) | <p>CPZ - <b>Support</b></p> <p>As well as the problems outlined above caused by commuters, there are occasionally parking problems at weekends, e.g. if there is an event in the village. This isn't such a serious problem because there isn't also the high volume of</p>  |

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|  | <p>through traffic, though it does still cause some danger for cyclists, and for residents coming out of their driveways, especially on the blind bend before the Red Lion pub, where I live so I'd be in favour of a restriction in place every day in my area. People coming into the village are generally visiting the pub, the Boult's lane recreation area, or Mortimer Hall, and all three of those have their own parking spaces.</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>I would not wish to see double yellow lines in Old Marston village, as this would spoil the character of the conservation area. In theory they should not be necessary because the village is 'access only'. The CPZ will stop those people who disregard this restriction and use the village as a car park during working hours, causing gridlocked traffic and pollution, and a significant danger to cyclists and pedestrians. The roads and pavements are narrow, and not suitable for the volume of traffic that comes through, and the 'access only' is too expensive to enforce (what we need is a rising bollard like at Brindley Close). I predict that the CPZ facility will hardly be used by a large number of residents in my immediate area, because we can all park on our driveways, but I am also sure that most residents would be willing to take on the additional cost of permits for visitors in order to address the truly terrible traffic problems we have to witness every day. (If a rising bollard at either end of the village to stop access during rush hour is cheaper than CPZ, do that instead!)</p> |
| (51) Local Resident,<br>(Old Marston, Oxford Road) | <p>CPZ - <b>Support</b> No comments</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>All along Oxford Road</p>   |
| (52) Local Resident,<br>(Old Marston, Oxford Road) | <p>CPZ - <b>Support</b> No comments</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>Outside Red Lion and library up to Cherwell Valley road</p>   |
| (53) Local Resident,<br>(Old Marston, Parkway)     | <p>CPZ - <b>Support</b></p> <p>Weekday days are particularly hard getting through the village as it has just become one big carpark along Oxford road.</p>  |



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|   | <p>These are people working at the hospital and dropping kids off at school. It has got worse since august. Other areas are bad and whatever restrictions should include places for passing between parked cars as people do not consider others when parking.</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>All through the Old Marston area. But particularly Oxford road.</p>  |
| (54) Local Resident,<br>(Old Marston, Ponds Lane) | <p>CPZ - Support <b>No comments</b></p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>Would suggest a review along Elsfield Road. It's really hard to cycle safely along it or cross the road. The bottom end (near Cherwell drive) has got worse recently with trade vans. If yellow lines increase as a result of a new CPZ in New Marston would definitely need to think about new ones.</p>   |
| (55) Local Resident,<br>(Old Marston, Ponds Lane) | <p>CPZ - <b>Support</b></p> <p>I would support CPZ only if it applied to all of Old Marston, including the area north of the conservation area. However, please note the presence of the parked cars on Mill Lane / Oxford Road / Elsfield road is not harmful and is actually helpful at keeping cars to the 20 mph speed limit - the bigger issue remains the non-resident traffic that is not complying with the access only signage and speeding through the village. The only area where CPZ would make road safety better are the end of Oxford Road near the Red Lion / Library where parking by the Swan school construction traffic has been dangerous - it may be that yellow lines / no parking signs are safer still. In summary, I am not sure CPZ are actually immediately necessary, but would support if all of Old Marston was included. Residents bays on Oxford Road may be helpful, Residents on Mill Lane without off-street parking (ie such as my neighbours) must be supported to park their cars outside their own houses. Finally, Church goers must be supported as the church is typically very active and many parishioners need cars for mobility and allowance should be made for places of worship.</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>Ponds Lane (from Mill Lane to Church Lane) is not suitable for vehicles to park - this is used predominantly by pedestrians / cyclists - parked cars obstruct driveway access and force pedestrians and cyclists to the wrong side of the</p> |

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|   | road. Ideally a bollard at Mill Lane and Ponds Lane would make this safer, no parking in the road would be preferred, however yellow lines would be unsightly in a conservation area - perhaps an alternative of "no parking signs" would be able to achieve the same without impacting the importance of the conservation and heritage aspects. The same would be true for Mill Lane in the Conservation zone - yellow lines would be unsightly and impact the heritage setting.  |
| (56) Local Resident,<br>(Old Marston, Rimmer Close)     | <p><b>CPZ - Support</b></p> <p>I totally support the planned introduction of CPZ in the roads mentioned for weekdays to prevent parking by city workers. The timed restrictions I believe should be from 9am-4.00pm. Local residents find it very difficult to park on the named roads or to have visitors on weekdays. It should be noted that Old Marston village is already for 'Access Only' and yet many drive into the village park and then either get on their bikes or a bus and go off into the city to work.</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>I would support re painting of existing yellow lines and the placing of signs on the remaining roads. I would prefer not to have yellow lines on the main Oxford and Elsfield roads through Old Marston Village. I would hope signage would be a sufficient deterrent.</p> |
| (57) Local Resident,<br>(Old Marston, St Nicholas Park) | <p><b>CPZ - Support</b></p> <p>Monday to Friday 08:00 -18:00</p> <p>Existing DYLS - <b>Need reviewing</b></p> <p>At present there are no double yellow lines</p>   |
| (58) Local Resident,<br>(Old Marston, St Nicholas Park) | <p><b>CPZ - Support</b></p> <p>Monday to Friday 08:00 to 18:00</p> <p>Existing DYLS - <b>Need reviewing</b></p>  |

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|  | There are no double yellow lines at present  |
| (59) Local Resident,<br>(Old Marston, White Hart)  | <p><b>CPZ - Support</b></p> <p>Parking restrictions between 9am-5pm on weekdays would be most useful. Any additional traffic calming measures to slow traffic driving through the village would be welcomed. Oxford Road is frequently used as a rat run for drivers trying to avoid the traffic lights between the A40 and Marston. They do not adhere to the 20mph speed limit, causing danger for cyclists and pedestrians. Perhaps a speed monitoring sign could be used to remind drivers of the 20mph speed limit?</p> <p>Existing DYs - <b>Need reviewing</b></p> <p>There have been many visitors / tradespeople (particularly vans) parking on Oxford Road lately, as parking here is uncontrolled. As the road is narrow this causes significant congestion, both on the road and the pavements. I regularly cycle through the village and find it has become more dangerous due to the increased number of cars and vans parked here. Double yellow lines or a CPZ could improve the situation.</p> |
| (60) Local Resident,<br>(Old Marston, Boults Lane) | <p><b>CPZ - Support</b></p> <p>Old Marston has become a parking lot since the building work on the Swan School. Riding a bike on Oxford Road from Boults Lane to Marston Ferry Road is dangerous. People open the doors of parked cars without looking. It's terrifying trying to peer around parked cars all the way along Oxford Road through the village. I thought it was access only-- what a joke!</p> <p>Existing DYs - <b>Are ok</b> No comments</p>   |
| (61) Local Resident,<br>(Old Marston, Church Lane) | <p><b>CPZ - Support</b></p> <p>These should apply during the working/school week only, i.e. from 7am to 7pm Monday to Friday.</p> <p>Existing DYs - <b>Are ok</b> No comments</p>  |

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| <p>(62) Local Resident,<br/>(Old Marston, Church Lane)</p>      | <p><b>CPZ - Support</b></p> <p>I live opposite St Nicholas's Church. Have been having real difficulty with drivers from outside the area parking and leaving cars for days on end. Possibly Oxford Brookes students?</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| <p>(63) Local Resident,<br/>(Old Marston, Cumberlege Close)</p> | <p><b>CPZ - Support</b></p> <p>The village is currently used as a Park and Ride option for cyclists mainly Monday to Friday. It would be good to see that changed by a CPZ. Cumberlege Close should be added to the zone though as we have non-resident taxis and vans using it as parking, and there are another 9 family homes being added to a small Close.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| <p>(64) Local Resident,<br/>(Old Marston, Elsfield Road)</p>    | <p><b>CPZ - Support</b></p> <p>We have off road parking, but we notice that people park opposite our house, get out their bikes, and cycle into town for the day.</p> <p>Parking restrictions that would stop commuters would be the best - i.e., maybe the hours between 10 and 12. That way residents could have friends to visit without needing a permit.</p> <p>Alternatively, the whole weekday would be fine.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p> |
| <p>(65) Local Resident,<br/>(Old Marston, Elsfield Road)</p>    | <p><b>CPZ - Support</b></p> <p>Please consider adding a short white line, to the width of the steps, across the steps leading up the bank to 7 Elsfield Rd. Thank you.</p>  |

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|   | Existing DYLS - <b>Are ok</b> No comments  |
| (66) Local Resident,<br>(Old Marston, Elsfield Road)  | <p><b>CPZ - Support</b></p> <p>Some people park in our village to go elsewhere. This can only get worse with expansion of schools and introduction of other CPZs. We already have commuter traffic problems despite the village being 'access only'. A CPZ will be an important part of a solution to this, though other measures will be needed. Strongly support.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p> |
| (67) Local Resident,<br>(Old Marston, Horseman Close) | <p><b>CPZ - Support</b></p> <p>I have lived in Horseman close a long time and over the years have found that being able to park at weekends is difficult due to people playing or watching football in the playing fields nearby and at Oxford City<br/>My wife and I strongly support CPZ in our close for 7days a week and not just Monday to Friday.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>             |
| (68) Local Resident,<br>(Old Marston, Little Acreage) | <p><b>CPZ - Support</b></p> <p>The area around the church would be good as 2-hour slots (Elsfield Rd, Church Lane). This would allow regular members of the church to attend services and meetings. It would also allow visitors to weddings and funerals to park nearby.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| (69) Local Resident,<br>(Old Marston, Little Acreage) | <p><b>CPZ - Support</b></p> <p>CPZ restrictions needed Mon-Fri 9-5 only, not evenings or all day Sat/Sun.</p>  |

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|  | Existing DYLS - <b>Are ok</b> No comments  |
| (70) Local Resident,<br>(Old Marston, Lodge Close) | <p><b>CPZ - Support</b></p> <p>A few dedicated places for visitors. And rest for the residents. Far too many business vans and trucks are reducing visibility around bands and blocking exits from properties.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>  |
| (71) Local Resident,<br>(Old Marston, Mill Lane)   | <p><b>CPZ - Support</b></p> <p>We never have had trouble parking, nor issues with visitors. But as a wider issue we support the introduction of the CPZ in Old Marston.</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| (72) Local Resident,<br>(Old Marston, Mill Lane)   | <p><b>CPZ - Support</b> No comments</p> <p>Existing DYLS - <b>Are ok</b></p> <p>There are no double yellow lines near our house</p>  |
| (73) Local Resident,<br>(Old Marston, Oxford Road) | <p><b>CPZ - Support</b></p> <p>A CPZ will not affect me directly as I have parking available off the road for myself and visitors. I think that control of parking on Oxford Road is desirable to improve road safety and to prevent long-term (weeks at a time) parking by non-residents, which has been a fairly frequent occurrence of late. E</p> <p>Existing DYLS - <b>Are ok</b> No comments</p> |

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| (74) Local Resident,<br>(Old Marston, Oxford Road) | CPZ - <b>Support</b> No comments<br><br>Existing DYs - <b>Are ok</b> No comments   |
| (75) Local Resident,<br>(Old Marston, Oxford Road) | CPZ - <b>Support</b><br><br>I have a driveway so I'm not without parking. However, the number of cars parked on the road especially on Oxford Road near the junction to Marston Ferry Road have become hazardous to negotiate in a car. You can't see properly. I really believe commuters must be discouraged I would be happy to have a limit of 2 hours parking so that people could have visitors. It must be policed regularly. Thanks to proposed new developments the volume of traffic is only going to increase alarmingly.<br><br>Existing DYs - <b>Are ok</b> No comments |
| (76) Local Resident,<br>(Old Marston, Park Way)    | CPZ - <b>Support</b> No comments<br><br>Existing DYs - <b>Are ok</b> No comments   |
| (77) Local Resident,<br>(Old Marston, Park Way)    | CPZ - <b>Support</b> No comments<br><br>Existing DYs - <b>Are ok</b> No comments   |
| (78) Local Resident,<br>(Old Marston, Parkway)     | CPZ - <b>Support</b><br><br>All social housing/residential flats etc should all have sufficient numbers of parking bays both for residents and their visitors, to prevent current problem of numbers of cars parking on pavements, leaving pedestrians to walk on road, which  |

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|   | <p>leaves single file traffic because of cars parked on opposite side (ref Broadlands, and possibly newly proposed construction west of Mill Lane)</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>  |
| (79) Local Resident,<br>(Old Marston, Ponds Lane) | <p><b>CPZ - Support</b></p> <p>Important this CPZ is introduced given the new arrangements in the adjacent Marston area to avoid simply displacing parking there and increasing the existing challenges faced in the area north of Marston Ferry Rd</p> <p>Existing DYLS - <b>Are ok</b> No comments</p>   |
| (80) Local Resident,<br>(Old Marston, Southcroft) | <p><b>CPZ - Support</b></p> <p>I support the CPZ with signage upon entry and parking permits. There is no need for further delineation or marking of spaces within the village.</p> <p>Monday - Friday - a 7am start would be preferable to prevent parents dropping at the new swan school from parking in the village. 6pm end time is suitable. Nothing at the weekends.</p> <p>Existing DYLS - <b>Are ok</b></p> <p>There are very few double yellow lines in the village which is appropriate given it is a conservation area with many historic properties and a rural character. We do not support any painting of double or single yellow lines in the village. In fact any further lines will detract from the character of the area.</p> |
| (81) Local Resident,<br>(Old Marston, White Hart) | <p><b>CPZ - Support</b></p> <p>I think that each household should be granted one free permit per year. The vehicle excise licence fee is already excessive and so another charge is unfair. In an ideal world, we could all cycle/walk to work, but in reality, for most people, this is not possible.</p>   |



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|  | Existing DYLS - <b>Are ok</b> No comments   |
| <i>[Email Responses]</i>                             |   |
| (82) Local Resident,<br>(Old Marston, Park Way)      | <p><b>CPZ – Object</b></p> <p>I'm not in favour of the proposed scheme, which I feel is unnecessary and will bring little benefit.</p> <p>I live in Park Way, and although the parking is well used, I'm not aware of any issue with non-residents parking here. There is always somewhere to park, and I know who all the cars belong to that I see on a day to day basis.</p> <p>This may in part be because public transport to the centre of Oxford is not easy or convenient from Old Marston (like many residents, I cycle), so there is little motivation for non-residents to park here except by invitation.</p> <p>It's a nuisance to have to apply for tickets for visitors, and to add insult to injury as it were, actually have to pay to park (or for guests to park) outside your own home.</p> <p>In my view it would be better for the council to spend the money on improving local bus services to benefit those who for one reason or another can't ride a bike.</p> |
| (83) Local Resident,<br>(Old Marston, Mill Lane)     | <p><b>CPZ – Object</b></p> <p>Currently, we do not see the need to introduce controlled parking which requires permits. We can easily find a parking lot when we need it. The scheme would unnecessarily increase bureaucracy and costs for the neighbours and Oxford. It would also affect visitors.</p>   |
| (84) Local Resident,<br>(Old Marston, Cannons Field) | <p><b>CPZ – Concerns</b></p> <p>Cannons Field, where I live is a cul-de-sac in the heart of the Old Marston area. It is a tarmac driveway giving access to</p>  |

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|   | <p>five households. As such, it is not mentioned in your proposal I believe that ownership of the driveway remains with the developers of Cannons Field: Messer's Cooper and Chaundy. A road sign at the entrance from Elsfield Road to Cannons Field, embossed with the words "South Oxfordshire DC", may be misleading in this respect.</p> <p>Our five households share responsibility for maintenance of the driveway. We also share rights for access along it from Elsfield Road to our own properties. Until now this access has been easily maintained. But the CPZ proposal opens a possibility that disappointed would-be parkers could turn into our driveway, block our access" and park on grass frontages belonging to several of our properties.</p> <p>A way to protect us could be to put up notices, one either side of the entrance to Cannons Field out of Elsfield Road stating, for example: "Cannons Field Private driveway No Parking" Perhaps any implementation of your proposal could include provision of these notices for our protection.</p> |
| (85) Local Resident,<br>(Old Marston,<br>Southcroft)  | <p><b>CPZ – Support</b></p> <p>Can't come soon enough! So many parked cars through village blocking Access to Marston Ferry Road.</p>   |
| (86) Local Resident,<br>(Old Marston, Oxford<br>Road) | <p><b>CPZ – Support</b></p> <p>I support the proposed CPZ on the grounds of safety with particular reference to Oxford Road - junction with Marston Ferry Road to Brockley Lane.</p> <p>The recent use of this stretch of road as the van/car park for the construction workers at the Swan school site has emphasised the real dangers caused by parked vehicles restricting visibility and road with near:</p> <ul style="list-style-type: none"> <li>A, major busy road junction with Marston Ferry Road and cycle track</li> <li>B, succession of hidden entrance and exits to <ul style="list-style-type: none"> <li>Underpass</li> <li>recreation ground</li> <li>Mortimer Hall especially the nursery school</li> </ul> </li> <li>driveway of the Red Lion pub (used by delivery vans and lorries, refuse lorries, over knighting motorhomes</li> <li>C, junction with Boults Lane giving access to children's play field</li> <li>D, line corner round the red lion</li> </ul>  |

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|  | <p>E, residents private driveways/car parking</p> <p>In addition, parked vehicles by the narrow pavements and bus stops endanger the movement of:</p> <p>A, Parents of pushchairs and young children walking to St Nicholas school<br/> B, Older children cycling to tumour school who often therefore ride on the pavement<br/> C, Mobility scooters used by Broadlands residents<br/> D, Regular bus service (four per hour) to and from the JR and exasperated by Oxford Road being used as the “rat run” to North Oxford private schools</p> <p>With the proposed CPZ scheme elsewhere in the area this stretch of road will resume being a “commuters” car park when covert restrictions end - with even greater dangers and problems with the opening of the Swan school and future buildings in Mill Lane.</p> |
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Division(s): Cowley; Rose Hill and Littlemore

## **CABINET MEMBER FOR ENVIRONMENT – 17 DECEMBER 2020**

### **OXFORD – COWLEY CENTRAL AREA (WEST): PROPOSED CONTROLLED PARKING ZONE (CPZ)**

#### **Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Central West area, with the following amendments:
  - (a) with regard to the submission by Church Cowley St James Primary School, to provide for the allocation of business permits at the approved annual fee for staff, with the maximum number of such permits to be determined in consultation with the school;
  - (b) with regard to the submission by the Lewin Close Owners Association, to review the proposed provision of parking places on Crowell Road adjacent to its junction with Lewin Close to ensure that adequate visibility is maintained.

#### **Executive summary**

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

#### **Introduction**

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:
  - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
  - Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
  - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number

of on-street spaces occupied per dwelling by residential and visitor parking.

4. CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.

## Background

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

## Formal Consultation

6. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 1 October and 20 November 2020 (the consultation period was extended beyond the normal four weeks due to the need to send an amended consultation letter subsequent to the initial letter). A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillors. A letter was sent directly to approximately 600 properties in the area, which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
7. 44 responses were received during the formal consultation (an approximate response rate of 7.5% based on number of letters sent out) These are summarised in the tables below:

| CPZ              | Businesses / Other | Residents | Overall Total (Percentage) |
|------------------|--------------------|-----------|----------------------------|
| Object           | 1                  | 16        | 17 (38.5%)                 |
| Support          | 1                  | 16        | 17 (38.5%)                 |
| Neither/Concerns | 2                  | 8         | 10 (23%)                   |
| No Opinion       | -                  | -         | - (0%)                     |
| <i>Total</i>     | <i>4</i>           | <i>40</i> | <i>44 (100%)</i>           |

| Parking Restrictions | Businesses / Other | Residents | Overall Total (Percentage) |
|----------------------|--------------------|-----------|----------------------------|
| Object               | 1                  | 14        | 15 (34%)                   |
| Support              | -                  | 12        | 12 (27.5%)                 |
| Neither/Concerns     | 3                  | 14        | 17 (38.5%)                 |
| No Opinion           | -                  | -         | - (0%)                     |
| <i>Total</i>         | <i>4</i>           | <i>40</i> | <i>44 100%)</i>            |

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

**Summary of responses for CPZ from local residents by road:**

| Road             | Object    | Support   | Concerns | Total     |
|------------------|-----------|-----------|----------|-----------|
| Barns Road       | -         | -         | 2        | 2         |
| Bartholomew Road | 3         | -         | -        | 3         |
| Beauchamp Lane   | -         | -         | 1        | 1         |
| Compass Close    | 1         | -         | -        | 1         |
| Crowell Road     | -         | 1         | -        | 1         |
| Dodgson Road     | -         | -         | 1        | 1         |
| Gaisford Road    | 3         | 3         | -        | 6         |
| Hampden Road     | -         | -         | 2        | 2         |
| Lewin Close      | -         | -         | 1        | 1         |
| Liddell Road     | 3         | 2         | -        | 5         |
| Littlemore Road  | 2         | 1         | -        | 3         |
| Mayfair Road     | 1         | -         | -        | 1         |
| Pulker Close     | -         | 2         | -        | 2         |
| Rahere Road      | 1         | -         | 1        | 2         |
| Sunningwell Road | -         | 1         | -        | 1         |
| The Grates       | 1         | 6         | -        | 7         |
| unknown          | 1         | -         | 2        | 1         |
| <b>Total</b>     | <b>16</b> | <b>16</b> | <b>8</b> | <b>40</b> |

9. The individual responses are shown at Annex 2 with a more in-depth response from the 'Lewin Close Owners Association' at Annex 3. Copies of the original responses are available for inspection by County Councillors.
10. Thames Valley Police did not object to the proposals, citing the fact that the burden on enforcement would not fall on them.
11. Church Cowley St James Primary School expressed strong concerns on the impact of the scheme on members of staff, over 50% of whom currently drive to work due to the distance from their home addresses and lack of convenient public transport. Noting these concerns it is recommended that – in line with a number of other schools in existing CPZ areas in Oxford – business permits are made available to the school, at the approved annual fee, for the use of the staff, with the maximum number of such permits to be determined in consultation with the school.

12. The Lewin Close Owners Association expressed a strong objection to the proposed 2-hour dual use parking bays either side of the junction of Lewin Close with Crowell Road on the grounds of the obstruction to visibility. Noting this concern it is agreed that the proposed provision of parking places should be reviewed and amended if considered necessary to ensure provision for adequate visibility.
13. The remaining responses were from members of the public. Those expressing an objection or concerns queried the actual need for controlled parking in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors and could increase problems, such as speeding as a result of there being less on-street parking. Noting the above, it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from adjacent CPZs.
14. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits (specifically the visitor allocation) available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances, noting in particular concerns raised by occupants of properties currently with more than 2 vehicles, permit costs and visitor permit allocation are the same as those applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, are consistent with many other CPZs.
15. Additional concerns were raised about the displacement of parking in neighbouring streets (including Lewin Close, which is a private road). It is accepted that some displacement is possible and that the County Council and Oxford City Council are developing a programme of additional CPZs subject to funding and consultation. Management and control of parking on private roads is a matter for the landowner to assess and then identify measures they consider appropriate.
16. A number of responses cited concerns on the times of operation of the restrictions, with some expressing the view that the duration was too long but with others noting that parking pressure on Sundays was significant in some roads closer to the shopping centres and requesting that the scheme be applied on all days of the week.

### **Monitoring and evaluation**

17. Noting the above comments, it is recommended that the scheme if approved should be reviewed approximately 12 months after implementation to identify if any amendments were required subject to further consultation on any adjustments which might be required.



## **Sustainability Implications**

18. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives, such as Connecting Oxford.

## **Financial and Staff Implications (including Revenue)**

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

## **Equalities and Inclusion Implications**

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

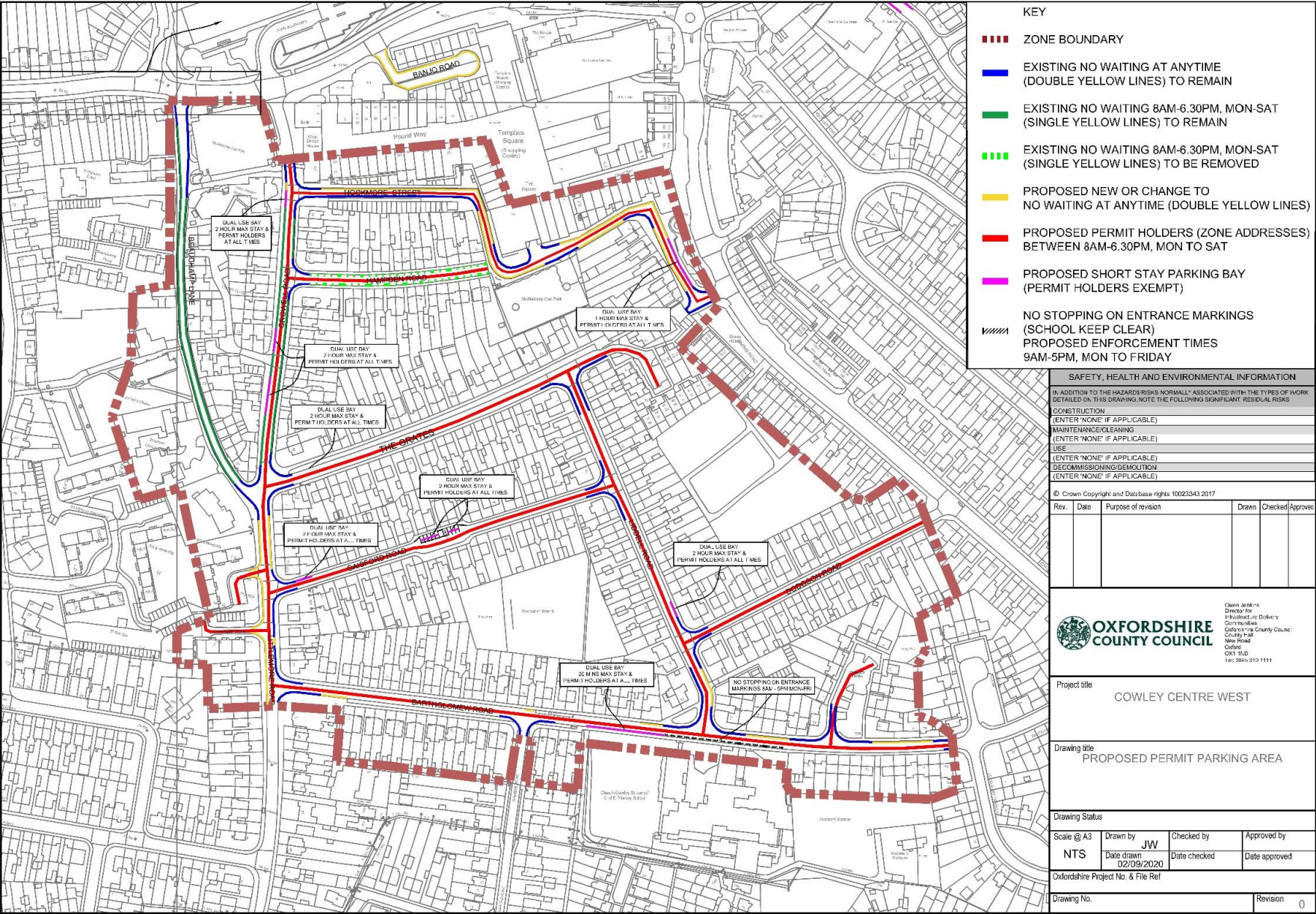
JASON RUSSELL

Interim Director of Community Operations

Background papers:      Plan of proposed Controlled Parking Zone  
   Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
   Jim Whiting 07584 581187

December 2020



| RESPONDENT   | COMMENTS   |
|--|--|
| (1) Traffic Management Officer, (Thames Valley Police) | <b>No objection</b>  |
| (2) Church Cowley St James Primary School              | <p><b>CPZ - Concerns</b><br/> <b>Parking Restrictions - Concerns</b></p> <p>I want to formally record what I believe to be a severe lack of consideration or understanding on how our school operates and the effect this new parking scheme will have on the schools ability to retain school staff or to recruit new school staff.</p> <p>We currently have nine parking spaces and fifty-eight staff. The vast majority of our 18 teachers park on the roads surrounding the school.</p> <p>We find it difficult to recruit teaching staff to our school at present. This is not because we are a poorly performing school; in fact, we are an Ofsted graded Good school. It is also not because we are located in a poor area; despite having a population where many children live below the poverty line Cowley is a vibrant, positive and great place to live and work. Over the past 8 years we've put lots of effort into recruiting and retaining teachers. Many staff are turning away from the pressures of working in education. Working in this school can be challenging and therefore not as "attractive" to other areas in Oxfordshire. We also lose out because of the high cost of living in the area, teachers cannot afford to live and work in Cowley. The controlled parking zone will add to the challenges of recruiting high quality staff for our school.</p> <p>Over half of our staff drive to work. Most staff do not live locally and around 30% of staff live in excess of 5 miles away. Many drop their own children off at school/childcare before travelling to work. Most would require a minimum of two buses to get to work. Quite simply, they are reliant on their car to get to and from work and bring their work, such as book marking to and from school. This would not be possible on public transport.</p> <p>When asked, our staff would actively seek employment elsewhere if controlled parking was brought into the area surrounding the school. Our school will suffer hugely from the loss of our current staff who are all professional, caring and talented individuals. We would then be forced to try to recruit new staff who would be equally reluctant to work in an area where there is no parking. This will have a massively negative affect on the school and our local community.</p> |

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|   | <p>Local councillors initially said that the school would be able to purchase additional parking permits; there was no mention of a maximum of two.</p> <p>Quite simply, without consideration for special parking permits for school staff we will end up becoming a school that is unable to recruit suitable staff and the controlled parking scheme will have caused this. I and other members of the senior leadership team, and school governors believe local children will suffer as a direct result of this scheme.</p> <p>We are hugely in favour of a scheme, the associated bus gates and blocks/blockade to stop/reduce traffic around school during pick up and drop off times. We have a nitrogen oxide monitor on the road next to school, we are members of the OCC walk to school campaign and support measures to reduce traffic next to/near to school.</p> <p>The schemes short-sightedness in limiting school parking will severely limit the school's ability to perform its duties. We ask that the school is granted annual free permits, as any cost will come from our budget, permits to distribute to staff in order that our school can continue in our local community.</p> |
| (3) Local Group, (Lewin Close Owners Association) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p><i>(see full response in Annex 3)</i></p>   |
| (4) Local Resident (Oxford, Bartholomew Road)     | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I would like to register my objection to the proposed controlled parking zone (Cowley central west area). As a mother of small children and a child with a disability the use of a car is an essential part of our lives, currently my children are split between 2 different primary school due to my son disability, having the use of a car is a necessity for their welfare both mentally and physically.</p> <p>With the coronavirus and the impact that this has had on Jobs and security our financial situation become increasingly difficult, I know that £65 may not seem like a lot of money to you but this would cover the cost of my electricity for 2 months. I would like to stress again my objections to the CPZ controlled parking zone (Cowley central west area), please understand the financial hardship this is going to have on us and other families.</p>   |

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| <p>(5) Local Resident<br/>(Oxford, Bartholomew Road)</p> | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>As a resident of Bartholomew Road I have not experienced much difficulty in parking. In fact, the only times I have experienced any difficulty in parking have been at times when the restrictions would not apply (evenings, especially Sunday for some reason). One of the main reasons we were attracted to moving to Bartholomew road was the availability of on street parking for both us and visitors, another being the fact that it wasn't a very busy area. By introducing the parking restrictions, we are effectively paying an extra tax for living in the Cowley Central West Area; what is the justification for charging for permits, we pay council tax already? My wife and I both usually commute to work by bike, but still need to use a car occasionally, while public transport is not a viable option for visitors. Bartholomew Road is sufficiently far enough away from the Shopping centres that people do not park on it and then walk down to the shops. While commuter and overflow parking may be an issue for some roads in the area, it isn't on Bartholomew Road. I could support some restrictions on the road to make things easier for school pick up, but at our end of the road, the school makes negligible impact on the parking - the Co-op has more of an effect. Additionally, making visitors permits for residents over 70 free, seems discriminatory. Even with that, logically should a visitor permit for someone over 70 also be free? Also, on road parking is one of the few things that actually makes Bartholomew Road safe as many ignore the 20mph speed limit. When cars are parked either side, it slows down motorists which makes the road a safer place for everyone. These restrictions would lead to less cars being parked on the road, more speeding motorists, and that cannot be acceptable with a school on the road. If you are genuinely seeking to discourage commuters, then a far shorter window for restrictions would be required, preventing them from parking there all day (i.e. have them between 11 and 2 and not on Saturdays). Additionally, it seems strange to implement these restrictions on only one side of the shopping centre but not on similar areas to the north or west of the shops. Surely areas like Rymers Lane, Campbell Rd, Clive Road etc are all far nearer and more likely destinations for shoppers and commuters (especially as it means carrying shopping downhill rather than uphill).</p> |
| <p>(6) Local Resident<br/>(Oxford, Bartholomew Road)</p> | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I am objecting to this proposal as I do not see it being of any benefit to the residents. I do not believe having a controlled parking zone will reduce the amount of vehicles being parked. Most residents have already made their driveways suitable for parking their car/s and those with more than two vehicles will just park elsewhere.</p> <p>The flow of traffic along this road is always busy at school pick up &amp; drop off times and along with the Co-op shop, it can at times, become congested.</p>   |

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|   | <p>I see no evidence of vehicles being left parked all day by workers of the retail park/shoppers going to Oxford city. The bus fare from BBL/Cowley costs the same to travel into the city.</p> <p>I do believe a CPZ is required along all the other roads listed in the notification purely in view of shoppers using the local roads instead of the car parks.</p>   |
| (7) Local Resident<br>(Oxford, Compass Close) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I am strongly of the opinion that a plan to remove/reduce the cars along Crowell Road/Littlemore Road/Cowley Road will encourage drivers to speed up along this route. It is already used as a regular 'rat run' for vehicles getting onto/off of the Littlemore Roundabout, and drivers frequently ignore the 20mph speed limit.</p> <p>One of the only things slowing the traffic is the need to give way to vehicles coming in the other direction, due to cars and vans parked along the road. This is far from an ideal safety measure, and would be better addressed by traffic slowing measures - however, these are not included with this proposal.</p> <p>There is a mini supermarket on Littlemore Road with a lot of foot traffic, and a school further down Bartholomew Road, and it is a popular area for people to walk and jog. I fear that, if this proposal was enacted, it would result in traffic accidents involving pedestrians and/or cyclists, and potentially deaths. I urge the council not to take this forward, or at the very least to shelve it until it can be implemented at the same time as measures to prevent speeding.</p> |
| (8) Local Resident<br>(Oxford, Gaisford Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I object to the charges that residents must pay. At present on Gaisford Road there is not really a problem - it is unusual not to be able to find anywhere to park. The only thing this will do for residents is force them to pay money.</p>   |
| (9) Local Resident<br>(Oxford, Gaisford Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>My Reasons for objections to the introduction of Controlled Parking Zone (CPZ):</p> <ol style="list-style-type: none"> <li>1. There is no or not a sufficient parking problem to justify a CPZ on Gaisford Road. What evidence can you provide justifying the need for CPZ on the road?</li> <li>2. The operational hours of the CPZ operating are too long.</li> </ol>   |



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|  | <p>3. The introduction of a CPZ is mainly to generate revenue for the council.</p> <p>4. There is a HMO licence of 6 people in this property, they will suffer financial loss in addition to the Covid financial crisis.</p>  |
| (10) Local Resident<br>(Oxford, Gaisford Road) | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>I have never had any problem parking my car. Neither have I seen any problems in this street, at least 60% of the houses have a drive in their fronts. I strongly resent the residential parking.</p>  |
| (11) Local Resident<br>(Oxford, Liddell Road)  | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>There is not a major problem parking in Liddell Road although things have worsened since the closure of the car park back of Templars Square. The main problem are the parents dropping off their children for school. They park on double yellows, across driveways, on road corners. However, this lasts about 30 minutes from 8.30am and again about 3pm. It seems to me to be a very easy way of raising extra funds for Ox. County Council at the expense of the residents. It will also encourage residents to block pave the front gardens in order to park.</p> <p>If current parking regulations were enforced more then there would be no need for a CPZ. For example a car has been parked, one assumes broken down, in Hockmore Street and illegally parked for a couple of weeks. It has had numerous parking tickets issued but has not been moved either by the owners or the authorities. It makes it difficult for the delivery lorries to access the shops. Hockmore Street was I am fairly sure designated a Service Road when the centre was built in the early 60's</p> |
| (12) Local Resident<br>(Oxford, Liddell Road)  | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>Initially I was apathetic but now I object. There is absolutely no benefit of the proposed scheme for residents, only negatives and is clearly a money-making vehicle. There's no nearby hospital, if you want to go to town then there are nearer places on the bus route to park. The 2 hours free non-permit parking availability means that there will be no change to casual visitor numbers as I would dare anybody to try and spend 2 hours in the Temple Cowley shopping area and let's face it, 2 hours is more like 3 or 4+ as I really don't see that being enforced regularly.</p>   |

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|  | <p>Furthermore, visiting traffic/parking isn't a great problem in my street. The main problem is residents with 2+ cars and this isn't going to deter them and reduce their car numbers. In fact, it will result in more residents digging up their gardens to make driveway. I doubt it will affect the numerous HMOs that are springing up all over the place. A bigger problem is speeding with cars regularly going 40mhp+ up and down my street even though it is meant to be a 20mph zone (there is one sign in a 400m+ stretch of road). Another major problem is cars parked on pavements and you only have to wander down Gaisford and Dodgson road to see that.</p> <p>If you really want to make a difference, get some speed traffic control measures in place, reduce the number of HMOs and therefore let the number of cars reduce naturally, enforce the restrictions that are meant to be in place concerning the number of cars allowed in an HMO and if you really want a CPZ only allow non-permit parking after 6:30pm. Oh, and yes enforce existing parking restrictions that are in place already by the school on Bartholomew road at school run times.</p> |
| (13) Local Resident<br>(Oxford, Liddell Road)    | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I object VERY strongly to having any controlled parking where I live. Having parking restrictions will inevitably cause a lot of cost and inconvenience.</p> <p>I do not want to have to pay to be able to park my car in the area or have to pay for my visitors to park. It will be inconvenient to have tradespeople work on my house, to have to make sure I have a permit for them. And I certainly don't want to risk myself or visitors having a fine.</p> <p>There are no real problems parking in the area at present. But restrictions WILL cause problems.</p> <p>Several times in the past you have proposed controlled parking. Myself and everyone I talk to say they do not want it. This sounds like you keep asking the question until you get the answer you want. A big NO to parking restrictions/controlled parking.</p>  |
| (14) Local Business<br>(Oxford, Littlemore Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>Commuter parking from Templars square and the John Allen centre is not a problem, it does not adversely affect parking in this area, and the entire exercise is a waste of money. There is only enough parking for the locals if you leave the street alone and adding another financial burden for permits is totally unfair. All visits around here are under 2 hours as well, making the entire proposal completely pointless.</p>  |



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| <p>(15) Local Resident<br/>(Oxford, Mayfair Road)</p>    | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>The parking isn't that bad, it just pushing the additional cars households have out further away and clogs up more roads. It will also prevent me from looking after my parents.</p>   |
| <p>(16) Local Resident<br/>(Oxford, The Grates)</p>      | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>I object to the new parking restrictions. The main reason I have an objection is because of the limited visitor permits. 50 a year basically means I can only have 50 visits which is very limiting &amp; controlling when there is 365 days in the year. I do not have a car at the moment, but I choose to live where I am living because of the ample parking for my friends and family. It is also ridiculous that I would have to pay to have additional visitor permits these should be free. If it is really about helping the residents then permits should be free or at least be able to be used more than once.</p> |
| <p>(17) Local Resident<br/>(Oxford, unknown)</p>         | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>There is no pressing need for these changes and a straw poll taken with my neighbours confirms a widespread agreement that the proposed changes are not necessary. Are there not more pressing to issues to tackle such as:<br/>Combating Covid.<br/>Repairing potholes.<br/>Street cleaning.<br/>Encourage supermarkets to collect their shopping trolleys that litter our area.</p>  |
| <p>(18) Local Resident<br/>(Oxford, Littlemore Road)</p> | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>My objections are firstly the cost to residents the charges are increasing all the time secondly the Council must take some of the blame Multi occupancy houses, 5/6 cars at some houses visit Crowell Road. If parking permits are to be issued to 1/23 Littlemore road and double yellow lines are fully put in where will residents, visitors park outside their houses??</p>   |

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|  | <p>Large Vans parking check these things out Visit and see not sat at a desk looking for more stupid ideas .Of my £2000 + council tax Very ,very little is done only refuse collection, gutters and drains need urgent work being done before this stupid idea is put in place once again more money for the Council.. My age 76 still having to Work</p>   |
| <p>(19) Local Resident<br/>(Oxford, Rahere Road)</p> | <p><b>CPZ - Object</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>I have been a resident of Rahere Road for over 50 years. Already, Rahere Road is an overflow car park for residents from Bartholomew Road. I would welcome you to come and view how the cars double park at the top of the road. It is a constant hazard turning out of and into our road. There are cars regularly parked there from residents and also by someone who is running a car repair business from Bartholomew Road. I am also concerned how parents will use Rahere Road to take/collect their children causing more chaos to a small narrow road.</p>   |
| <p>(20) Local Resident<br/>(Oxford, Barns Road)</p>  | <p><b>CPZ - Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>I am a resident at Ox4 3rq with parking restrictions (yellow lines) all around the properties which causes residents to find an alternative area to park, as a family of 7 I have a 7 seater vehicle which I cannot physically park in an Oxford city council garage and the garage is too small, I've even had members of the oxford city council team come and asses my concerns about me trying to park in their garages and they confirmed that my vehicle is too big. By putting parking zones in the areas in question I feel this is totally unfair on Ox4 3rq residents. I have also been in contact with oxford city council in the past about making residents including myself who live in the maisonettes at OX4 3RQ a parking area in front of our properties which is currently a communal area piece of grass land which none of the residents use.</p> |
| <p>(21) Local Resident<br/>(Oxford, Barns Road)</p>  | <p><b>CPZ - Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>As a resident in barns road , I have concerns regarding the parking restrictions purposed as barns road also have a serious issue with parking from commuters , as a car owner I struggle to find a space to park , I could not afford the monthly garage payment that the council charge , I feel with the parking restrictions purposed it will force even more cars to park along barns road causing problems for residents who live in barns road , I would be happy to pay for a permit to also be able to park on or around my home ,even if was in one of the mentioned streets in proposal , I hope you can take my concern into account .</p>   |

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| <p>(22) Local Resident<br/>(Oxford, Beauchamp Lane)</p> | <p><b>CPZ - Concerns</b><br/><b>Parking Restrictions - Concerns</b></p> <p>Confused! Beauchamp Lane on the map as remaining as no waiting zone Mon to Sat with some double yellow lines. But consultation says:</p> <ol style="list-style-type: none"> <li>1. one document says you are removing no waiting yellow line and then another reinstating yellow lines. Why aren't they just remaining!!</li> <li>2. 2 others, one of which arrived in the post says we will be able to apply for annual parking permits. On the map there are no allocated spaces for this!!</li> </ol> <p>Having thought about this, I am assuming we can apply for a parking permit to park in the neighbouring streets. Is this correct?</p>  |
| <p>(23) Local Resident<br/>(Oxford, Dodgson Road)</p>   | <p><b>CPZ - Concerns</b><br/><b>Parking Restrictions - Concerns</b></p> <p>I am a disabled resident of Dodgson Road, my neighbour and I share a driveway, so there is not always off-road parking available for my carers and visitors.</p> <p>I currently have care visits per week arranged through social services, for one hour each time. Most of them drive here. I also have weekly visits from my sister who does household jobs such as mowing the lawn and she sometimes pushes me to the shops in my wheelchair. She lives some distance away in the countryside with no public transport, so the only way she can reach me is by car. And I sometimes have home medical appointments or visits from the befrienders service, again with visitors coming by car.</p> <p>In the cover letter it states: "A general exemption to allow non permit holders to park for up to 2 hours has been included in the proposals," however, in the notice it seems that the 2 hour exemption does not apply to Dodgson Road.</p> <p>If there is not a 2-hour exemption, it will cause difficulty for me and my carers. There are also some elderly residents in this street who are likely to want daytime visitors, but who also keep their own car parked in their driveways so do not have additional off-road space.</p> <p>Please ensure that the needs of disabled and elderly people are not overlooked by ensuring the 2-hour exemption is in place for Dodgson Road.</p> |

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| (24) Local Resident<br>(Oxford, Hampden Road) | <p><b>CPZ - Concerns</b><br/><b>Parking Restrictions - Concerns</b></p> <p>Am concerned at the general exemption to allow non permit holders to park up to 2 hours which has been included in the proposals.</p> <p>At the moment, in Hampden road, we have a single yellow line, which is ignored by a lot of motorists who park in our road, for the purposes of short term parking to shop at the nearby Templars Square, (to which we are closest) and John Allen Centre. They refuse to use the Castle Car Park in Crowell Road which charges £1 for 2 hours parking.</p> <p>Most of us have had to sacrifice our front gardens, to provide parking for ourselves and our visitors, so as not to get penalised whilst parking outside our own homes. Many motorists, use our driveways to turn around whilst turning/parking, causing havoc, when they realise that Hampden road is a cul-de-sac, and often driving at speeds through Hampden road, as they don't read small sign at road entry which shows it is a no-through road, which was instrumental by myself due to the same problems formerly.</p> <p>I think that to have a 2 hour free park up may increase the problems we are already having &amp; would want assurances that this would not be the case in Hampden road. Am all for the whole concept of course, as all of the area you have highlighted needs more much more provision for us residents, and parking control in our area.</p> |
| (25) Local Resident<br>(Oxford, Hampden Road) | <p><b>CPZ - Concerns</b><br/><b>Parking Restrictions - Concerns</b></p> <p>I have concerns over the 2 hour time period to allow non permit holders to park in Hampden Road as I believe this will be continually abused by shoppers, therefore making it impossible for permit holders to park and access their driveway. Many years ago prior to the introduction of parking restrictions in Hampden Road, this was a serious problem for residents and my concern is that the proposed changes go back to this state of affairs. Please can you review this part of the proposal with a view to providing a more workable solution. We should not struggle to access our own drive.</p>  |
| (26) Local Resident<br>(Oxford, Lewin Close)  | <p><b>CPZ - Concerns</b><br/><b>Parking Restrictions - Concerns</b></p> <p>Section 3 of the notice states that "Residents of [several roads] will be able to apply for annual parking permits and the eligible properties are known as 'Zone Addresses' with a local identifier of 'CC'." Unfortunately, the list of roads does not include Lewin Close as the private road off Crowell Road. I would like to see this road added to list of eligible residents for parking permits.</p>   |

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|   | The proposed dual use bays outside Lewin Close will make entering and leaving Lewin Close dangerous due to obstructing the view onto an already very busy road. These should continue to be an existing “no waiting 8am-6.30pm mon-sat / single yellow line”.  |
| (27) Local Resident<br>(Oxford, Rahere Road)              | <p><b>CPZ - Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>I would like to know why Rahere road has not been included in the parking zone. By it not being in it will mean staff from the school who regularly park in Bartholomew will park in Rahere. Also a lot of people in Bartholomew already park in Rahere as they have too many cars in Bartholomew so it will push even more parking into Rahere. Rahere Road is definitely Cowley and not Littlemore ( at least 1 -7) is as the boundary for Littlemore was after no 7. If you came around and saw how bad the parking is already you will see why I think it needs to be included in the zone.</p>   |
| (28) Local Resident<br>(Oxford, Gaisford Road)            | <p><b>CPZ - Support</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>The Statement of Reasons document states "There are currently problems associated with commuter parking and overflow parking from Templars Square Shopping Centre and John Allen Centre". These are open 7 days per week. The operational hours for the Zone of Residents Permit Parking should therefore be Monday to Sunday between 8am and 6.30pm, and not Monday to Saturday 8am to 6.30pm. Otherwise people who shop on Sunday will continue to park in our road, and the numbers who shop on Sunday may increase when it is known this is available.</p>   |
| (29) Local<br>Group/Organisation<br>(Oxford, Lewin Close) | <p><b>CPZ - Support</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>I found the proposed parking bays around the entre of Lewin Close are too close to the entrance to the Close. Cars parked at these locations do block the view of drivers who exit the Close. Indeed, the current restrictions don't apply in the evenings or on Sundays, and motorists can currently park in these locations freely during these times. However, such actions have already caused inconvenience and often left the drivers leaving the Close in dangerous situations. In addition, it is true that in Oxford it is not uncommon for parking bays to be sited in and around driveways in residential areas. Nonetheless, considering the width of, the speed of the cars driving and the parking situation on Crowell road, the proposed parking arrangement will highly likely increase the risk for the drivers leaving the Close. Therefore, I believe the council should introduce:</p> <p>1) The road markings on Crowell Road at least 10m either side from the centre of the entrance to Lewin Close shall be adjusted to 'no stopping at any time' (double red).</p> |

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|   | <p>2) Overall, parking on Crowell Road and Littlemore Road should be reduced to respect the through traffic nature of that road.</p> <p>3) Speed cameras should be introduced on Crowell road near Cowley Centre.</p>  |
| (30) Local Resident<br>(Oxford, Pulker Close) | <p><b>CPZ - Support</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>I have concerns over lack of space to park at Pulker Close anyway so would the permit include Littlemore road for when you can't fit in? There are 18 flats in Pulker and can't even fit in 18 cars let alone 36 if 2 cars allowed per household.</p>  |
| (31) Local Resident<br>(Oxford, The Grates)   | <p><b>CPZ - Support</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>In general I'm really pleased that this is happening. I think the single yellows and permit holders only bays should also be in force on Sundays. This is a busy shopping day creating lots of on-street parking and Beauchamp Lane often becomes blocked due to people parking for the church.</p> <p>I'm opposed to the new parking bays on Crowell Road (particularly the one opposite Hockmore Street). Cars parked on Crowell Road cause a hazard for cyclists, and also make it more difficult to cross the road safely.</p> <p>I support the new double yellow lines on Littlemore Rd as this will support safer cycling. However, I think there should be additional measures further down Littlemore Road (outside of the CPZ) to avoid having cars parked along both sides and causing blockages like the ones we've seen on Rymers Lane. Perhaps a double yellow along one side of Littlemore Road down to the mini roundabout?</p> |
| (32) Local Resident<br>(Oxford, The Grates)   | <p><b>CPZ - Support</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>Restrictions should apply on Sundays as well due to the fact that many people are coming to the shops on Sundays.</p>  |
| (33) Local Resident<br>(Oxford, Crowell Road) | <p><b>CPZ - Support</b><br/>Parking Restrictions - <b>Support</b></p> <p>I support the proposal as I think it will improve air quality and road safety.</p>  |

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| (34) Local Resident<br>(Oxford, Gaisford Road)   | CPZ - <b>Support</b><br>Parking Restrictions - <b>Support</b><br><br>Finding harder to park outside own house   |
| (35) Local Resident<br>(Oxford, Gaisford Road)   | CPZ - <b>Support</b><br>Parking Restrictions - <b>Support</b><br><br>There are too many non-residents parking for many hours during the day and parking inconsiderately   |
| (36) Local Resident<br>(Oxford, Liddell Road)    | CPZ - <b>Support</b><br>Parking Restrictions - <b>Support</b><br><br>To be able to park outside my own house would be food  |
| (37) Local Resident<br>(Oxford, Liddell Road)    | CPZ - <b>Support</b><br>Parking Restrictions - <b>Support</b><br><br>I live in the street and we both people trying to park for free to shop at Templers square and people picking up children from the school in Bartholomew Road keep blocking our driveway   |
| (38) Local Resident<br>(Oxford, Littlemore Road) | CPZ - <b>Support</b><br>Parking Restrictions - <b>Support</b><br><br>The scheme seems reasonable. Many people have off-street parking anyway and haphazardly parked cars (especially near junctions) create a hazard. Cars parked on street in sensible, allocated locations though, can actually help to reduce traffic speeds and improve safety. This has been implemented well on other local roads e.g. Rymers Lane. |
| (39) Local Resident<br>(Oxford, Pulker Close)    | CPZ - <b>Support</b><br>Parking Restrictions - <b>Support</b><br><br>As a resident of the area, I don't mind paying £65 per year for parking if that means fewer cars are parked in the area  |

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| <p>(40) Local Resident<br/>(Oxford, Sunningwell Road)</p> | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p> <p>Commuter and shopper parking near to the Cowley Centre needs to be restricted for the benefit of local residents. I am one of the elected City councillors for the Littlemore ward which is affected in a small way by these proposals.</p>   |
| <p>(41) Local Resident<br/>(Oxford, The Grates)</p>       | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p> <p>To improve safety on the roads particularly for pedestrians and cyclists.<br/>To make it easier for residents and their visitors to access and leave driveways in their cars.<br/>To improve look of the neighbourhood with less cars and vans particularly those on pavements and grass verges.<br/>Limited parking might encourage motorists to switch to less polluting forms of transport.</p>  |
| <p>(42) Local Resident<br/>(Oxford, The Grates)</p>       | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p> <p>Hopefully it will help with non-residents constantly parking with no consideration for the residents, eg blocking driveways</p>   |
| <p>(43) Local Resident<br/>(Oxford, The Grates)</p>       | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p> <p>We're generally in favour of the proposed CPZ, however see comments below...</p> <p>Good points:<br/>We're glad to see the existing yellow lines are being removed from Hampden Road as this will allow those residents to park in their own road rather than using The Grates for parking.</p> <p>Bad points:<br/>Many shoppers use The Grates as an overflow car park and as a way of avoiding car parking fees, and this can be quite bad on a Sunday. We feel that once the 'Low Traffic Neighbourhood (LTN)' gets introduced, then parking within The Grates will become worse than ever on a Sunday as the LTN will confine shoppers (avoiding the car park) to that specific area. Please can Sunday restrictions also be imposed for The Grates to help avoid this problem.</p> |



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| <p>(44) Local Resident<br/>(Oxford, The Grates)</p> | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p> <p>We have commuters who keep parking their vehicles all day from 7 till sometimes 9 at night and where they are parking in the middle of the curb which can usually park two cars they are parking so only one vehicle can park which then leaves residents unable to park outside their own properties we are also having people parking way over the white lines which we paid the council to paint so we are unable to park our vehicles down our driveway so our vehicles are off the road so others can park we are also having some residents with extremely large vehicles long based vans and ice cream vans parking in the street taking up again where you can park two vehicles you can only park one of them per kerb it's been happening for years now and we feel having the permits will reduce the amount of vehicles in the street</p> |
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Marko Jung – 4 Lewin Close – OX4 3JL Oxford

Oxfordshire County Council  
Mr Christian Mauz – Technical Officer Traffic & Road Safety  
County Hall  
New Road  
OX1 1ND Oxford

20<sup>th</sup> November 2020

## **Cowley Central West Controlled Parking Zone**

Dear Mr Mauz.

I present to you on behalf of the Lewin Close Owners' Association a series of strong objections and change requests to the proposed Cowley Central West Controlled Parking Zone (CPZ). The Lewin Close Owners' Association represents the interests of the 16 properties on Lewin Close, OX4 3JL.

### **1. Residents' Permit Eligibility**

The draft OXFORDSHIRE COUNTY COUNCIL (OXFORD, COWLEY CENTRAL (WEST) AREA) (CONTROLLED PARKING ZONE AND WAITING RESTRICTIONS) ORDER 20.. as published at [https://consultations.oxfordshire.gov.uk/gf2.ti/fi/1202722/82187109.1/PDF/-/Cowley\\_Various\\_Streets\\_Traffic\\_Regulation\\_var\\_DRAFT\\_ORDER\\_2020.pdf](https://consultations.oxfordshire.gov.uk/gf2.ti/fi/1202722/82187109.1/PDF/-/Cowley_Various_Streets_Traffic_Regulation_var_DRAFT_ORDER_2020.pdf) does not list Lewin Close in SCHEDULE 3 ELIGIBLE PROPERTIES (page 34).

Lewin Close is being discriminated as the only road in the affected area as described in SCHEDULE 1 – THE STATED AREA from being eligible properties as per SCHEDULE 3. This will not only impact parking capabilities for residents of Lewin Close including their visitors but also impact property value.

We object to this omission and submit that Lewin Close (all properties) shall be added to SCHEDULE 3.

### **2. Introduction of Two-Hour Parking Places 8am to 6.30pm Monday to Saturday immediately outside the entrance to Lewin Close**

SCHEDULE 6 – TWO HOUR PARKING PLACES 8.00am to 6.30pm MONDAY TO SATURDAY (PERMIT HOLDERS ARE EXEMPT FROM TIME LIMIT) describes in the second and third row of the table the introduction of two 2-hour parking places ('dual-use bays') surrounding the entrance to Lewin Close:

- Crowell Road, West side, from a point 110 metres north of the north-eastern kerb line of Beauchamp Lane southwards (for a distance of 16 metres); and
- Crowell Road, West side, from a point 49 metres north of the north-eastern kerb line of Beauchamp Lane, northwards (for a distance of 25 metres).

You confirmed that *"the end of the bays under the proposals would be sited 6 metres north of the centre of the access and 10 metres south of the centre of the access."* We challenge this analysis due to the provided numbers being incorrect – they are not adding up. The distance from the end of each dual-use parking bay to the closest end of the entrance to Lewin Close has also not been considered. Please refer to Figure 1 below:



Figure 1. Schematic drawing of the location of the proposed dual-use parking bays in relation to the entrance of Lewin Close. All roads are coloured dark grey with Crowell Road running from left (South) to right (North). The north-eastern kerb line of Beauchamp Lane is marked on the left of the line representing Crowell Road. The proposed dual-use parking bays are marked in red, whilst the narrow gap with less than 3m distance from the entry to Lewin Close is marked blue.

The owners and residents of Lewin Close are concerned about this introducing an unnecessary risk for vehicles and pedestrians entering and leaving Lewin Close due to the increase of visual obstructions by vehicles parking all day in the dual-use bays. Key concerns are the obstruction to view of road traffic when entering and leaving Lewin Close, as well as vehicles parking on the pavement reducing pedestrian space.

Furthermore, the introduction of these parking bays would reduce traffic flow and increase congestion, pollution, and noise on an already very busy road: the change from overnight and Sunday parking to all-time two-hour parking is most likely to result in a significant increase parking with a high turnover of vehicles. Whilst the road is clear of parking vehicles today, the proposed dual-usage bays will narrow the usable space for passing motorists. This will result in a single lane with passing bay style traffic flow. Figure 2 illustrates these concerns.



Figure 2. Typical road parking situation on Crowell Road outside the entrance to Lewin Close. Please note these photos taken at random evening hours demonstrate the traffic obstructions caused by vehicles parking on both sides of the road as well as the pavement. The second photo also clearly visualises the residents' concerns about visual obstructions.

We observe there being plenty of parking spaces available within less than 100 metres of the proposed dual-use bays in the 'Castle Cark Park', 'Templars Shopping Car Park', and 'Barns Road Car Park'.

We object to both proposed dual-use bays and submit that the following entries shall be removed from SCHEDULE 6 – TWO HOUR PARKING PLACES 8.00am to 6.30pm MONDAY TO SATURDAY (PERMIT HOLDERS ARE EXEMPT FROM TIME LIMIT):

- Crowell Road, West side, from a point 110 metres north of the north-eastern kerb line of Beauchamp Lane southwards (for a distance of 16 metres); and
- Crowell Road, West side, from a point 49 metres north of the north-eastern kerb line of Beauchamp Lane, northwards (for a distance of 25 metres).

Furthermore, we observe that motorists are currently able to park in these locations in the late evenings and Sundays, which is already causing significant traffic disruptions and obstructing pedestrian pathways on the pavement.

We submit that SCHEDULE 2 – NO WAITING AT ANY TIME shall include:

- Crowell Road, West side, from a point 60 metres north of the north-eastern kerb line of Beauchamp Lane, northwards for a distance of 50 metres.

The aim of this proposal is to introduce a no waiting at any time surrounding the entrance to Lewin Close to ensure road safety for motorists and pedestrians passing and entering Lewin Close.

On behalf of the owners and residents of Lewin Close I would like to urge Oxfordshire Council to amend the proposed Cowley Central West CPZ traffic regulations accordingly to ensure our interests are reflected in this significant change to our neighbourhood.

Please do not hesitate to contact me in case you have any questions or seek further information.

Appendix: larger versions of photos from Figure 2





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| Division(s): Cowley |
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## **CABINET MEMBER FOR ENVIRONMENT – 17 DECEMBER 2020**

### **OXFORD – COWLEY CENTRAL AREA (EAST): PROPOSED CONTROLLED PARKING ZONE (CPZ)**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Central East area.

#### **Executive summary**

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

#### **Introduction**

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:
  - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
  - Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
  - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.

## Background

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

## Formal Consultation

5. Formal consultation on the revised proposals as shown at Annexes 1 and 2 was carried out between 22 October and 20 November 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 900 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
6. Seventy-two responses were received during the formal consultation (an approximate response rate of 8% based on number of letters sent out) These are summarised in the tables below:

| CPZ              | Businesses / Other | Residents | Overall Total (Percentage) |
|------------------|--------------------|-----------|----------------------------|
| Object           | 1                  | 40        | 41 (57%)                   |
| Support          | 1                  | 16        | 17 (24%)                   |
| Neither/Concerns | 2                  | 12        | 14 (19%)                   |
| <i>Total</i>     | <i>4</i>           | <i>68</i> | <i>72 100%</i>             |

| Parking Restrictions | Businesses / Other | Residents | Overall Total (Percentage) |
|----------------------|--------------------|-----------|----------------------------|
| Object               | 1                  | 39        | 40 (56%)                   |
| Support              | -                  | 14        | 14 (19%)                   |
| Neither/Concerns     | 3                  | 15        | 18 (25%)                   |
| <i>Total</i>         | <i>4</i>           | <i>68</i> | <i>72 (100%)</i>           |

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



**Summary of responses for CPZ from local residents by road:**

| <b>Road</b>        | <b>Object</b> | <b>Support</b> | <b>Concerns</b> | <b>Total</b> |
|--------------------|---------------|----------------|-----------------|--------------|
| Bailey Road        | 5             | 2              | 1               | 8            |
| Barns Road         | 6             | -              | 2               | 8            |
| Bartholomew Road   | 1             | -              | -               | 1            |
| Bennett Crescent   | -             | -              | 1               | 1            |
| Boswell Road       | 10            | 2              | -               | 12           |
| Church Cowley Road | -             | -              | 1               | 1            |
| Cleveland Drive    | -             | -              | 1               | 1            |
| Clive Road         | -             | -              | 1               | 1            |
| Gerard Place       | 1             | -              | -               | 1            |
| Knolles Road       | 2             | 1              | -               | 3            |
| Liddell Road       | 1             | -              | -               | 1            |
| Littlehay Road     | 1             | -              | -               | 1            |
| Lockheart Crescent | 7             | 4              | -               | 11           |
| Maidcroft Road     | -             | 1              | -               | 1            |
| Napier Road        | 4             | 2              | 2               | 8            |
| Phipps Road        | 2             | 2              | -               | 4            |
| St Lukes Road      | -             | 1              | 1               | 2            |
| St Omer Road       | 5             | 1              | 2               | 3            |
| <b>Total</b>       | <b>40</b>     | <b>16</b>      | <b>12</b>       | <b>68</b>    |

8. Individual responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.
9. Thames Valley Police did not object to the proposals, citing the fact that the burden on enforcement would not fall on them.
10. Church Cowley St James Primary School expressed strong concerns on the impact of the scheme on members of staff, over 50% of whom currently drive to work due to the distance from their home addresses and lack of convenient public transport. Noting these concerns it is recommended that in line with a number of other schools in existing CPZ areas in Oxford business permits for the Cowley Central West CPZ are made available to the school, at the approved annual fee, for the use of the staff, with the maximum number of such permits to be determined in consultation with the school, as included in the recommendation in the accompanying report on that scheme (Item 5 on this agenda).
11. The Cowley Area Transport Group expressed support for the proposed CPZ but raised a query about the detailing of proposed additional waiting restrictions on Barns Road and also suggested improvements to the existing cycle track provision. While these specific matters are outside the scope of the CPZ they will be considered by officers reviewing cycling provision in this

area. In response to their query the group raised on the consultation on additional waiting restrictions in the Cleveland Road, St. Omer's Road and Gerard Place area, it is confirmed that all addresses were sent a consultation letter and the proposed additional no waiting at any time restrictions are at the request of residents.

12. The remaining responses were from members of the public consisting of thirty-nine objections and fifteen expressions of concern on the grounds of lack of need for a controlled parking scheme in the area, cost of permits for both residents & their visitors, the number of permits residents would be eligible for and the adverse effect on parking availability for residents and visitors.
13. The majority of objections raised by residents queried the actual need for controlled parking or additional waiting restrictions in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for residents and their visitors.
14. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of permits available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances, noting in particular concerns raised by occupants of properties currently with more than 2 vehicles, permit costs and visitor permit allocation are the same as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property (excepting Lockheart Crescent – see below), consistent with many other CPZs.
15. At the request of the local member and to address the particular pressures on parking in Lockheart Crescent and the number of properties in multiple occupation, a limit of one vehicle permit per property is proposed. While objections were received in respect of this proposed limit, it is considered appropriate to help address the current difficulties here.
16. A number of the objections expressed the view that some of the proposed no waiting at any time restrictions were excessive and requested a review. It is confirmed that the detailed responses will be investigated by officers and, in consultation with the local member, adjustments made as appropriate.
17. Expressions of support were received from sixteen members of the public for the CPZ and from fourteen members of the public in respect of the proposed waiting restrictions.

### **Monitoring and evaluation**

18. It is suggested that the scheme, if approved, be reviewed approximately 12 months after implementation.

## **Sustainability Implications**

19. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives, such as Connecting Oxford.

## **Financial and Staff Implications (including Revenue)**

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

## **Equalities and Inclusion Implications**

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

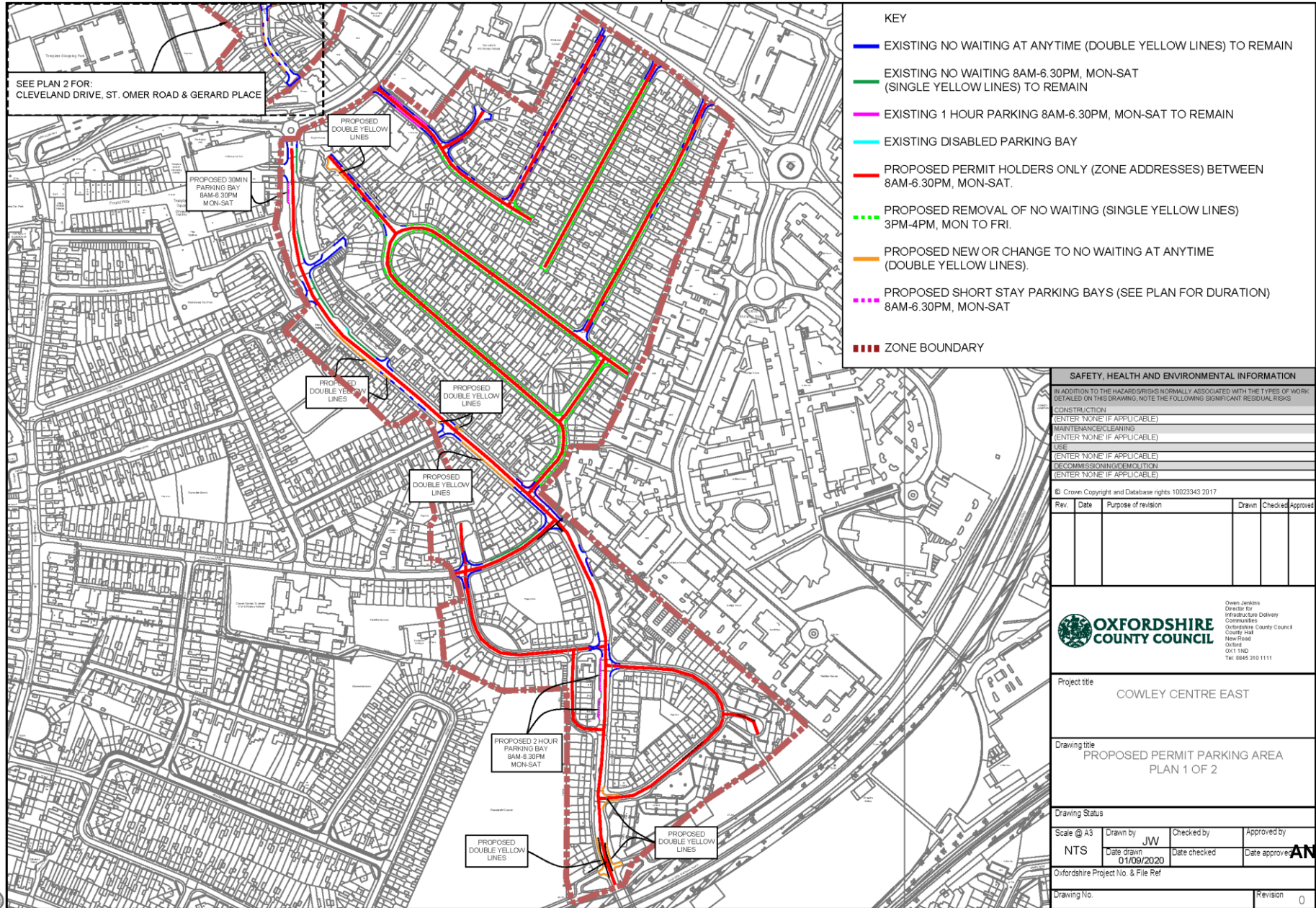
JASON RUSSELL

Interim Director of Community Operations

Background papers: Plan of proposed Controlled Parking Zone  
Consultation responses

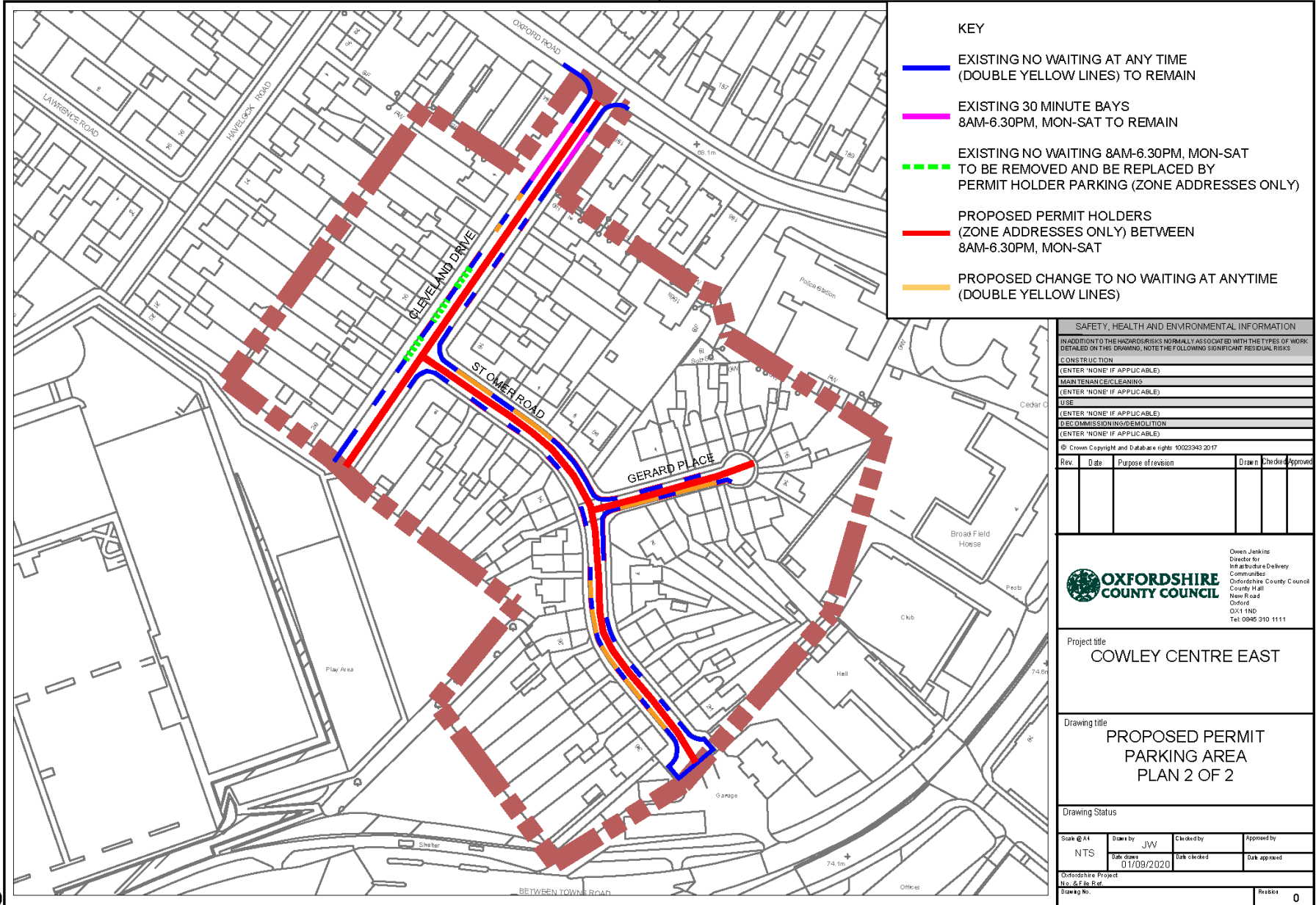
Contact Officers: Hugh Potter 07766 998704  
Jim Whiting 07584 581187

December 2020





\\Oxfordshire\Transport & Highways\4. Improvement Schemes\Traffic and Road Safety\Projects\A - Oxford CPZ\2 Cowley Centre East CPZ\PLAN\SCowley Centre East V2.dwg



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| RESPONDENT   | COMMENTS   |
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| (1) Traffic Management Officer, (Thames Valley Police) | <b>No objection</b>  |
| (2) Church Cowley St James Primary School              | <p><b>CPZ - Concerns</b><br/> <b>Parking Restrictions - Concerns</b></p> <p>I want to formally record what I believe to be a severe lack of consideration or understanding on how our school operates and the effect this new parking scheme will have on the schools ability to retain school staff or to recruit new school staff.</p> <p>We currently have nine parking spaces and fifty-eight staff. The vast majority of our 18 teachers park on the roads surrounding the school.</p> <p>We find it difficult to recruit teaching staff to our school at present. This is not because we are a poorly performing school; in fact, we are an Ofsted graded Good school. It is also not because we are located in a poor area; despite having a population where many children live below the poverty line Cowley is a vibrant, positive and great place to live and work. Over the past 8 years we've put lots of effort into recruiting and retaining teachers. Many staff are turning away from the pressures of working in education. Working in this school can be challenging and therefore not as "attractive" to other areas in Oxfordshire. We also lose out because of the high cost of living in the area, teachers cannot afford to live and work in Cowley. The controlled parking zone will add to the challenges of recruiting high quality staff for our school.</p> <p>Over half of our staff drive to work. Most staff do not live locally and around 30% of staff live in excess of 5 miles away. Many drop their own children off at school/childcare before travelling to work. Most would require a minimum of two buses to get to work. Quite simply, they are reliant on their car to get to and from work and bring their work, such as book marking to and from school. This would not be possible on public transport.</p> <p>When asked, our staff would actively seek employment elsewhere if controlled parking was brought into the area surrounding the school. Our school will suffer hugely from the loss of our current staff who are all professional, caring and talented individuals. We would then be forced to try to recruit new staff who would be equally reluctant to work in an</p> |

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|  | <p>area where there is no parking. This will have a massively negative affect on the school and our local community.</p> <p>Local councillors initially said that the school would be able to purchase additional parking permits; there was no mention of a maximum of two.</p> <p>Quite simply, without consideration for special parking permits for school staff we will end up becoming a school that is unable to recruit suitable staff and the controlled parking scheme will have caused this. I and other members of the senior leadership team, and school governors believe local children will suffer as a direct result of this scheme.</p> <p>We are hugely in favour of a scheme, the associated bus gates and blocks/blockade to stop/reduce traffic around school during pick up and drop off times. We have a nitrogen oxide monitor on the road next to school, we are members of the OCC walk to school campaign and support measures to reduce traffic next to/near to school.</p> <p>The schemes short-sightedness in limiting school parking will severely limit the school's ability to perform our duties. We ask that the school are granted annual free permits, as any cost will come from our budget, permits to distribute to staff in order that our school can continue in our local community.</p>   |
| (3) Local Group,<br>(Cowley Area<br>Transport Group) | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Concerns</b></p> <p>We support the principle of a Controlled Parking Zone throughout all the roads specified. We feel that this in the best interests of the community due to car parking by non-residents, and the significant impact of rising numbers of delivery vehicles due to the continuing growth of online shopping. We support the City and Council policy of having CPZs in all residential areas in Oxford. This is also necessitated by the greenfield housing targets of the City Council and neighbouring councils, which are likely to lead to more people trying to commute into Oxford for work – from fringe of Oxford urban extensions and proximate planned housing developments with tens of thousands of homes suggested. The efforts by drivers to avoid paying for parking in the multi storey car parking spaces available at Templars Square in Crowley are reflected in parking problems already. Put this is part of a wider problem of drivers avoiding use of Park and Ride sites in favour of trying to park within Oxford's residential areas in general. The Controlled Parking Zone covering the Lye Valley estate certainly reduced on-street parking by non-resident vehicles in Peat Moors and in the western part of Bulan Road.</p> <p>We do have some concerns give the lack of clarity in the maps associated with this consultation:</p> <ol style="list-style-type: none"> <li>1. The map seems to suggest double yellow lines on one side of Barns Road only, and this seems to be on the</li> </ol> |



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|  | <p>southerly side which has a cycle track subject to blocking by errant drivers parking their cars across it. If double yellow lines are intended only for this side, then the cycle track must be widened and will require frequent observation to ensure it is not parked on. We also want this cycle track to be made two way, with car parking provision only on the other side of Barns Road and kept to a minimum. Clearly, the issue of delivery vehicles and double yellow lines where they should not park is becoming an irritant in some areas and the relevant authorities may wish to consider whether a Code of Conduct for delivery vehicles is needed to deter illegal parking.</p> <p>2. We accept the need for the suggested extension of double yellow lines to prevent parking particularly on corners and across driveways. We can see this is more likely to be a sensitive issue in the Cleveland-St.Omers-Gerard Place area as road space is tight. It seems very likely that residents in this particular area may need some direct door to door consultation on this matter.</p> |
| (4) Local Resident<br>(Oxford, Bailey Road)  | <p><b>CPZ - Object</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>I object to the controlled parking zone on Bailey Road. I don't think there is a need for our road to have parking permits. There number of people parking in our road that work in the children services building is minimal (one or two cars a couple of days per week day) or not existent, and with the increasing number of people working from home there is no need in our road for controlled parking. Parking charges will mainly affect us residents and having to pay for our guests too will increase the financial burden in our families.</p> <p>The existing No Waiting 3pm to 4pm Monday to Friday restriction (single yellow lines) should stay instead of CPZ.</p>  |
| (5) Local Resident<br>(Oxford, Boswell Road) | <p><b>CPZ - Object</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>As a family living on our own we cannot afford any additional expenses and we do not see any reason to put in place a Controlled Parking Zone.</p>  |
| (6) Local Resident<br>(Oxford, Bailey Road)  | <p><b>CPZ - Object</b><br/>Parking Restrictions - Object</p>   |

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|   | <p>I am objecting to the proposals set out for the CPZ, we are in the middle of a crisis, people are struggling with finances and the council thinks that the best they can do to improve peoples' lives is to hit them harder with more unnecessary tax. During this time of crisis there has not been anything the council has done to help people, council taxes are still high, no relief for families and you kept taking monies from residents. Why are you trying to implement something that was roundly rejected by residents two years ago, Why?</p> <p>I cannot understand why I have to pay the council for the privilege of receiving my family and friends at my property. If the council is seeking ways to raise funds, that can be directed at central government that has been cutting funds and not to hit residents with an unjustified tax in the guise of CPZ.</p> <p>Your CPZ is not wanted or required in Bailey Road.</p> |
| (7) Local Resident<br>(Oxford, Bailey Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>There is, in this my home street, no parking problem.<br/>Since I am unemployed, I will not be able to pay for parking anyway.<br/>During the pandemic, with people out of work or furloughed how can you possibly justify putting in parking charges ?<br/>- the cost of the parking permits is an unfair imposition on those suffering in the pandemic<br/>- the cost of changing road markings and signage is mis-spent, should be on support for people<br/>- any problems caused by those travelling for work go away in the pandemic</p> <p>I fundamentally object to parking charges anyhow, but doing this during the pandemic is at best insensitive - at worst opportunistic sneaking in charges and costs when there are important things to worry about.</p>  |
| (8) Local Resident<br>(Oxford, Bailey Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>This scheme will not resolve the problems in Bailey Rd, Boswell Rd, Knowles Rd or Fredrick Rd, the scheme will only work if you prevent the workers in the business park using the area as you enter Boswell Road from Barnes Road, and stop the NHS staff along with Social Services abusing the parking permits that OCC issued to these organisations as well as their own staff that use the above residential area as their office car park. In respect of the notification period your letter is dated the 22/10/20 but was delivered on the 2/11/20 ten days after the letter was written. You are also unfairly doing this during a period of lockdown when the local residents are unable to meet or consult with each other to get their</p>  |

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|   | own consensus of opinion. You have also failed to consider the existing no waiting 1pm to 2pm Monday to Friday restriction in the above area.  |
| (9) Local Resident<br>(Oxford, Bailey Road) | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>Im am opposing to the CPZ on Bailey road. This is not a busy road that affects parking. I never have any concerns about parking on the road. Young families and all will be affected financially, as we have relatives that come to visit. I think only Knolles road is or was affected. And if Bailey road needs some restrictions, my view is to impose a 1 or 2 hour parking restriction in a few places that are close to Knolles Road. But the whole road does not need parking restrictions.</p>  |
| (10) Local Resident<br>(Oxford, Barns Road) | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>Roads that will include parking places for permit holders only do not seem needed. For example Bailey and Boswell Road Houses nearly all have car parking spaces within their house fronts, They do not be blocked getting in and out of these house areas by where people currently park in the Road. So more importantly these Roads for example should stay available to public parking, not least needed by occupiers of Barns Place whose area does not have any parking spaces. Alternatively, can 242a Barns Place occupiers get Permit Holders for Bailey and Boswell Road parking?</p> |
| (11) Local Resident<br>(Oxford, Barns Road) | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>I don't think there is a need to have park restriction in Barns road, especially the part between the roundabout to Bartholomew Road and Dodgson Road.</p>  |
| (12) Local Resident<br>(Oxford, Barns Road) | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>We do not need. Money making exercise. Restricting two permits per household would be fine for HMO but not normal</p>   |

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|   | household.  |
| (13) Local Resident<br>(Oxford, Barns Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I object to all of the following:</p> <p>Having to pay to park at my own home (as though the cost of living in Oxford isn't high enough).</p> <p>The limit of 2 permits per household (this will not be enough in our house of 4 adults, with our own lives to live and jobs to get to).</p> <p>The limit on the number of visitor permits, and having to pay to have visitors in the first place (ridiculous to think that you can dictate how many visitors people can have).</p> <p>The dictation of what vehicles will be allowed (height, width, length and weight restrictions. Are you mad? Does that mean I will have to replace my car if it doesn't meet these requirements? Or that I will have to take a measuring tape with me if I go to purchase a new vehicle? It's an absolute joke).</p> <p>As well as this if I have paid to be able to park, and someone who is parked illegally prevents me from being able to park near my home, are you going to refund me the permit cost? As you will have failed to deliver on what your idiotic proposal suggests it will provide to the residents.</p> <p>Furthermore, these restrictions and dictations seem to me to be discriminatory against those with hidden disabilities; who may be unable to complete all the forms that will be required and unable to cope with the stresses that will be caused by having to constantly worry about letting the council know any time you replace your car, or have to have a temporary replacement car if the regular car is out of action (this in itself can cause a great deal of stress and anxiety to some people with hidden disabilities, without the addition of having to contact the council).</p> <p>It also seems to me that your costing pays no heed to the differing financial circumstances of individuals, the cost of £65 per year may be nothing to some, but could be the straw that breaks the camel's back for others.</p> <p>In my opinion as someone who lives in the area there are far better solutions to the perceived problem of parking (I have</p> |

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|   | <p>never seen or experienced any issues along our stretch of the road that make this proposal necessary in the first place).</p> <p>Some of the ways I feel you could better resolve issues with parking would be:</p> <p>Reopen the old car park behind Templar's Square, or flatten it and rebuild (it appears to have been sat empty and entirely unused for years).</p> <p>Use the land of the former disused Murco Service Station to create a new car park, rather than building more residential properties, which will surely only exacerbate any parking issues in the area.</p> <p>Turn half of the field behind Kersington Crescent into a car park (the only use that field gets at the moment is as a gathering spot for the alcoholics and drug addicts).</p> <p>Undertake to drop the kerb/pavement along Barns Road to enable people to have accessible driveways rather than wasted front garden space.</p> <p>Turn some of the overly wide pavement along Barns Road into diagonal parking bays, this would provide several more parking spaces for residents to use.</p> <p>All your current proposal will do is cause frustration among many of the residents and push the perceived problem elsewhere. I strongly object to the proposal of a CPZ and parking restrictions in this area and do not think for one minute that being dictatorial about the permitted parking will be of any help to anyone.</p> |
| (14) Local Resident<br>(Oxford, Barns Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>There are approximately 54 flats, plus Barns Court, plus new development plus 40 plus houses with about 16 spaces for all currently. Why has the Council not developed more spaces as in Blackbird Leys for residents? Where will permit holders park and how many spaces will there be? Gates in Florence park have just pushed the problem further down the road. Who will police all of this? Money would be better spent on providing long term parking spaces. If a resident is not British are their vehicles subject to the same fines and taxes, as this does not seem to be the case? Will this solve the problem of having multiple vehicles parked by 1 resident? If you issue permits you have to have the spaces to park and I am not at all confident that this is the case, without the council investing in residents parking spaces. Cowley is forever neglected in terms of investment for the residents who live here and the council taxes we pay.</p>  |

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| (15) Local Resident<br>(Oxford, Barns Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>As a resident at Barns Road for the past 20 years, I do not believe that this is necessary. I have not seen a problem with parking (apart from the occasional idiot parking across our drive and blocking us in) and feel that it is just another way for the council to extort money from residents. I already pay Road Tax for my vehicle and council tax for services provided by the council and do not feel that it is fair to enforce yet more expense on local residents.</p> <p>In our household where there are 4 adults, it would be impossible to park all of our vehicles off the road. Both my husband and I need vehicles to carry out our business's (building trades and interior design), and my daughter needs a car to commute to work so it is not an option to get rid of them!</p> <p>It would also make it very difficult for us to have my stepsons, our granddaughter or our elderly parents visit and basically equates to dictating how many visitors we are allowed in a year and also taxing them for visiting us! - The whole scheme is totally unfair and I object most strongly to this systematic form of regressive taxation.</p> |
| (16) Local Business<br>(Oxford, Barns Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>Totally unnecessary and will create more expense for me and my business.</p> <p>This is purely a scheme dreamt up by the council to extort more money from residents and disadvantages those who have no option but to park on the road outside their own house!</p> <p>As a business owner I need a vehicle to carry out my work. I regularly have to travel to clients' homes to either carry out consultations, decorating or soft-furnishing installations - This is not something I could do using public transport!</p>   |

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| <p>(17) Local Resident<br/>(Oxford, Bartholomew Road)</p> | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I think that the community is best served the way things are. There is absolutely no need to impose further restrictions. I have lived on this road for nearly 20 years and there is absolutely no problem with parking. This will be a great inconvenience to residents and any visitors they will have.</p>  |
| <p>(18) Local Resident<br/>(Oxford, Boswell Road)</p>     | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I am a resident and property owner on Boswell Road since April 2019. In order to afford a house in the area I grew up in, I had to be gifted a considerable amount from my family in order to be considered for a mortgage on a small house that, even requiring substantial repair, cost £320,000. Our driveway only has capacity for one car so we would either have to pay the ever-increasing permit every year or pay thousands of pounds to remove a tree and renovate our driveway.</p> <p>On top of the mortgage, bills and council tax that we have to pay, I find it an unnecessary additional expense that only serves to financially exploit hardworking citizens who are already trying to keep up with a housing bubble that has little likelihood of being curbed.</p> <p>I do not relish the experience of paying to park on a road that I have already paid, and will continue paying for the rest of my life, to live on. If there was any way of reducing the cost of the parking permit, this would be somewhat more amenable.</p> <p>I do not believe that 51% of respondents who supported the idea is a majority mandate to improve an area. Pretty much half the residents do not want this in their area and yet it is being imposed upon them.</p> <p>How did this even get to be brought to a vote if only half the residents believe it is a good idea? If it was a good idea for this area wouldn't there be a more resounding vote in favour?</p> <p>This money could be spent on more worthwhile endeavours such as having kept the local Temple Cowley swimming pool open or creating self-build schemes. Something that an actual majority can get behind.</p> <p>I could have got behind the permit if it was established after the supposed renovations on Templars Square where more</p> |

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|   | <p>people would be working and parking in the area, but it doesn't seem like that's ever going to get underway. Something it could have really benefitted from.</p> <p>Also, the majority of houses in this area are 1930's and so in definite need of repair, which is already a heavy cost to young residents such as myself, which the council is only compounding by charging an exorbitant cost per week of contractor parking.</p>   |
| (19) Local Resident<br>(Oxford, Boswell Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>We don't have an issue with parking. We object to paying for permits. With Covid and working from home why should we have to pay.</p>   |
| (20) Local Resident<br>(Oxford, Boswell Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>Working class residential area.<br/>There is not enough data that suggests there congestion on this street.<br/>Public in this area need to accommodate supporting workers that may serve this community.<br/>There is a natural reduction in car use and this will continue with better educating and post Covid changes in work patterns.<br/>Penalizing working families who are already stretched and affected.<br/>Limited public transport that helps reduction in car use.<br/>Double payment at work place permit for those e who work away day time.<br/>8 to 6:30 timing is a sneaky arrangement to make residents pay. Most day-time workers return home by 6 and so they are forced to pay for a permit.<br/>The street is reasonably spacious and can accommodate more cars if necessary.<br/>Enforcing parking zone is not the most democratic and less restrictive option.</p> |
| (21) Local Resident<br>(Oxford, Boswell road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>As a HMO all of whom are working towards our Paramedic degrees we can often work varying shift times and hours. This</p>  |



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|   | mean we alternate who can use our driveway and who can park on the street depending on shift times. It would be of high inconvenience to us to be restricted to only purchasing 2 parking permits or having permits at all as it would be an unnecessary additional cost.  |
| (22) Local Resident<br>(Oxford, Boswell Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>There is no need for a parking restriction in Boswell Road. This campaign is founded by a small number of retired residents who object to any change in the area, do not drive and have an irrational sense of ownership over the public road outside their houses. The local councillor pursuing this on behalf of these residents is ill informed and pandering to a tiny minority of angry and directionless people in lieu of trying to deliver any meaningful policies in an area forgotten by the city and county councils.</p> <p>This prolonged process is a complete waste of council tax and council funds that would be much better spent enforcing parking restrictions along cycle and bus routes, improving the quality and safety of bus and cycle routes and managing a more environmentally friendly movement strategy. This is a thinly veiled attempt to increase revenue from a population who see very little reward for their extortionate council tax payments. Terrible roads, severely underperforming police force, awful and dangerously underinvested public realm, and high levels of public nuisance from street drinkers who abuse the public are all things that should be prioritised long before demanding more money from residents for parking outside their own houses....particularly considering the ridiculously overpriced bus fares to get into the city centre.</p> <p>There are too many things that need fixing before another half-baked and unnecessary folly is embarked upon through the taxation of residents who already receive too little in return for their current contributions.</p> |
| (23) Local Resident<br>(Oxford, Boswell Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I have no issues with the current situation. I am strongly opposed to the charges suggested associated with residents permits.</p>  |
| (24) Local Resident<br>(Oxford, Boswell Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p>  |

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|   | <p>Boswell Road is never full of parked cars. Whether during the day, the evening, or the weekend. My housemate, I, and our friends have never had any trouble parking on Boswell road near our house.</p> <p>I don't own a car because of cost and environmental reasons, and I don't need one for commuting. However, I do sometimes rent a car for day trips etc. and friends and family drive here to visit me. Having a controlled parking zone will limit my ability and my friends and family's ability to park near my house. Therefore, the introduction of more parking restrictions will be a service downgrade for me.</p>   |
| (25) Local Resident<br>(Oxford, Boswell Road) | <p><b>CPZ - Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>This proposal does not have the Support of Residents !, see Past Consultations, and Traffic surveys, run by oxford city and county councils !, @ TAX PAYER EXPENSE !!</p> <p>These proposals are a Under Hand Way of Extracting More Money Out of HARD PRESSED Rate Payers A NICE LITTLE EARNER FOR THE COUNCILS !!!</p> <p>A lot of the traffic and parking comes from the RED BRICK Offices at the end of KNOLLES RD, BY N.H.S, AND SOCIAL WORKERS WHO WILL BE EXEMPT FROM THESE PARKING RESTRICTIONS !! AND, OF COURSE, COUNCIL WORKER!! TO GO SHOPPING!</p> <p>I EXPECT THE COUNCIL WILL IGNORE THE WISHES OF RESIDENTS,<br/>AND GO ALONG WITH THERE OWN ANTI PERSONNEL TRANSPORT AGENDA!</p> |
| (26) Local Resident<br>(Oxford, Boswell Road) | <p><b>CPZ - Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>Unfair</p> <p>Not needed and no evidence of any congestion or limited space Timing is unrealistic. I do night shift as a nurse. I have to pay at my street and at the hospital as I need my car due to poor bus service and child- care. I cannot afford it along with ever increasing council tax and living cost and housing cost.</p>  |

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| <p>(27) Local Resident<br/>(Oxford, Gerard Place)</p> | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>I think this is purely for the council to generate revenue from the residents who live in this area where there is no parking problems.</p> <p>I think it is unfair to penalise all residents in an area when there is only an issue in certain roads.</p>  |
| <p>(28) Local Resident<br/>(Oxford, Knolles Road)</p> | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>If this goes ahead it would be difficult &amp; expensive for visitors to park, even possibly ourselves when permits run out!</p>  |
| <p>(29) Local Resident<br/>(Oxford, Knolles Road)</p> | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>I live on Knolles Road and am strongly opposed to the proposed CPZ, which I have learnt today is being pushed forwards for my road and others nearby.</p> <p>The opening paragraph of the proposal reads “Following the 'informal' consultation carried out in November/December 2018 (for details <a href="#">click here</a>) regarding the proposal to introduce a Controlled Parking Zone (CPZ) within the Cowley Central East area, Oxfordshire County Council is now proposing to formally install a new Minimum Impact (low signage) CPZ. It is anticipated that this will help to address the local problems associated with commuter parking and overflow parking from Templars Square Shopping centre and John Allen Centre.”</p> <p>Please could you let me know what the outcome of the ‘informal’ consultation in Nov/Dec 2018 actually was? The page that is linked to in the present consultation doesn’t actually say what the findings of the 2018 ‘informal’ consultation were. I was strongly opposed to a CPZ at that time and I would like to know how many people were in favour of one and, ideally, I would like to see the views that were expressed at that time in favour and against the proposal. Presumably the 2018 consultation would have asked a number of questions, and there must be records of how people responded to those questions, e.g. % yes, % no. Please could you provide me with as much information about this as possible?</p> |

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| (30) Local Resident<br>(Oxford, Liddell Road)       | <p>CPZ - <b>Object</b><br/> Parking Restrictions - <b>Object</b></p> <p>CPZ is not needed.</p>   |
| (31) Local Resident<br>(Oxford, Littlehay Road)     | <p>CPZ - <b>Object</b><br/> Parking Restrictions - <b>Object</b></p> <p>If these additional parking restrictions are implemented the problems of commuters, shoppers and others parking in residential streets just outside the zone will increase. My road already suffers from this, including cars parked for weeks because their owners have used it as free parking when they catch the airport bus to go on holiday.</p>   |
| (32) Local Resident<br>(Oxford, Lockheart Crescent) | <p>CPZ - <b>Object</b><br/> Parking Restrictions - <b>Object</b></p> <p>Do I still need to pay street parking as I park in my driveway off-road.</p>   |
| (33) Local Resident<br>(Oxford, Lockheart Crescent) | <p>CPZ - <b>Object</b><br/> Parking Restrictions - <b>Object</b></p> <p>I am a resident at Lockheart Crescent and park in the driveway as do most people living here. I do know that the residents who live of the opposite side of this road do sometimes have difficulty as they don't have driveways. Instead of charging us permits to park where we live, it would be better if you made some parking for the residents on the opposite side. There is grass area opposite, all you have to do is make a parking space for each resident.</p> |
| (34) Local Resident<br>(Oxford, Lockheart Crescent) | <p>CPZ - <b>Object</b><br/> Parking Restrictions - <b>Object</b></p> <p>I object regarding new parking permits:<br/> 1, It states only 1 permit (resident) for Lockhart Crescent only. What happens to families with multiple vehicles = one</p>   |

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|   | <p>family has 5 vehicles which 3 can go on the drive.</p> <p>2, I called a blue badge so would require a parking bay outside my property.</p> <p>3, parking in Lockhart Crescent has always been for residents only. We would rather see parking bays then permits as it requires 5 days.</p>  |
| (35) Local Resident<br>(Oxford, Lockheart Crescent) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I object to residents parking permits. It states we will have only one residence permit for Lockhart Crescent which will become difficult we need bays not permits as this will cause cars from other streets with permits to park here so No permits</p>   |
| (36) Local Resident<br>(Oxford, Lockheart Crescent) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I object to parking permits we need parking bays not permits even more so. Only one resident parking permit which leaves us with many parking issues as many households have more than one vehicle so bays are what's needed.</p>   |
| (37) Local Resident<br>(Oxford, Lockheart Crescent) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>We appreciate the work undertaken to create this proposal; however, it seems as though these current plans are penalising residents in the proposed CPZ area rather than focusing on the commuters. Can the permits not simply be allocated per household rather than another charge be added to residents in addition to what is already paid in Council Tax and additional Bin collection Duties?</p> <p>We can see why the use of permits has been suggested, but disagree that residents should burden the cost if the issues are being caused by others, namely commuters? Is there not another way to deter commuters from parking in these streets? Perhaps more questions need to be asked of the non-residents who park in these streets, as to why they don't feel they can use car parks, public transport or a cycle route. What might incentivise them to use other methods?</p> <p>We live on Lockheart Crescent in a house that don't have vehicular access to their property. Can you tell me why</p> |

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|   | <p>Lockheart Crescent was singled out as the only street of the 17 in the proposed CPZ that can only apply for one parking permit?</p> <p>As it stands, we currently only have one vehicle but are trying to purchase a second, ideally an electric or hybrid car. At the moment we're being hindered as we don't have off street parking and therefore can't charge the vehicle at home. By providing vehicle access to the 5 properties on the green in Lockheart Crescent it would mean a clearer and safer road with 5/6 cars off the street as well as reducing CO2 emissions, as it would enable us to purchase an electric vehicle - an initiative currently being widely promoted by the council.</p> <p>If the council aren't going to provide us with vehicle access to our property, which incidentally has been petition for by several houses on our side of the street, is it unreasonable to expect a free parking permit, as we have no option but to park on the street? In addition, if we were to purchase a second car then I think it would be reasonable for us to have two permits, as we have no off-street parking available, unlike 90% of the street.</p> <p>It feels as though there may be some other options available that won't disadvantage thousands of residents, it would be great if these could be explored further before this decision is made.</p> |
| (38) Local Resident<br>(Oxford, Lockheart Crescent) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>I would like to strongly register my opposition to include Lockheart Crescent within a Traffic Order to establish a parking zone. My mother lives alone on Lockheart Crescent and is, to all intents and purposes, housebound and reliant upon a quite extensive support network which is needed 7 days per week.</p> <p>Currently, myself and my sister provide much of the daily support she needs – which includes shopping, preparation of meals, washing, cleaning, emptying commodes, showering her etc. I also take responsibility for much of her finances and dealing with correspondence she receives - such as the Consultation Letter you sent. She is also reliant on various other helpers and tradespeople to maintain herself and her home. Other family members also periodically help out.</p> <p>The care she needs is increasing in scope and it is very likely in the near future that more support will be needed and this will increase further the number of care providers involved. My mother relies upon a limited income.</p>  |

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|  | <p>The notice that has been put up by the County Council indicates that a maximum of one permit would be available per household in her street (for a fee) plus 50 free visitor day parking passes. It is my belief that, even if my mother were to pay for a space, that the availability of parking would fall far short of what is required over a year.</p> <p>In addition to this is the fact that the annual pass is restricted to 1 nominated vehicle – which is difficult to adhere to when she relies upon two family members for support and my mother’s need for attendance cannot always be planned for. As you must be able to appreciate, it is difficult enough arranging her care provision without the added barrier of placing parking restrictions in the area around her house.</p> <p>It must be added that my mother’s situation cannot be unique and therefore this will affect other elderly people who have similar care requirements.</p> <p>What is particularly galling is the fact that my mother has lived in Lockheart Crescent for over 30 years and, in all that time, I have never experienced any problem in parking by her house. We are really worried about this proposal as it would make a difficult situation much more difficult.</p> |
| (39) Local Resident<br>(Oxford, Napier Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>the clarity of the notification is not clear enough, i fail to see how temporary permits will be issued, how long will they take to arrive. I'm over 70 so i understand visitors will be free, do they still have to show a permit? will i be given one to give them.? nothing like this is made clear. as someone over 70 I find this very confusing.</p>   |
| (40) Local Resident<br>(Oxford, Napier Road) | <p><b>CPZ - Object</b><br/><b>Parking Restrictions - Object</b></p> <p>1) the consultation letter is dated 22nd October 2020 yet it was only received on 30th October reducing the notice and consultation period.<br/>2) the consultation letter is ambiguous. It reads that the present signage to Napier Road is to be removed (which is underlined) and could be interpreted that the current restrictions ‘only’ are being removed, and Napier Road is not to be subject to a PPA. The notice and covering letter should be reissued to simply and explicitly state if OCC are proposing to “introduce a £65 annual fee per household on the residents of Napier Road and restrict parking”, which I believe is what is being proposed?</p>  |

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|  | <p>3) there is no need for any changes to the parking restrictions in Napier Road. In the 13 years I've lived here I've never had any issue parking availability, neither have my immediate neighbours. Please can supporting evidence and survey data be provided to substantiate.</p> <p>4) Napier Road is not a through road. It is not practical to use for parking at Templars Square Shopping Centre. I do not believe it is affected in any way by this issue and it is simply not true that the road is used for parking for Templars Shopping Centre.</p> <p>5) We have repeatedly said we do not want permits on Napier Road, yet we are re-consulted every few years. Please stop this. Nothing has changed to warrant re-consultation.</p> <p>5) there should already be adequate provision with the parking available immediately outside the shops. If there is not, there is had been a fundamental planning error and the site has been over- developed beyond capacity. It is not reasonable to ask the nearby residents have to pay an additional annual fee (for permits) in addition to high council tax rates for an alleged parking congestion issue / traffic due to over-development.</p> |
| (41) Local Resident<br>(Oxford, Napier Road) | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>Currently there are no parking issues in Napier Road and cannot see why we need control parking here. additional parking restrictions/ controlled parking will be inconvenient for residents and their visitors.</p>   |
| (42) Local Resident<br>(Oxford, Napier Road) | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>I do not see an issue with the current parking situation for on Napier Road where I live. There is always ample parking for me and seemingly for the other residents of the street. The proposed changes will only cost the residents more money without positively impacting the parking situation</p>  |
| (43) Local Resident<br>(Oxford, Phipps Road) | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Object</b></p> <p>I live in Phipps Road. My daughter lives with us. We have 4 cars, a Council work van and a motor home. This proposal is causing me a great deal of concern as the rules are stating a maximum of 2 permits per household. I objected back in 2018.</p>   |



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| (44) Local Resident<br>(Oxford, Phipps Road) | <p>CPZ - <b>Object</b><br/>Parking Restrictions - <b>Support</b></p> <p>It is going to cost us to park outside our home. We have a motor home which is over the 5 metre limit. I am concerned about where to park it,</p>  |
| (45) Local Resident<br>(Oxford, Bailey Road) | <p>CPZ - <b>Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>The parking on Bailey road appears to work. I am not sure we should have to pay for a permit when the system currently seems ok. My wife and I both have cars which we need and it will be a big expense for us. Would it not be more sensible to ticket more often?</p>  |
| (46) Local Resident<br>(Oxford, Barns Road)  | <p>CPZ - <b>Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>Will Barns Road &amp; Kersington Crescent be in the same zone? Are flat face's Barns Road but we have to park in Kersington Crescent, are there plans to make a parking area in front of the flats (like places round Blackbird Leys)?</p>  |
| (47) Local Resident<br>(Oxford, Barns Road)  | <p>CPZ - <b>Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>Given the issues with people currently parking wherever they want regardless of restrictions e.g. frequently blocking access to the Wolseley House garages despite double yellow lines, what does the council have planned to address this, which is likely to be exacerbated by increased restrictions.</p> <p>Can you confirm all residents will be eligible for residents and visitors permits whether they live in flat blocks or houses and regardless of intentions when flats were built (e.g. car free developments)? For the avoidance of doubt, I am strongly</p> |

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|   | in favour that all residents within the proposed zone have access to both residents and visitors permits without exclusion.  |
| (48) Local Resident<br>(Oxford, Bennett Crescent)   | <p><b>CPZ - Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>I support creating any new CPZs in Oxford. However, this CPZ should not be implemented before the proposed Temple Cowley (Oxford) (CPZ) which was previously trailed but never materialised.</p> <p>This proposal will displace parking, especially parents dropping children off at the Our Lady's Catholic primary school to roads which don't have a CPZ.</p> <p>The fees of £65 a year are too low to provide any incentive to switch away from cars. The bus routes here are good but expensive, increased CPZ revenues could go into subsidising public transport more.</p> |
| (49) Local Resident<br>(Oxford, Church Cowley Road) | <p><b>CPZ - Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>Anxious there will be a knock on effect on church Cowley road if you bring in CPZ in Cowley area. I feel we don't really need it and I certainly wouldn't want it in my road Church Cowley road at any future point.</p>  |
| (50) Local Resident<br>(Oxford, Cleveland Drive)    | <p><b>CPZ - Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>I support the plans but am concerned that by leaving some roads in the area out, there will be increased parking on those roads. Clive Road, Maidcroft Road, Littlehay Road, Lawrence Road, Havelock Road will all suffer from overflow under the current proposals.</p>  |
| (51) Local Resident<br>(Oxford, Clive Road)         | <p><b>CPZ – Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p>  |

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|  | <p>It says that the double yellow lines in front of driveways will remain as at present. I live on Cleveland Drive and share a driveway. At times, when people park on both sides of the driveway (wheels can be beyond the double yellow lines, but the length of the car means that either the front or rear of the car are over the yellow lines! With cars parked on the other side of the road, we have found that we either have great difficulty or cannot get the cars parked within our premises out on to the road. This might not happen with more controlled parking, but if thought can be given to lengthening the double yellow lines in front of driveways this might help.</p>  |
| (52) Local Resident<br>(Oxford, St Lukes Road) | <p><b>CPZ - Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>I think a £65 charge for a permit for a resident is a bit excessive, I have 2 cars, £30 is more reasonable</p> <p>I also object to this high charge as a resident when there are non-resident multiple cars, that never get stopped or fined that are parked for the NHS offices and 20 to 30 cars arriving for the school run who park for free and obstruct the yellow lines, and park blocking the exit from St Lukes to Garsington Road every day between 8:00 and 9am and 2:30 to 3:30 every day. Why should I pay as resident when all these park for free, against highway code with no consequences?</p> <p>I would object less to the charge if it meant the road was clear of non-resident cars which I doubt will happen though!</p>   |
| (53) Local Resident<br>(Oxford, St Omer Road)  | <p><b>CPZ - Concerns</b><br/>Parking Restrictions - <b>Concerns</b></p> <p>The concern I have is that the proposed redevelopment of the former Murco Service Station is mentioned in the attached Notice but there is no mention within the Draft Order excluding the proposed development. I assume that the proposed three residential houses will be issued with a St Omer Road postal address but how will these properties be excluded if the CPZ is implemented prior to the completion of the proposed redevelopment? Under the informative note 2 of the planning permission 18/03287/FUL it states "If funding is found for the implementation of a Controlled Parking Zone along St Omer Road and it successfully passes consultation, the proposed units will be excluded from eligibility for parking permits." Therefore, surely reference to this effect should be clearly made within the Draft Order to clarify the situation and to avoid any future misunderstanding.</p> <p>I would also like to point out that the CPZ boundary line shown on Plan 2 incorrectly shows it passing through the rear of the Cowley Workers Club and Trinity Court. Furthermore, the 'Zonal designation' is stated as CT in the Draft Order</p> |

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|   | <p>instead of CE as stated in the Public Notice.</p> <p>In light of planning permission being granted for the redevelopment of the former Murco Service Station site, I would now generally support the CPZ proposal providing that my above concern is addressed, and trust that the enforcement of the CPZ will be duly implemented.</p>   |
| (54) Local Resident<br>(Oxford, St Omer Road) | <p><b>CPZ - Concerns</b><br/><b>Parking Restrictions - Concerns</b></p> <p>As a resident of St. Omer Road who experiences sporadic difficulty joining the highway from my drive because of the current parking arrangements in combination with narrow curb drops and road curvature, I am interested to know of the proposed fate of the current 'no waiting 8am to 6pm' sections of St Omer Rd, and in particular the section which lies between No. 20 &amp; No. 22. it wasn't clear from your letter whether the St Omer Rd were to be converted to double yellow lines or not.</p> <p>As the double-yellow lines on the right of No.20 and the single yellow line on the left extend almost to the narrow dropped curb, legally parked vehicles on either side form a channel which must be cleared before a turn on to the highway can commence; as there is also parking opposite this is sometimes not possible, depending on the size of the parked vehicles. Also, on occasion, large vehicles legally parked either side of the private drives actually extend over the curb drop, effectively blocking people in.</p> <p>Our preference would be that the single yellow line between Nos 20 and 22 be converted to double yellow lines, and further to that, the double yellow lines be extended beyond our driveways a short distance to allow safer access to the highway. I would be interested to hear whether your proposals would address the issues above, and if not, who I should contact in order to have the single yellow line between Nos 20 and 22 converted to double yellow lines.</p> |
| (55) Local Resident<br>(Oxford, Napier Road)  | <p><b>CPZ - Concerns</b><br/><b>Parking Restrictions - Object</b></p> <p>You are saying that the proposed Controlled Parking Zone is benefit for residents, I can agree with you , if you are providing one free parking permit for each household. Otherwise residents will have financial problems, each year council tax increases and every 3 to 4 years at least one service cuts down.</p>   |

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| (56) Local Resident<br>(Oxford, Napier Road)        | <p><b>CPZ - Concerns</b><br/> <b>Parking Restrictions - Object</b></p> <p>It makes extra expense for each household, it can only benefit if you are able to provide free parking permits.</p>  |
| (57) Local Resident<br>(Oxford, Lockheart Crescent) | <p><b>CPZ - Support</b><br/> <b>Parking Restrictions - Concerns</b></p> <p>In principle I accept the plan, but I am in one of the properties that cannot make an off-road parking space. (Number 7,9 11 and 13 are the only ones that cannot make an off-road parking space,) I think those four houses need to be able to get another parking permit if needed. At some point my son will need a car, he should be able to park near our house. That's my only concern..</p>  |
| (58) Local Resident<br>(Oxford, Lockheart Crescent) | <p><b>CPZ - Support</b><br/> <b>Parking Restrictions - Concerns</b></p> <p>1 : We have lived here for 35 years and never had a problem parking on our street Lockheart crescent and we had 2 vehicles until recently.</p> <p>2 : We have only ever encountered problems ,parking during the evening due to excess cars parking on the street</p> <p>3 : There are 4 properties with front gardens on our side of the crescent which borders the green without driveways, so we have no option but to park on the street. this means we have no option but to pay for the permit</p> <p>4 : If the resident's parking permits goes ahead, I would suggest that the 4 properties on our side are offered free permits or maybe half price, due to the fact that all the residents on the other side of the street have their own driveways to park their cars and would not necessarily have to pay for a permit.</p> <p>5 : The 4 residents on our side should also be given the option of purchasing a 2nd permit if necessary , because we cannot access our front gardens/drives. this would apply if there were 2 vehicles per household.<br/> It would be beneficial to have our own driveway, as our car would be off the road in a safe place, causing less congestion on the road. Plus we would have the option of purchasing an electric car ,which we could charge up on our property.</p> |

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|  | <p>Would it be possible for the council to create an access road to our houses on this side so we could construct our own driveways?</p> <p>Can you direct us to the relevant council department that deals with this and advise us about the application process.</p>  |
| (59) Local Resident<br>(Oxford, Napier Road) | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Concerns</b></p> <p>I support the proposal to enhance to the parking for the stated area. However, I remain concerned about the safety of the significant number of children either living in or travelling to the area for school.</p> <p>Despite the good work of the schools in addressing the issue, at certain times of the day the quantity of cars parking at and near each school increases significantly. This can also affect access for buses at their stops with some knock-on congestion. Please help minimise any reduction in driving visibility &amp; congestion caused by these parked vehicles. Designate a safe and proper parking area within walking distance of the schools? Encourage the continued use by schools of staggered start and finish times?</p>                          |
| (60) Local Resident<br>(Oxford, Bailey Road) | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p> <p>I live on Bailey Road and many people park on Bailey, Boswell nearby roads in order to go to the shops or the gym. The roads are hard to drive down because of all the double parking, making it single track. I think the CPZ will improve this, although it would depend on enforcement.</p> <p>I am concerned that the changes to Barns Road don't go far enough. The change of the East side to permit holders only may not reduce parking. Parked cars right at the corner of Barns &amp; Boswell roads makes pulling out onto Boswell road almost impossible and very hard to see. This doesn't look like it will be improved. It also doesn't improve the experience of cycling south on Barns road where parked cars constantly obstruct the cycle line making it dangerous.</p> |
| (61) Local Resident<br>(Oxford, Bailey Road) | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p>   |

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|   | The parking during business hours is so bad, especially when you turn off of Barns Road onto Boswell Road. Users overhang driveways making it impossible to access.  |
| (62) Local Resident<br>(Oxford, Boswell Road)       | <p>CPZ - <b>Support</b><br/>Parking Restrictions - <b>Support</b></p> <p>CPZ should help with cars blocking entrance to our driveway. CPZ will lead to safer cycling paths on Barns Road.</p>  |
| (63) Local Resident<br>(Oxford, Boswell Road)       | <p>CPZ - <b>Support</b><br/>Parking Restrictions - <b>Support</b></p> <p>Supporting to stop NHS workers parking inconsiderately. Supporting to stop residents of 13 Knolles road parking up to 8 vehicles on the public highway many without valid MOT certificates</p>  |
| (64) Local Resident<br>(Oxford, Knolles Road)       | <p>CPZ - <b>Support</b><br/>Parking Restrictions - <b>Support</b></p> <p>We are a two-car family and very often we cannot get a parking space anywhere near our home or if somebody is visiting us it is often near on impossible for them to park a reasonable distance near our home.</p>  |
| (65) Local Resident<br>(Oxford, Lockheart Crescent) | <p>CPZ - <b>Support</b><br/>Parking Restrictions – <b>Support</b></p> <p>As a resident of Lockheart Crescent, I am writing to express my support for the plans outlined in the letter dated 22 October 2020: FORMAL CONSULTATION - Cowley Central East Area (Oxford): Proposed Controlled Parking Zone (CPZ).</p> <p>Parking in Lockheart Crescent has been a problem for many years now, with some of the properties being made into HMOs with up to 6 cars per property. This, in addition to our close proximity to local schools and shopping centres, has made parking outside our homes for residents like me an impossibility on frequent occasions. I am therefore in support of</p> |

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|   | <p>the proposed plans to make Lockheart Crescent a Controlled Parking Zone, specifically a CPZ where only one permit is allowed per property since the majority of properties have access to off-road parking and the street does not have the capacity to park two vehicles per property.</p> <p>I am one of four residents in our street of 35 properties who do not have access to off-road parking or an accessible garden, and our neighbouring streets are also named in this CPZ proposal. I am therefore requesting that myself and the other three residents at numbers 7, 9 and 13 are afforded a parking permit free-of-charge, since we have no alternative options.</p> <p>I wish you the best of luck in passing the proposed changes, and am happy to answer any further questions.</p>   |
| (66) Local Resident<br>(Oxford, Lockheart Crescent) | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p> <p>I think one permit per household would be sufficient as most houses have driveways. There are only 4 houses in Crescent that have no off street parking and they are having to park elsewhere or not use their vehicles for fear of not parking in the street again as other properties in the Crescent have up to five vehicles attached to their property and still park on the road. They space their vehicles out to stop others from parking then when they need to park another vehicle they move their other cars. (I can think of at least 3 houses). There is also one HMO that is registered and also a property that does Air BnB. These all bring extra vehicles into the Crescent which creates extra traffic. The parking has become so bad that sometimes it's difficult to drive through it. It is only a matter of time before an emergency vehicle is unable to get through. Weekends are just as bad with a lot of additional vehicles appearing and staying for short periods, it makes we wonder if there is something going on.</p> |
| (67) Local Resident<br>(Oxford, Maidcroft Road)     | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p> <p>Everything that we can do to support residents to be able to park easily, without people using their community as free parking is good. It can also help to make public transport and more active travel more attractive.</p>   |
| (68) Local Resident<br>(Oxford, Napier Road)        | <p><b>CPZ - Support</b><br/><b>Parking Restrictions - Support</b></p>  |



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|  | it is difficult to park near my house and I have disabilities and parking near my house is very important  |
| (69) Local Resident<br>(Oxford, Phipps Road)   | <p>CPZ - <b>Support</b><br/> Parking Restrictions - <b>Support</b></p> <p>To be easier to park but I think that the residents permit could be free</p>   |
| (70) Local Resident<br>(Oxford, Phipps Road)   | <p>CPZ - <b>Support</b><br/> Parking Restrictions - <b>Support</b></p> <p>To stop the build-up of parking</p>  |
| (71) Local Resident<br>(Oxford, St Lukes Road) | <p>CPZ - <b>Support</b><br/> Parking Restrictions - <b>Support</b></p> <p>Parking has been a major issue in St Lukes Road for many years. School parking has gotten worse in respects we now have parents who think it's acceptable to parking over the footpath, on double yellow lines or anywhere they like. However, school parking is only for short periods in the morning and afternoon. When Social Services moved into the offices on Barn Road, parking in St Lukes was a major problem to the point where there is no available road parking for residents between 8am and 5p, during a normally working day. The final straw was the building of the flats on Barns Road which has no parking and we see residents of these Flats parking now in St Lukes Road</p> |
| (72) Local Resident<br>(Oxford, St Omer Road)  | <p>CPZ - <b>Support</b><br/> Parking Restrictions - <b>Support</b></p> <p>As a resident of St Omer Road I am very much in favour of the proposed "controlled parking zone" and "permit parking area" for this area. I am particularly concerned about the new residential development at the former Murco service station at the top of St Omer Road and the extra pressure this will make upon parking spaces. Because of this I would like to see the restricted parking times extended in the St Omer Road area.</p>  |

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## **CABINET MEMBER FOR ENVIRONMENT – 17 DECEMBER 2020**

### **CUMNOR – OXFORD ROAD: PROPOSED 30MPH SPEED LIMIT**

#### **Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed 30mph speed limit on Oxford Road, Cumnor as advertised.

#### **Executive summary**

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

#### **Introduction**

3. This report presents responses received to a statutory consultation I to introduce a 30mph speed limit on Oxford Road Cumnor in place of the existing 40mph speed limit.

#### **Background**

4. The above proposal as shown at Annex 1 has been progressed following an instruction by the Cabinet Member for Environment at the delegated decisions meeting on 16 July 2020 to carry out a speed survey to confirm that existing traffic speeds on Oxford Road were compatible with a 30mph speed limit following representations received at the above meeting for this speed limit change as part of the consideration of speed limit proposals for Cumnor Hill. The speed survey results obtained in October 2020 (showing mean speeds as 29.6mph eastbound and 32.9mph westbound) confirmed that a 30mph limit would be appropriate in principle.

#### **Consultation**

5. Formal consultation on the proposals was carried out between 22 October and 20 November 2020. A notice was published in the Oxford Times newspaper and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Cumnor Parish Council and local County Councillor.
6. Thirty-three responses were received. 27 in support (82%), 2 objections (6%), 3 raising concerns (9%) and one non-objection.

7. The responses are recorded at Annex 2. Copies of the full responses are available for inspection by County Councillors.

### **Response to objections and other comments**

8. Thames Valley Police did not object but expressed a view that they do not believe joining the village of Cumnor 30mph limit and Cumnor Hill 30mph limit represented best practice and was likely to lead to drivers paying less respect to both limits. Cumnor Hill speed limit has been the subject of complaint for a number of years and making this whole area a 30mph limit was unlikely to change that.
9. The Vale of the White Horse District Council did not object.
10. Two objections and one expression of concern were received from members of the public on the grounds that they considered that the current 40mph speed limit appropriate; although it appears that one of the objections was focussed on the 30mph limit on Cumnor Hill, which was approved at the Cabinet Member for Environment delegated decisions meeting on 16 July.
11. A further concern received from a member of the public echoed the comments of Thames Valley Police on the benefits of retaining a 30mph gateway on entering Cumnor village.
12. While noting the above responses it is considered that the proposal is consistent with national advice on setting local speed limits.
13. Twenty-seven responses of support were received from members of the public.

### **Sustainability objectives**

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

### **Financial and Staff Implications (including Revenue)**

15. Funding for the proposed speed limit has been provided from s106 contributions received from developers, the Area Parish Support budget and Cumnor Parish Council.

### **Equalities Implications**

16. No implications in respect of equalities have been identified in respect of the proposals.

JASON RUSSELL  
Interim Director of Community Operations

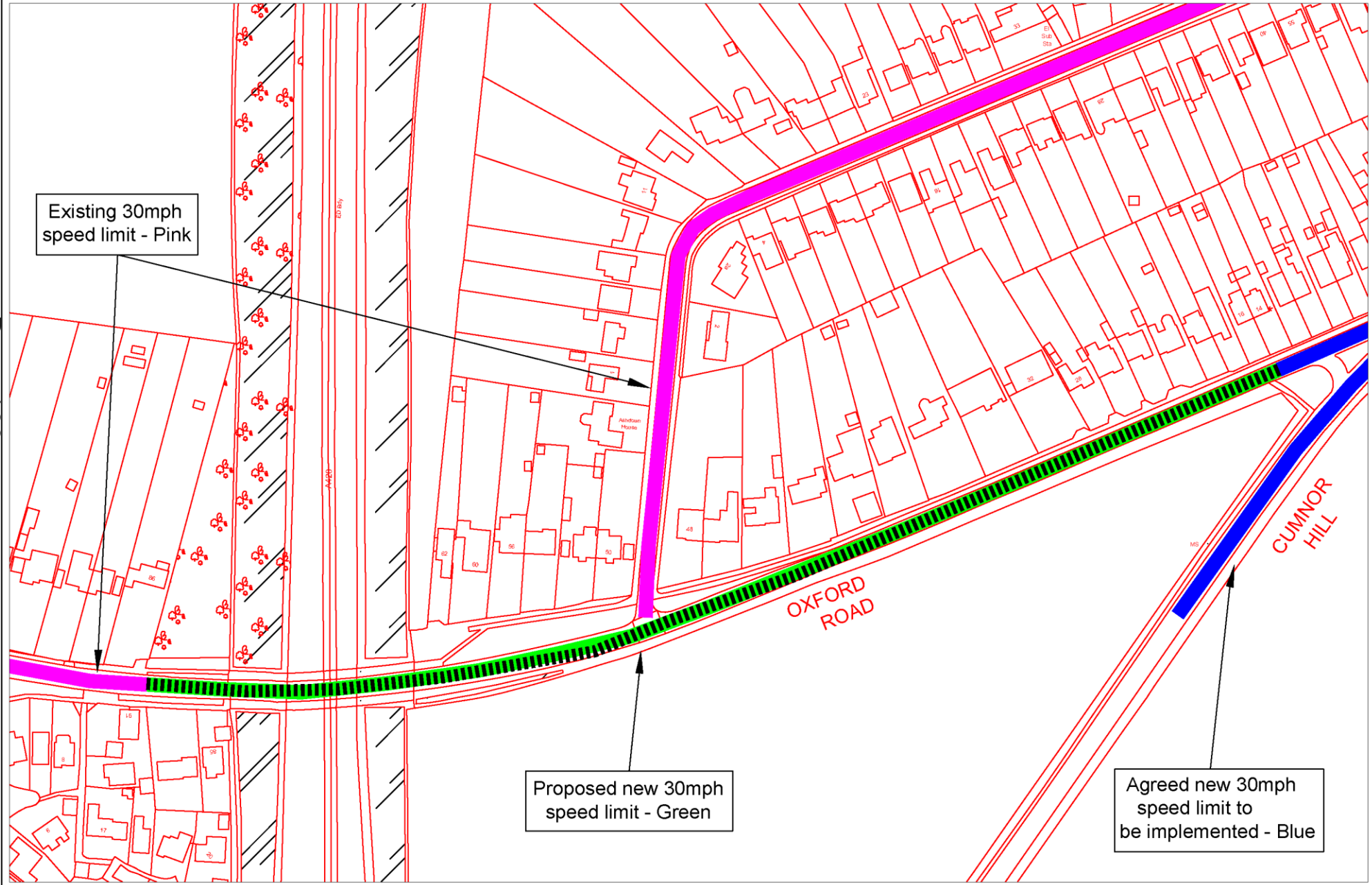
Background papers: Plan of proposed speed limits.  
Consultation responses

Contact Officers: Hugh Potter 07766 998704  
Lee Turner 07917 072678

December 2020

# Cumnor, Oxford Road proposed 30 speed limit

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| RESPONDENT   | COMMENTS   |
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| (1) Traffic Management Officer, (Thames Valley Police) | <p><b>Concerns</b> – In principle based of the results of the speed survey I do not object. Mean speed data would suggest 30 is acceptable.</p> <p>I do however raise concern. I do not believe joining the village of Cumnor 30 and Cumnor Hill 30 is best practice. This method is likely to lead to drivers paying less respect to both limits. Cumnor Hill speed limit has been the subject to complaint for a number of years and making this whole area a 30 it is unlikely to change that.</p> <p>Further measures may need to be included in the future as any targeted enforcement also unlikely.</p>                   |
| (2) South & Vale District Council                      | <b>No objection</b>  |
| (3) Local Resident, (Cumnor)                           | <b>Object</b> - Why's it needed? Stop changing things when there's no reason.  |
| (4) Local Resident, (Cumnor)                           | <b>Object</b> - My husband and I do not agree with the 30mph limit on the hill. We believe it is a knee jerk reaction to a child who was injured by not following the 'green cross' code. There are many cyclists going up and down the hill and it requires a careful burst of speed to overtake them when there is no oncoming traffic otherwise traffic is limited to 20mph. We use this route, sometimes, several times a day and we don't experience drivers exceeding the present limit. Buses, work vehicles, homeowners turning in and out of roads up and down the hill and road works tend to slow all traffic anyway. |
| (5) Local Resident, (Cumnor)                           | <b>Concerns</b> - I would be glad to support this, but in the earlier Cumnor Hill consultation we were advised it would be useful to keep a small section here at 40 in order to have a 30-gateway entering the village at the Glebe. So in the event of a driver becoming complacent of a speed limit set at the station, there would be a proper reminder at the village, at the sharp left (chevrons sign fell off a year ago), where school children merge from all directions.  |

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|                                  | If there will be other clear provisions made for reminding drivers of a 30 in the village itself, then this proposal has my whole-hearted support.   |
| (6) Local Resident,<br>(Wootton) | <p><b>Concerns</b> - My concern is that the Council keep looking to reduce speed limits on roads, often without any clear evidence and justification that speed is a real safety issue.</p> <p>To keep the car-driving public on side and retain some credibility (as a balanced decision-making body), taking the easy option of reducing speed limits everywhere, can be counterproductive - especially where there is little justification.</p> <p>Please use your powers appropriately and not take the 'easy option' every time a vocal minority call for speeds to drop further.</p> |
| (7) Local Resident,<br>(Botley)  | <b>Support</b> - This road leads to a primary school and has houses along it. The area around Botley and Cumnor is becoming more populated so traffic speeds must reflect this to safeguard all road users. This is a logical extension to the recently passed 30mph limit on Cumnor hill.   |
| (8) Local Resident,<br>(Botley)  | <b>Support</b> - Safer for cars, pedestrians and cyclists; the difference between 30 and 40 miles an hour can be the difference between life and death in a collision. Also, better for the environment as lower speed limits reduce vehicle emissions.  |
| (9) Local Resident,<br>(Cumnor)  | <b>Support</b> - The village is currently at 30 mph and the area of Cumnor Hill that this road feeds into is also now 30 mph. It would be far more sensible for the whole area to be consistently the same speed limit. This is a residential area and therefore it would make it safer for pedestrians and cyclists.  |
| (10) Local Resident,<br>(Cumnor) | <b>Support</b> - It makes no sense to have a stage of 40mph between the top of Cumnor Hill and the village. In addition, this section of road is frequently used by children cycling to and from Cumnor Primary School.  |



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| (11) Local Resident,<br>(Cumnor) | <b>Support</b> - I'm strongly in favour of the 30mph limit for the whole of Cumnor Hill and into the village. As a parent who walks this stretch of the road with children, and previously had children at Cumnor Primary, the fast traffic along this section is very concerning and makes it very difficult to cross. I would be very much in favour also of a pedestrian crossing at some point on Cumnor Hill.   |
| (12) Local Resident,<br>(Cumnor) | <b>Support</b> - Cars drive far too quickly along this road and Cumnor hill. There are two schools nearby. My son walks to school along this road and cars frequently driveway over the speed limit. The pavement is relatively narrow. If we want to encourage children to walk or cycle, rather than get a lift to school, then we should be doing all we can to ensure it is safe.  |
| (13) Local Resident,<br>(Cumnor) | <b>Support</b> - Safety of children going to and from the local schools. It should be 20mph outside the schools too,   |
| (14) Local Resident,<br>(Cumnor) | <b>Support</b> - Safety, especially considering the proximity of the park and primary school   |
| (15) Local Resident,<br>(Cumnor) | <b>Support</b> - To make Cumnor a safer place !! it wouldn't make sense not to change it as the hill will be at 30mph so this small stretch would make a continual speed through the village.  |
| (16) Local Resident,<br>(cumnor) | <b>Support</b> - This stretch of road was missed off the original proposal and it now presents an odd uplift in speed from the 30mph up Cumnor hill before quickly stepping down in speed to 30mph again as you enter Cumnor village. The 40mph stretch is so short, the speed surveys support a lower speed and there is residential housing along one side with another 30mph (Bertie road) having a junction part way along. Cumnor primary school children cycle and walk to and from school along this stretch as do Matthew Arnold school pupils. This move was also supported at the county council committee meeting where the rest of Cumnor hill was lowered to 30mph. |
| (17) Local Resident,<br>(Cumnor) | <b>Support</b> - This is a residential area and the current speed limit is too fast. I walk with three young children along this road to school or into the village and a 30mph limit will be much safer.  |

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| (18) Local Resident,<br>(Cumnor) | <b>Support</b> - We walk this route with our children most days to preschool and it feels unnecessarily fast. It would feel so much safer for the children if it was 30 mph.  |
| (19) Local Resident,<br>(Cumnor) | <b>Support</b> - There is a dangerous junction here that I have lived adjacent to for 14 years. It is routine for drivers to speed in both directions and my children and I cross this road filled with fear on a daily basis on our journey to school.   |
| (20) Local Resident,<br>(Cumnor) | <b>Support</b> - It is far safer as many children walk along the narrow path there to get to school and others cycle along that stretch of road   |
| (21) Local Resident,<br>(Cumnor) | <b>Support</b> - Reduced speed limit will improve safety of those walking to Cumnor primary school, and also Cumnor residents going to Matthew Arnold school  |
| (22) Local Resident,<br>(Cumnor) | <b>Support</b> - There should be a uniform speed limit in the village of Cumnor and Cumnor hill. This road is used by many families going to school on foot or bike. It is a speed track and 30 mph should be backed up with speed humps too.   |
| (23) Local Resident,<br>(Cumnor) | <b>Support</b> - 40 mph is too fast and is dangerous. My kids cross this road daily with the afterschool club and it is difficult to get 30 kids crossing dangerous road when the cars can drive 40 mph. 30 mph would be better but a crossing traffic lights across the village and Cumnor Hill should be considered.  |
| (24) Local Resident,<br>(Cumnor) | <b>Support</b> - We agree that the reduction of the speed limited to 30 mph for the whole length of Oxford Road will result in a safer environment through the village. This is a major route for cyclists and school children. There is no reason to maintain a 40mph zone for this small stretch of Oxford Road when the rest of the village and Cumnor Hill is a 30mph zone. There is no pavement on one side of Oxford Rd, yet bus users coming from Oxford are dropped on that side and need to cross the busy road to access a pavement. Crossing Oxford Rd from the bus stops can be dangerous due to the current 40 mph limit. We fully support this council proposal, which represents a cohesive approach to traffic management in the village. |
| (25) Local Resident,<br>(Cumnor) | <b>Support</b> - Road is near a school and it makes sense to have one continuous speed limit throughout the village and surrounding.  |

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| (26) Local Resident,<br>(Cumnor) | <p><b>Support</b> - Primarily safety - the road is heavily used by children travelling to/from school, with buses also making use of the road, a bus stop within the proposed area and a bus stops just outside at each end. Keeping speed reduced throughout the area will reduce the risks to all pedestrians.</p> <p>Secondly consistency - I believe it will be easier to encourage road users to maintain a sensible speed along Cumnor Hill and within Cumnor village if there is not an anomalous 40mph limit along this short stretch of road linking two 30mph areas.</p>   |
| (27) Local Resident,<br>(Cumnor) | <p><b>Support</b> - so that Oxford Road can have the same safety benefits as Cumnor Hill, so creating a unified 30mph zone from the Parish boundary with North Hinksey, up Cumnor Hill and through Cumnor Village</p>  |
| (28) Local Resident,<br>(Cumnor) | <p><b>Support</b> - We agree that the reduction of the speed limited to 30 mph for the whole length of Oxford Road will result in a safer environment through the village. This is a major route for cyclists and school children. There is no reason to maintain a 40mph zone for this small stretch of Oxford Road when the rest of the village and Cumnor Hill is a 30mph zone. There is no pavement on one side of Oxford Rd, yet bus users coming from Oxford are dropped on that side and need to cross the busy road to access a pavement. Crossing Oxford Rd from the bus stops can be dangerous due to the current 40 mph limit. We fully support this council proposal, which represents a cohesive approach to traffic management in the village.</p> |
| (29) Local Resident,<br>(Cumnor) | <p><b>Support</b> - I strongly SUPPORT the plan to extend the new 30mph speed limit for the full length of Oxford Rd Cumnor.</p> <p>The road is well used by primary school children and it would be a great pity to lose this opportunity of slowing traffic along its full length as well as on Cumnor Hill.</p>   |
| (30) Local Resident,<br>(Oxford) | <p><b>Support</b> - I regularly cycle in the area and this will improve safety for cycling. Much needed.</p>   |
| (31) Local Resident,<br>(Oxford) | <p><b>Support</b> - I suggested this change as part of my response to the Cumnor Hill consultation!</p> <p>The reduction in limit would improve various factors for residents and other road users.</p>  |

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|                                    | <p>In short:</p> <ul style="list-style-type: none"> <li>* Less acceleration/deceleration -&gt; lower noise, pollution, road damage, improved comfort in buses and other modes</li> <li>* Fewer limit changes -&gt; lower cognitive load for drivers -&gt; improved attention to other factors -&gt; improved safety</li> <li>* Lower speeds -&gt; lower noise, pollution, road damage, improved comfort in buses, improved safety for all road users, with particular note of large number of cyclists using this route.</li> <li>* Less signage -&gt; reduced maintenance cost, less visual clutter (again leading to improved road user attention).</li> </ul> <p>The increase in through journey times resulting from the decrease in limit is absolutely minuscule. I did the calculation before, and I think it was single or low-double-digit seconds. Can't think of any other negatives.</p> |
| (32) Local Resident,<br>(Oxford)   | <b>Support</b> - As this area is predominantly residential in character, 30 mph seems an appropriate speed limit. It will be easier for drivers to have just one speed limit along this route.   |
| (33) Local Resident,<br>(Wheatley) | <b>Support</b> - I support speed reductions across built up areas in Oxfordshire. Makes it safer for cyclists and pedestrians.   |

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| Division(s): Eynsham; Witney South and Central |
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## **CABINET MEMBER FOR ENVIRONMENT – 17 DECEMBER 2020**

### **EYNSHAM: ACRE END STREET AND WITNEY: CORN STREET - PROPOSED BUILD-OUTS AT BUS STOPS**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed build outs at bus stops in Acre End Street, Eynsham and Corn Street, Witney as advertised.

#### **Executive summary**

2. The provision of laybys and other measures to facilitate buses and bus passengers at bus stops is reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member, local councils or other parties due to concerns over road safety or amenity.

#### **Introduction**

3. This report presents objections received to a statutory consultation to introduce build outs at bus stops in Acre End Street, Eynsham and Corn Street and Newland in Witney, noting that no objections were received in respect of the proposals for Newland

#### **Background**

4. The above proposals shown at Annexes 1 – 3 and Annex 4 have been progressed as a result of concerns raised by bus operators that bus passengers have difficulty safely entering and leaving a bus at these locations due to on-street parking adversely affecting journey time reliability and difficulty for passengers in safely entering and leaving a bus at these locations due to on-street parking. The Corn Street proposals have been considered for around 15 years with the same objections arising. Conversely local residents have also cited concerns during this period over difficulties in hailing buses due to parked cars.
5. The Equality Act (2010) obliges public transport operators and highway authorities to make reasonable adjustments for all users so that disabled passengers are not disadvantaged. Providing access between a low-floor bus and the footway, is crucial to fulfilling these duties. It is also important to consider the needs of other disabled groups such as blind or cognitive

impaired bus passengers, as well as those carrying heavy luggage and pushchairs. From an operational perspective, a well-designed bus stop can provide significant benefits and is recognised as a key element in the drive to improve the attraction of bus services for all users. It is important to view the bus stop as an interchange, rather than simply a location along a bus route where buses stop; all elements of their journey should be considered including the convenience and comfort of the waiting environment.

## Consultation

6. Formal consultation on the proposals was carried out between 28 October and 27 November 2020. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the West Oxfordshire District Council, Eynsham Parish Council, Witney Town Council and local County Councillors. Letters were sent to adjacent properties.
7. 21 responses were received in total and these are summarised\* in the table below:

| Location             | Object | Support | Neither/Concerns | Total |
|----------------------|--------|---------|------------------|-------|
| Eynsham – Acre End   | 7      | 2       | 4                | 13    |
| Witney – Corn Street | 5      | 2       | 3                | 10    |
| Witney – Newland     | -      | 3       | 2                | 5     |

*\* numbers in table don't equal total number received due to some responses covering multiple locations and others referring to just one.*

8. The responses are recorded at Annex 4. Copies of the full responses are available for inspection by County Councillors.

## Response to objections and other comments

9. Thames Valley Police and West Oxfordshire District Council did not object. Witney Town Council support the proposals but Eynsham Parish Council has objected citing no merit in the scheme and concerns over buses blocking Acre End Close.
10. Most objections from the public centre around loss of parking in Corn Street, Witney and in Eynsham issues of congestion and concerns regarding blocking access to Acre End Close, a new minor development. There were also several comments citing no existing problem with funds better used elsewhere.
11. Vehicles currently park in the bus stop areas on each side of Corn Street as the stops are not supported by clearway markings and so while the proposals would prevent 2 vehicles parking at each stop, the 4 spaces effectively 'lost' are where drivers are intruding on the bus area as there is currently no legal backing to prevent it. This practice impedes access and egress for passengers. Furthermore, wheelchair users cannot access buses unless they

can park parallel to the kerb, something the current parking arrangements regularly prevent.

12. The problems of congestion in Acre End Street are acknowledged but small vehicles can continue to use the bus bay for passing and large vehicles cannot currently use it for this function. The blocking of access to Acre End Close would be reduced by the proposals as buses would not have to pull so far forward to be parallel to the kerb.

### **Sustainability objectives**

13. The proposals would facilitate the safe and convenient use of buses.

### **Financial and Staff Implications (including Revenue)**

14. Funding for the proposed build outs has been provided from the Network Management budget

### **Equalities Implications**

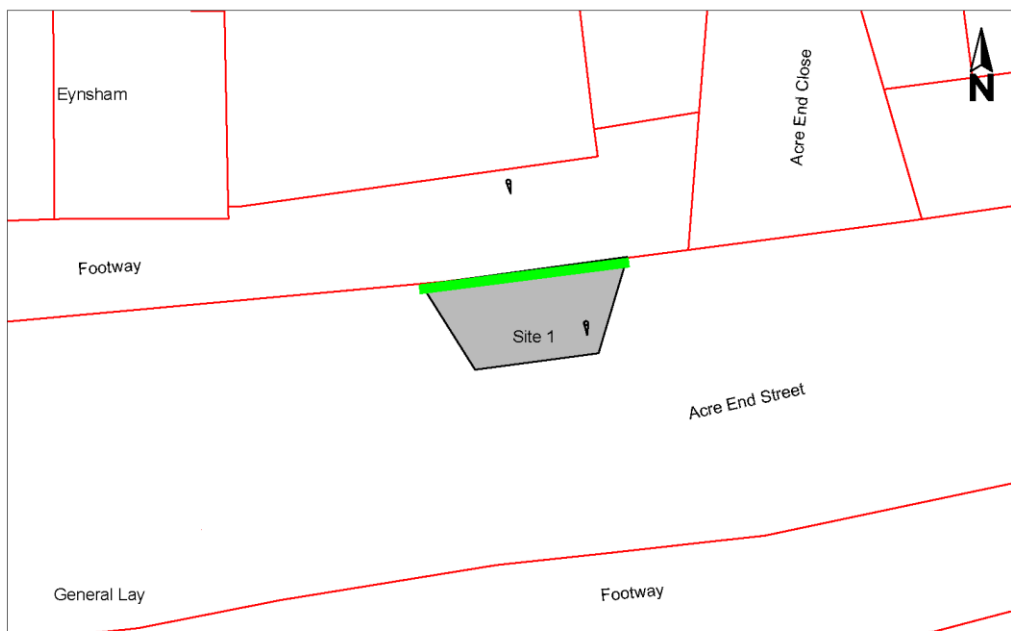
15. No implications in respect of equalities have been identified in respect of the proposals.

JASON RUSSELL  
Interim Director of Community Operations

Background papers:      Plan of proposed buildouts at bus stops.  
   Consultation responses

Contact Officers:          Hugh Potter 07766 998704  
   Geoff Barrell 07740 779859

December 2020



Drawing No. Revision 0

Site 1  
 Name Swan Hotel  
 Pole Trueform Elite  
 Flag Large Tiled  
 NaPTAN Code oxfgjdmj (69345365)  
 OS grid 443114 209290  
 Bearing East

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
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**OXFORDSHIRE  
COUNTY COUNCIL**

Owen Jenkins  
 Director for  
 Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
 County Hall  
 New Road  
 Oxford  
 OX1 1ND  
 Tel: 0845 310 1111

Project title

Eynsham - Acre End Street

Drawing title

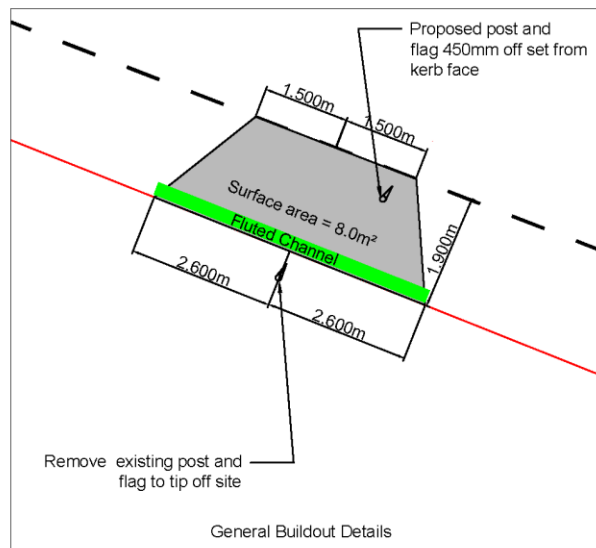
Proposed Bus Stop  
 Improvements

Drawing Status Information

| Scale @ A3 | Drawn by   | Checked by   | Approved by   |
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| n.t.s      |            |              |               |
|            | Date drawn | Date checked | Date approved |

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

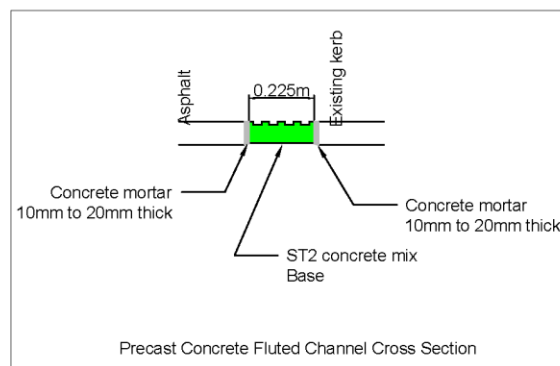


#### Kerbing

- 125mm x 255mm half batter precast concrete kerb to BSEN1340 Type HB2 on 13mm thick mortar bed or laid and bedded on ST2 concrete foundation whilst plastic. 100mm upstand.
- Over break in the existing carriageway due to the excavation shall be made good.

#### Buildout Surfacing

- 20mm of AC6 med surf 100/150 Surface Course to BSEN13108-1.
- 45mm of AC20 open bin 160/220 Binder Course to BSEN13108-1.
- Varies Binder Course regulating material.
- Tack coat existing cleaned carriageway surface







Drawing No. Revision 0

#### Site 1

Name Holloway Road  
Pole Ex-O  
Flag Metropole 680mm  
NaPTAN Code oxfapdgi (69327345)  
OS grid 435259 209619  
Bearing East

#### Site 2

Name Holloway Road  
Pole Ex-O  
Flag Metropole 780mm  
NaPTAN Code oxfapdgm (69327346)  
OS grid 435311 209581  
Bearing West

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Owen Jenkins  
Director for  
Infrastructure Delivery  
Communities  
Oxfordshire County Council  
County Hall  
New Road  
Oxford  
OX1 1ND  
Tel 0845 310 1111

#### Project title

Witney - Corn Street

#### Drawing title

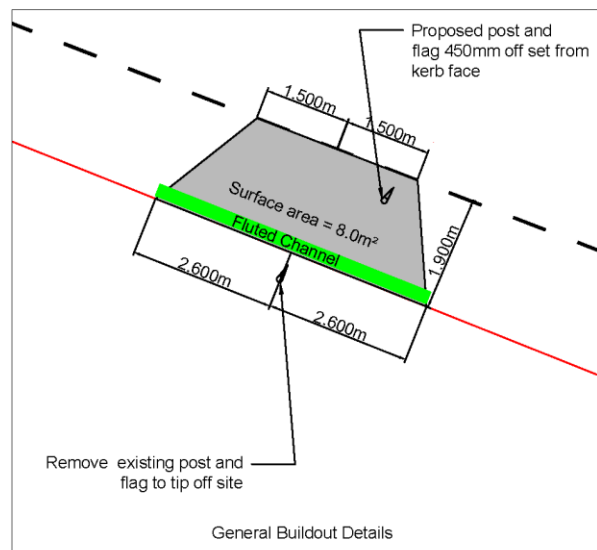
Proposed Bus Stop  
Improvements

#### Drawing Status Information

| Scale @ A3<br>n.t.s | Drawn by   | Checked by   | Approved by   |
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|                     | Date drawn | Date checked | Date approved |

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

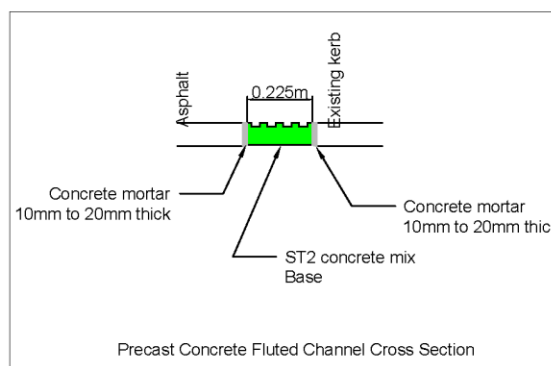


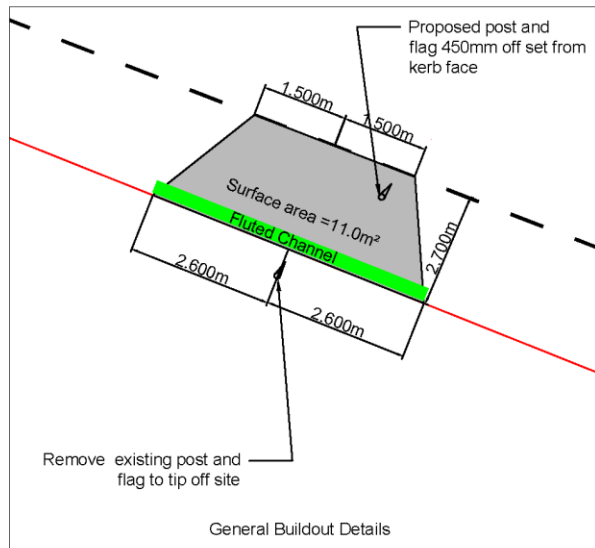
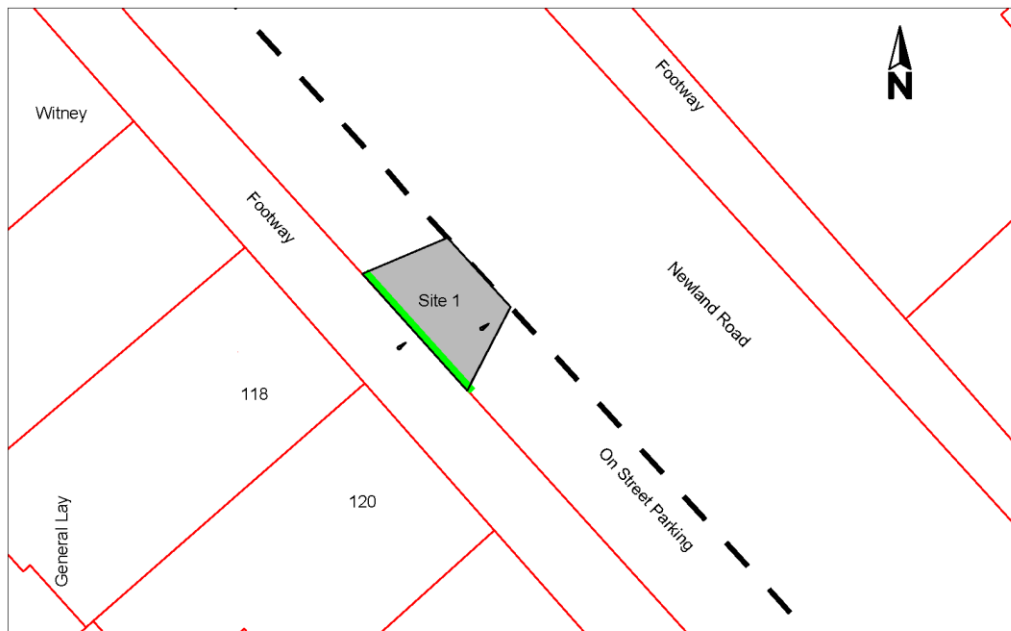
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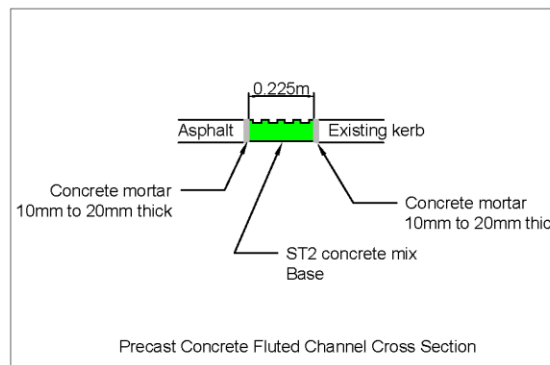



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- Over break in the existing carriageway due to the excavation shall be made good.

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|---|------------|---|------------------------|
| Drawing No.   |            | Revision 0  |                        |
| Site 1<br>Name<br>NaPTAN Code<br>OS grid<br>Bearing   |            | King Georges Field<br>oxfgptpt (69347878)<br>436343 210052<br>Northwest |                        |
| <small>© Crown Copyright and Database rights 10023343 2017</small>  |            |   |                        |
| Rev.  | Date       | Purpose of revision   | Drawn Checked/Approved |
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|  <div style="display: flex; justify-content: space-between;"> <div> <p>Oxfordshire<br/>County Council</p> </div> <div> <p>Owen Jenkins<br/>Director for<br/>Infrastructure Delivery<br/>Communities<br/>Oxfordshire County Council<br/>County Hall<br/>New Road<br/>Oxford<br/>OX1 1ND<br/>Tel: 01845 310 1111</p> </div> </div> |            |   |                        |
| Project title   |            |   |                        |
| Witney - Newland Road   |            |   |                        |
| Drawing title   |            |   |                        |
| Proposed Bus Stop Improvements  |            |   |                        |
| Drawing Status Information  |            |   |                        |
| Scale @ A3<br>n.t.s   | Drawn by   | Checked by  | Approved by            |
|   | Date drawn | Date checked  | Date approved          |
| Oxfordshire Project No. & File Ref  |            |   |                        |
| Drawing No.   |            | Revision 0  |                        |

| RESPONDENT   | COMMENTS   |
|--|--|
| (1) Traffic Management Officer, (Thames Valley Police) | <b>No objection</b> – I am familiar with the locations and now the design. I have no further comment or objection.   |
| (2) Witney Town Council                                | <b>Support</b> – Witney Town Council supports the proposed improvements to the Corn Street and Newland stops in Witney.  |
| (3) Eynsham Parish Council                             | <b>Object</b> – there is no merit in the scheme. Additional compelling information is needed if the Council is to consider reversing this decision the bigger issue is Acre End Close. Currently the bus regularly blocks this access and causes a number of issues. The problem appears to be the angle the buses can get in because of the parking bays just before the stop.  |
| (4) West Oxfordshire District Council                  | <b>No objection</b> – With regards to the proposed bus stop kerb buildouts in Witney and Eynsham, I can confirm that WODC Planning and Strategic Housing do not raise objections.  |
| <i>[Online Responses]</i>                              |  |
| (5) Local Resident, (Eynsham)                          | <p><b>Object</b> – I have discussed the details for this proposal with your Engineer, as I did not fully understand the proposal from the information provided. After two conversations, we have realised that the consultation letter has an error, in saying that the proposed bus stop build-out would be 6m to the west of Acre End Close, when actually it would be within the existing bus stop space only approximately 2m west of Acre End Close. This error created confusion about the location of the build-out and how existing parking spaces would be retained.</p> <p>In summary, opinion is that a bus stop build-out within this location would worsen the existing congestion in Acre End Street, as it would inhibit larger vehicles from passing and reduce the available large space of the existing bus stop and two neighbouring driveway and road entrances, where vehicles can currently pause to allow safe passing.</p> |

The Engineer explained that Stagecoach had requested a change because buses pulling in to the existing north side bus stop can't always get parallel to the kerb, to allow safe access for passengers and wheelchairs to get on - and/ or they overshoot the bus stop, blocking Acre End Close. I have occasionally seen buses not pulled right up to the kerb or overhanging in front of Acre End Close, but not often. The approach to the bus stop space is not immediately alongside parked cars, but a driveway entrance, so there is a little more space for manoeuvring buses into the kerb and it seems to work ok most of the time. I am not sure that any problem is sufficient to justify the proposed change.

Acre End Street is already a major bottleneck, with fairly busy vehicle traffic passing through, including the S1 bus route and used by school buses, and to access the village shops. I believe that a build-out would create significantly more congestion along a large part of its length, including for the buses themselves. There are often log-jams along High Street and Acre End Street anywhere from the Market Square through to the west of Station Road. The whole stretch from Acre End Close to the Market Square has only a couple of parts wide enough for even small vehicles to pass; sometimes vehicles already have to mount the kerb in this area to pass. To the west, there is already a small build-out on the south side outside The Swan Inn, with a speed bump and Give Way line to pass through it single file, followed by a tricky narrow junction at Station Road, with limited visibility in all directions. The existing bus stop space provides, together with entrances for a driveway and a small road, a passing space of approximately four car lengths. This give space for larger vehicles to pass safely or for a few cars to pause to allow passing, through the stretches where passing isn't possible. This is a very frequent occurrence.

If a build-out were created within the existing bus stop as proposed, vehicles would not be able to pull in easily to pass in that section of Acre End Street and there would be only one or two places for any safe passing to the east, before the Co-op, and more blockages or back-ups to the west. Due to a bend in the road, there is not at all good visibility in the eastern direction, so there are also times when vehicles need to reverse back into the bus stop space to pass.

In the proposed plan, the remaining empty space in this location would be two entranceways on either side of the build-out, possibly insufficient for even a car's length to pause for passing and certainly insufficient for a larger vehicle.

The Engineer recognised that blockages would occur along Acre End Street and increased congestion for cars, but he felt that cars would find alternative routes around. Unfortunately, for those who live in Acre End Street, we have no choice but to drive in or out along it. The closest alternative bypass route to head (ultimately) east, by going south down Station Road, also has a significant stretch of single carriageway passing due to on-street parking at its southern end, with poor visibility, and Station Road's junction with Acre End Street is very narrow with poor visibility.

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|                                  | <p>Finally, it is essential that the entrance to Acre End Close (now approximately 17 dwellings) should not become inhibited by the positioning of any build-out, as it is a narrow entrance, with very close on-street parking at its other side.</p> <p>If there is a genuine problem with passengers accessing buses at this location, couldn't a much smaller build-out of pavement be used, perhaps 1.5m long by 0.75m into the road, such that buses didn't have to pull right in to the existing kerb for passengers to access safely. Then the bus stop space would still facilitate passing within this stretch of Acre End Street, with only a much smaller obstruction created to solve any problem. Alternatively, don't buses themselves carry ramps to bridge any inaccessible gap to the pavement?</p>   |
| (6) Local Residents,<br>(Witney) | <p><b>Object</b> – We are elderly S1/S2 bus users living in Corn Street. We object to the two proposed Bus Stop Build Outs in Corn Street, Witney for the following reasons. You state in your letter of the 28th October 2020 that 'the proposal is being put forward in order to help improve pedestrian safety for vulnerable bus users, ensuring that there is a safe pick up and drop off point'. The Public Notice states 'These proposals are being put forward to help improve pedestrian safety in these areas'.</p> <ol style="list-style-type: none"> <li>1. In the 35 years that we have lived in, or adjacent to, Corn Street we have never witnessed or heard of anybody not being able to board or alight from a bus at either of the two 'stops' in question.</li> <li>2. Similarly we have never seen or heard of anybody being injured in any way at these 'stops'.<br/>(The Carterton bound bus stop is immediately outside of our house and as such we very often witness the bus users waiting for, alighting from and boarding the buses)</li> <li>3. For bus users wishing to travel in the Carterton direction there are two alternative bus stops nearby that have kerbside access for buses. One is approx. 300 m away, towards the Bus Station, opposite Corn Bar.<br/>The second is approx. 315 m away, towards the Market Square, outside the Town Council Offices. (Market Square is where visitors to Witney are likely to wait for a bus)<br/>Both of these stops are easily accessible to 'vulnerable' bus users.</li> <li>4. For bus users travelling in the Oxford direction again there are two alternative stops nearby with kerbside access. one is approx. 280 m away just to the east of Corn Bar and the second some 310 m away outside Barclays Bank at Market Square. (Market Square is where visitors to Witney, including those from the outskirts of Witney, would finish their journey - not in Corn Street.)</li> <li>5. Car parking spaces are at a premium in Witney and in particular Corn Street. Please do not waste money in removing another 2/4 bays!</li> <li>6. if you do have money available at this extremely difficult financial time and you wish to improve the safety of vulnerable pedestrians we believe the money should be spent to repair/improve the footpaths/road to The Crofts _ the</li> </ol> |

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|                                  | <p>section that runs parallel to Corn Street at the rear of numbers 63 - 43, Corn Street. The route to the Brewery. In its current state there is an accident waiting to happen! It is extremely dangerous for pedestrian users. You need to do a safety audit on this section of highway NOW.</p> <p>7. Surely you should consider the Corn Street and Witney residents in general. We need car parking spaces in Corn Street to access our houses with heavy shopping and the like as well and for short visits to businesses in Corn Street such as chiropractors, dentists, funeral undertakers, shops etc. Every parking bay that we currently have is needed.</p> <p>8. In addition to the safety problems in The Crofts there are two 'bouncing' manhole covers in Corn Street., both near the Marlborough Lane /Corn Street junction, that are causing extreme noise pollution! This has been going on for several months now.</p> <p>If you wish to improve pedestrian safety and have the cash left after refurbishing The Crofts replacing these would be a real benefit to the residents and highway users whereas the Bus Build Outs at the proposed locations will not</p> |
| (7) Local Resident,<br>(Eynsham) | <p><b>Concerns</b> – Two comments</p> <p>--Will this adversely affect sightlines for vehicles issuing from Acre End Close -- that being a safety matter also?</p> <p>--How about providing bus shelter while you are about it?</p> <p>These points to one side, I favour the proposal"</p>   |
| (8) Local Resident,<br>(Eynsham) | <p><b>Concerns</b> – Eynsham, Acre End Street.</p> <p>I am hoping that this will make turning in and out of Acre End Close easier as the buses will no longer block the Close when they are stopped. It would be good if the road at the junction of Acre End Close could be marked as no stopping to discourage vehicles stopping there as they can no longer (illegally) park in the bus stop.</p> <p>My only concern is that traffic may not be able to pass the bus when it is stopped. This might block the road through the traffic calming section, meaning traffic will not be able to move in either direction along Acre End Street. Too much traffic already uses this road, especially at peak times and at (Bartholomew) school closing time.</p>   |

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| (9) Local Resident,<br>(Witney)  | <b>Support</b> – Much needed - access and visibility are poor at these locations and these build out stops would massively improve this. Surprised these were not already present in the locations.   |
| <i>[Eynsham – Acre End Street]</i>   |   |
| (10) West Oxfordshire District Cllr (Carterton North East Ward)                | <p><b>Object</b> – I am unable to support this suggestion as, quite simply, parking bays are at a premium in these locations and to remove them would simply be inappropriate and a loss of valuable parking facilities for residents, visitors and businesses alike.</p> <p>Those using the busses do not have to stand in the roadway before joining or leaving the bus; the bus provides protection from other vehicles; passengers do not have to put themselves in jeopardy with the present arrangements as they do not have to stand in the roadway awaiting the bus; the roadside of the parked vehicles will provide exactly the same protection as would the build out; vehicles will not be able to enter or leave a parking bay when the bus is waiting at the stop; it is not clear how many vulnerable people would gain for the suggested build-outs against the loss of amenity parking..</p> <p>Accordingly, I have to suggest that the scheme is not necessary, is inappropriate and will cause potentially considerable inconvenience to those residing, shopping or working in the immediate vicinity of the bus stop when valuable parking slots are lost.</p> |
| (11) West Oxfordshire District Cllr (Eynsham, Cassington and South Leigh Ward) | <p><b>Object</b> – My understanding is that the changes are to make it easier for buses to pull up to the kerb. I have not observed any significant problems with this hitherto, other than when bus drivers have chosen to remain away from the kerb or when drivers of other vehicles have chosen to park illegally.</p> <p>The proposals appear to move the bus stop a few metres from where it currently is - I don't understand the benefit of this.</p> <p>More importantly, the effect of the proposed changes will be effectively to narrow what is already a narrow carriageway and make it more difficult for motor vehicles to pass each other at this point. It will reduce the area available for cars and buses to pull in to let each other past. At present, the bus stop area can be used as a passing space, without this damaging the bus operation. The changes will increase the likelihood of the road getting blocked,</p>   |

# CMDE8

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|                                | <p>making it more likely that parked cars will be struck by road users, which is already a frequent occurrence. The additional street furniture will make it harder for residents and others to park.</p> <p>In conclusion, there seems to be a significant downside to the proposals, and no upside.</p> <p>If there is really a problem for buses, then it should be solved by parking enforcement rather than unnecessary engineering.</p>   |
| (12) Local Resident, (unknown) | <p><b>Object</b> – This is a bad pinch point with problems created by existing parking aggravated by deliveries to the Jolly Sportsman, bin lorries on waste collection day and access to Acre End Close. I do not consider this plan feasible unless Acre End Street becomes a one-way highway.</p>  |
| (13) Local Resident, (Eynsham) | <p><b>Object</b> – I am not at all convinced of the viability of this proposal to widen the pavement in Acre End street. This is a very busy street and is always subjected to traffic jams mainly caused by the busses. To widen the pavement at this bus stop will mean the bus will have to stop in the middle of the road thereby blocking the road for other users. Also what happens when a bus going in the other direction arrives at the same time? There will be a grid lock.</p> <p>I appreciate that you are concerned for the safety of passengers but why, after all the years the stop has been there, are you suddenly concerned? We already have a traffic calming narrowing of the road a few meters along from the proposed area to be widened which can cause problems and on a narrow road, I would have thought that was enough for the road to take.</p> <p>The best solution would be to remove the bus stop completely. There is a stop further up to the north end of Acre End Street and there is one at the Church a few hundred yards to the south, so I do not see the need for it.</p> |
| (14) Local Resident, (Eynsham) | <p><b>Object</b> – Our house is directly behind the bus stop on the same side of the road. The problem which I foresee, if you go ahead with a kerbed build out, is access to our driveway. Standing in our driveway, facing the road, there is a marked parking bay for 2 cars on the right and the bus top immediately on the left. We have a dropped kerb, which is only the width of our drive. In theory this should be fine, however, the bay for 2 cars is only big enough for 2 small/medium cars. If a large car or van is parked furthest away from the drive more often than not a car will then park over the white line and partly over our driveway. I have previously asked the council whether they could make the parking</p>  |



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|                                   | <p>bay one space only, meaning that we would always have access, but it was pointed out to me that as we have the bus stop on the left side of the drive (standing facing the road), we can cut across the bus stop in order to access our driveway at an angle if someone is parked over the white line on the right.</p> <p>As I work from home and I have also been a parent on an Oxford school run for years, I guarantee that someone will have parked partly over our drive two to three times a week since we have lived here (17 years). I have had to call the police quite a few times over the years for them to get the cars moved.</p> <p>My concern with the kerbed build out, is that we will then only have the literal width of our drive in order to access the driveway, rather than being able to drive over the corner of the bus stop to come in at an angle, and I will be constantly calling the police to get cars moved to enable us to get either in or out. The only solution would be to make the bay for 2 cars into a bay for 1 car and to move it away from our drive to the right (standing facing the road), thereby allowing us constant access to our home.</p>  |
| (15) Local Resident,<br>(Eynsham) | <p><b>Support</b> – The following comments concern the proposed plan for a bus stop build-out in the Acre End Street location in Eynsham:</p> <ol style="list-style-type: none"> <li>1. The proposed plan will be a great improvement on the current situation. Currently, the bus stop is located immediately at the junction with Acre End Close causing blocked visibility lines for car traffic. When a bus is at the bus stop, cars going in and out of Acre End Close cannot properly see pedestrians and other motor traffic and this causes dangerous situations. Time-pressured delivery drivers reversing in and out of the Close add to the unclarity of the situation. Especially as the road into Acre End Close has itself no pavement and is used by children on foot (this includes children who reside in Acre End Close and children who come for their violin lessons at the first house on the right into the road (44 Acre End Street)) a clear traffic situation with good sight lines is crucial. Moving the bus stop away from the junction with Acre End Close will open up these important sight lines.</li> <li>2. The proposed plan will also improve the flow of pedestrians on the kerb along Acre End Street. Bus passengers will be able to wait on the kerb build-out instead of on the main pavement, as is currently the case. In the current situation people waiting for the bus often block the flow of pedestrians along Acre End Street.</li> <li>3. As this bus stop is situated in the centre of a conservation area it would be great if the flag will not have any LED-lighting. LED-lighting causes light pollution which will detract from the unique village character of this conservation area. Especially as bus times can be checked on the timetable and on real-time apps, LED-lighting stating bus times</li> </ol> |

|   |   |
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|   | <p>seems not to add much benefit while it will have a significant negative impact on the character of the centre of Eynsham.</p> <p>4. It would be fantastic if the road markings in front of the bus stop could be refreshed at the same time that the kerb build-out is constructed. At the moment, there is a 'no stopping'-box at the entrance of Acre End Close, but this box is faded and being entirely ignored by road users. As Acre End Street narrows after the bus stop in the eastward direction (towards the Co-op), many cars wait at the entry to Acre End Close, on top of the faded box, for oncoming traffic to clear. This causes the junction to be blocked. A repainted 'no stopping'-box would signal to car users not to wait there and not to block the road. If a 'keep clear' message could be added into the box that would be even better.</p> <p>5. Appearance: as the proposed build-out kerb is directly opposite and in the same street view as two listed buildings (The Swan Hotel and no. 17 Acre End Street) it would be nice if the design of the build-out kerb could be in keeping with this. An example could be seen in the build-out kerb in front of the Swan Hotel, which has slightly rounded edges. Matching this style could be easily done by adding rounded edges and would be preferable to the "standard" modern look of build-out kerbs.</p> |
| <i>[Witney – Corn Street]</i>                                 |   |
| (16) Local Resident,<br>(Witney)                              | <p><b>Object</b> – This is a request stop. There is a bus shelter already in Corn Street and several bus shelters in Market Square. As I live close to the bus stop, I see how few people use this request stop. I must stress that there is no danger to pedestrians as the pavement in this part of Corn Street is unusually wide. I can send photos if this would be helpful. If money needs to be spent in bus stop improvements, then it would be far better spent at two request stops in Brize Norton, where people step off the bus and onto a thin strip of verge. This is a danger to the public.</p> <p>I would prefer this money to be put to better use. I am hoping that the rail line from Witney to Oxford might be re-installed, which would be far more beneficial to the community. I am happy to voice my concerns in person at County Hall if this is required.</p>  |
| (17) West Oxfordshire<br>District Cllr (Witney South<br>Ward) | <p><b>Object</b> – The residents and shopowners are most upset by this as it appears that we shall be losing a further 6 or more parking bays here in Corn Street. This will cause further displacement into the surrounding streets, The Crofts, Highworth Place and Holloway Road and I am aware of the amount of correspondence you and the Parking Team have already had on this subject. I cannot see how this would increase safety for the very few people who actually</p>  |

|                                  |  |
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|                                  | <p>use either of these stops. As I am adjacent to one area and diagonally opposite the other I am able to see how infrequently these are used. Since I have sufficient off street parking for my staff and clients I don't believe this will affect me adversely except to say that passing pedestrian traffic is incredibly important to all the businesses here on Corn Street and the fewer parking spaces there are, the less passing pedestrians there will be.</p> <p>These changes would also mean several homeowners having to find elsewhere to park overnight as these buildouts do not suddenly disappear at 5.30 pm and reappear at 8.00 am when they may go to work. A number of the shopowners also live above their shops and are therefore affected on both counts. OCC have tried some years ago to introduce these measures but very wisely decided not to progress with them at that time for many of these reasons.</p>  |
| (18) Local Business,<br>(Witney) | <p><b>Object</b> – I do object to the proposed bus stop kerbed build out on Corn Street. It has been made apparent to me that this proposal would result in the loss of two parking spaces which would be a major inconvenience to the clients that we get on a daily basis who like to park right out in the front of our premises. There is already very limited space for our clients to park their cars on corn street, so to go ahead with the proposal would prove to be a disadvantage to our small local business which we would think has suffered enough from the continued aftermath of COVID-19. Please do reconsider and keep me updated on how this situation progresses.</p>  |
| (19) Local Business,<br>(Witney) | <p><b>Object</b> – This proposal was under discussion several years ago, opinions sought and it was decided not to proceed. The main objection at the time and still is, is the loss of parking spaces. To take parking spaces from an already over parked busy street would cause chaos not only for business's but domestic parking too. In the area suggested you have twelve business's all needing deliveries and customer parking in 2hr parking bays not to mention parking for the domestic dwellings.</p> <p>Of course we appreciate the need for safety but feel a build out would cause more problems with the double parking by delivery vehicles or parking on restricted areas that does happen. There is a drop curb on the north side of the carriageway, west of junction with Holloway Road that is used by the considerate bus drivers if and when vulnerable bus users are present. Also in the middle of the road at this point is a right hand waiting area for turning right. Our garage entrance is also at this point and it often causes us problems with the restricted viewing managed by our own vigilance. We are aware that Corn Street is and has been a problem street with parking, buses and continue through traffic but to reduce parking and building any kerb build out would be folly.</p> |

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| <p>(20) Local Resident,<br/>(Witney)</p>                              | <p><b>No objection</b> – We can see the safety argument for this scheme, and therefore do not object to it. However, it will inevitably reduce available parking in the area, and would ask you to introduce a Residents' Parking scheme for Corn Street.</p> <p>As a resident of Corn Street with no allocated parking, it has become increasingly difficult to find long term parking for our cars in adjoining streets, e.g. Holloway Road or The Crofts. We can park on Corn Street itself, but for only two hours. Consequently, we have to find an alternative location most of the time. This is becoming increasingly difficult as potential spaces are being lost on Holloway Road as, quite understandably, residents there are having parking spaces installed in front of their houses. People who work in the Corn Street businesses also park there or on The Crofts. Some days we drive around for a considerable amount of time looking for a place to park. This is clearly not environmentally friendly and adds to the congestion in our part of town.</p> <p>When we first moved here the traffic wardens had been told to act benignly towards Corn Street residents. This is no longer the case and, in any event, was not really a satisfactory solution. People living on West End have Residents' Parking but not on Corn Street, which seems to be very unfair. When we have challenged this in the past, we were never given a satisfactory response.</p> |
| <p><i>[Witney – Newland]</i></p>                                      |  |
| <p>(21) Local County Cllr,<br/>(Witney North &amp; East Division)</p> | <p><b>Support</b> – I am strongly support of these improvements and have been campaigning for a long time to improve the Newland bus stop (which is terrible - you have to hang out in the road between parked cars to hail the bus) - however in Newland the bus would be stopping in the road ... it would be better to remove the parking and enable it to stop next to the actual kerb and also prevent traffic queuing here. I am still baffled why cars are alllowed to park in a bus stop here. We have also discussed moving the bus stop to outside the pub to make this process easier.</p>  |