

Divisions affected: *Cowley, Jericho & Osney, Wolvercote & Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 20 JULY 2023

OXFORD: BARNES ROAD & OTHER LOCATIONS – PROPOSED PARKING PERMIT ELIGIBILITY AMENDMENTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits as advertised:
 - a) **Cowley Central East** – exclude the car free development at No.242a Barnes Road from eligibility to apply for resident's parking permits & residents' visitors parking permits,
 - b) **Summertown** – allow Grove House, St James Row, No.3 Grove Street to be eligible for one resident's parking permit and residents' visitors' parking permits,
 - c) **Jericho** – allow No.1 Canal Street to apply for resident's parking permits & residents' visitors parking permits,
 - d) **Cuttesslowe** - exclude No.37 Templar Road from eligibility for resident's parking permits and residents' visitors' parking permits
 - e) **North Summertown** – exclude the five new dwellings at No.4 Bladon Close from eligibility for resident's parking permits and residents' visitors' parking permits

Executive summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes, and the associated conditions within the planning permissions granted by Oxford City Council.
3. With respect to No.242a Barnes Road - following complaints to the parking service, it was brought to the Councils attention that as part of the planning requirements for the flats at 242a Barnes Road, these dwellings should have not been included in properties eligible to apply for parking permits for the Cowley Centre (East) Parking Zone.
4. When the development was approved by the planning authority in January 2013 (12/03278/FUL), the flats and the community centre were designated a car-free

development. In this respect they are not proposed to be served by any on-site car parking other than disabled parking.

5. A further legal agreement was put in place for the site in September 2013, which included a contribution towards a future Controlled Parking Zone, but excluding owners and occupiers from the development from eligibility for residential and visitor permits.
6. At the time the planning was approved for 242a Barns Road, officers considered that with the high level of parking controls already in place around the site and the package of measures proposed that the highway impact from parking displacement would be minimal. However key mitigating measures to note from the planning approval included:
 - *'All flats would be marketed as car-free so that it is clear to potential purchasers from the outset that no on-site parking will be provided and that they would not be expected to own a motor vehicle.'*

Financial Implications

7. Funding for consultation on the proposals has been provided by the various developers of the properties in question.

Equality and Inclusion Implications

8. Whilst Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes (including the Cowley Centre East CPZ) that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
9. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised, current blue badge.

Sustainability Implications

10. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Formal consultation

11. The Formal consultation was carried out between 03 March and 05 May 2022. A notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, the local County Councillors, and the local Oxford City Councillors.
12. Additionally, letters we sent to approximately 240 properties in the immediate vicinity of No.242a Barns Road.
13. 42 responses were received during the formal consultation, with 32 received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
No.242a Barns Road	5 (16%)	26 (81%)	-	1	32
No.3 Grove Street	6 (19%)	4 (12%)	1	21	32
No.1 Canal Street	7 (22%)	3 (9%)	1	21	32
No.37 Templar Road	5 (16%)	6 (19%)	1	20	32
No.4 Bladon Close	3 (9%)	7 (22%)	2	20	32

14. Additionally, a further ten responses were received via email, with Thames Valley Police raising no objection, two raising concerns, six objecting (in relation to No.242a Barns Road), and one Oxford City Cllr supporting the proposals for 242a Barns Road (with the suggested 6-month time frame to allow alternative provision).
15. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

16. Thames Valley Police expressed no objections to the proposals.
17. The local City Councillor has given support to the removal of permit eligibility to permits for 242 Barns Road.
18. In response to specific concerns raised regarding the Barns Road proposals, it is understandable that residents who currently have a permit, may have concerns about making arrangements for their vehicles at short notice. To compensate it is recommended that should the change be approved, that existing permits would be honoured until their expiry date and for permits with

ANNEX 1

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local City Cllr, (Cowley Ward)	<p>No.242a Barns Road - Support</p> <p>I'd like to confirm that I support the amendment to the Cowley East scheme to remove 242a Barns Rd from being eligible for permits with the suggested 6 month time frame to allow alternative provision.</p>
(3) Local organisation, (Unlimited Oxfordshire)	<p>Concerns – I understand that the County Council might require Oxford City Council, when granting planning permission for some new residential developments, to stipulate that car-ownership among residents is to be discouraged. That is understandable when, for example in Bladon Close, North Summertown, a single house is replaced by five flats.</p> <p>For such developments, off-street parking may be limited, and it may become congested and unusable by a resident blue-badge holder.</p> <p>The non-eligibility of residents of certain dwellings must not cause the County Council to refuse to provide an on-street DPPP, if applied for by a blue-badge holder who is a resident of one of those dwellings.</p>
(4) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object</p> <p>I'm feeling very worried about the proposal to prevent residents of Barns Place from having parking permits. I'm a social worker and I can't do my job without my car, for example, I've got a young person on my case load currently who lives on a caravan site in the middle of nowhere; you can't get to it on public transport. Even for children and families who live more locally, we need to be able to get out to them quickly in a crisis and so it's just not viable for me to not have a car.</p>

	<p>The proposal is causing me a lot of stress. I don't know whether I'd be able to keep living here as all the roads round here are controlled parking zones. Equally though, other housing options are so limited because there is next to no affordable housing in Oxford. I have a 50% shared ownership 1 bedroom flat.</p> <p>I wanted to reach out to see how likely it is that this proposal will go ahead? I imagine that you'll say that you need to wait for the consultation period to end but I wondered about the context of why this is happening now? When I moved in, the area wasn't a controlled parking zone and so its always been the case that there's been parking available. I don't know how many of the residents have cars but there's never any problems getting spaces so it would be helpful to understand more about why this has come up and the motives behind it.</p> <p>Another thing that has just occurred to me is that this proposal will likely have a significant impact on the value of our flats. I'm in the process of re-mortgaging now and the valuation will have taken into account that there's street parking available.</p>
(5) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object</p> <p>As a resident of the building, I'm writing to object to this proposal as I strongly believe the decision to remove our ability to apply and have access to residential and visitor car permits will have a significant negative impact on myself and my fellow residents. I have listed reasons for your consideration to support why withdrawing our ability to have permits will have adverse effects on our living circumstances.</p> <ul style="list-style-type: none"> • Inability to have my elderly parents or family members with young children to visit as they will be unable to park near by • Inability to have any friends (especially with young families) to visit me from outside of Oxford; as they are unable to drive and park close by. • There are no park and ride facilities that come directly into Temple Cowley for any visitors to use if they are mobile • Inability to have any tradespeople/ utilities providers to the flats to complete any repair work or safety checks as they are unable to park sufficiently close (resulting in illegal parking). This impacts 40 households that won't have access to contractors that can park safely. • The surrounding area (Temple Cowley/Florence park) are able to have two parking permits if they own a house (some which have drives) on the local streets-penalising those living in flats in the area. • There is limited affordable housing in Oxford and this can impact social equality (links to key workers)

	<ul style="list-style-type: none"> • Public key workers unable to go to work without the use of a car as they are required to travel to visit patients/hospitals/teach • Bus services have increased in price and services have decreased, 24 hour buses reduced • Co-wheels are expensive and limited options are available • Residents may have chronic illness that requires regular visits to the hospital so having access to a car or friends and family that can park nearby when needed will be taken away. • Owners and occupiers of the flats are invested in the area - helping to develop the area. If access to permits are removed, it might lead to residents leaving the building/area. • I cycle to the John Radcliffe and the city centre for work and there is limited cycling infrastructure on Between Town Roads and Holloway Road making it challenging in places. • All areas of Cowley (and beyond) are now subject to parking restrictions which didn't exist in 2013 when the original development permission was given. • To support the drive to reduce carbon emissions in Oxford, accessible charging points would encourage people to purchase electric cars • To support the drive to reduce emission around Oxford, more buses could be electric, many of the buses seem to be run on petrol/diesel. <p>A potential suggestion</p> <ul style="list-style-type: none"> • Multi-story car parks (Barns Road car park) could be utilised for resident parking, and if charging points are put in it may encourage electric cars.
(6) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object</p> <p>we are strongly opposed to the withdrawal of permit eligibility for residents of Barns Place, and we will explain our position herein.</p> <p>While supporting the Oxford County Council's priorities to reduce car use and associated negative externalities (e.g., air pollution), our opposition is based upon two key points: 1. That the specific contexts of Barns Place, including the precedent set by providing permits for at least 2 years, means that an exception should be made for this residence, and 2. That the growth in apartment living in Oxford, if coupled with such parking permit exclusions, is unfair and unjust, particularly in the context of the housing affordability crisis in Oxford, on the basis of the availability of parking and permits for houses but not apartment blocks, the latter which tend to be more affordable. We will now expand upon these points.</p> <p>Point One:</p>

We recognise that Barns Place was established as a residence to encourage active and public transport use. Yet it must be conceded that some provision is required for car use by residents, their guests and tradespeople servicing the flats. The issue for the Barns Place community is thus twofold relating to guest permits and to resident permits. The number of residents with vehicles is very small, but – as we go on to show – it would be disastrous for these residents to lose their permits. More residents rely upon guest parking permits because of the lack of 24-hour parking in this area, and no services from the park and ride locations.

Since purchasing this apartment in 2019, there have been a number of events which have altered the context of parking surrounding the Barns Place development:

- 1a. Initially two parking spaces were bookable by Barns Place residences for guests and services (e.g., tradespeople). These were sold by GreenSquare with the building next door to be developed. We have had no spaces for guests or tradespeople for at least 12 months;
- 1b. The bus service to and from Barns Road has declined in the regularity and reliability (it is no longer a 24-hour service) and increased in price decreasing its affordability;
- 1c. Our 'secure' bike parking has proven to be anything but, with regular break-ins and little action on the part of the freeholder or police.
- 1d. Changing of the local roads from free access parking to permitted parking.

In addition to these change trends, Barns Place has no disability parking available to residents, with the disability parking bay proximate to the back entrance of the block reserved by the freeholder for users of The Venue, but not available to Barns Place.

Barns Place therefore has: no disability parking and no parking for tradespeople – removing our access to guest parking permits will be disastrous for not only residents, but is likely to further exacerbate the parking issues nearby (e.g., on Between Towns Road) and traffic as tradespeople look to find parking and block roads to drop off heavy items.

As an affordable housing building, many residents in Barns Place work in care and health services (e.g., the NHS) requiring a private car for their job. Our close proximity to the ring road means that these journeys take them outside of the city, therefore not adding to urban traffic issues. This makes the location of Barns Place an important factor in considering permit availability and the need for private cars. It is unrealistic to think car clubs – as mentioned in the letter we received (6th April 2023) – could be used daily for these essential workers.

	<p>Many people purchased their apartments under the understanding that they could purchase a resident's parking permit for the nearby area; without this they will be unable to remain in their home. This would have a disastrous effect on their lives – and the community of Templar Square which so desperately needs permanent residents to build a healthy and happy environment. It is our contention that by providing permits for at least two-years, it is imperative that an exception is made for the Barns Place community which has evolved on that basis.</p> <p>Point two: Our second point is a more general consideration for the Council; that parking permits should only be made available to homes – many of which already have off-road parking and garages – is only further entrenching inequities in the city of Oxford. This means that some homes are able to have multiple vehicles, while others are not able to have one.</p> <p>Responding to the climate crisis demands considerations of social justice and equity; this policy is not one which will substantially reduce car numbers in the city, but one which means that those already privileged can continue to drive while others are prohibited with implications for employment and educational opportunities, along with mental and physical health.</p> <p>It is incumbent on the Oxford County Council to support all of its residents and to honour the commitments it (inadvertently) made when it started issuing the permits to Barns Place residents for a period of no less than 2 years. But we also ask that the council consider a) the inequalities they are reproducing through these parking policies, and b) a more nuanced policy that reflects the inner city and those residences closer to the ring road such as Barns Place. That OX2 (Jericho) housing is – in this same consultation – being assessed for eligibility, while apartment blocks in low income areas are excluded speaks volumes, and warrants serious deliberation.</p> <p>Thank you for considering our position on this matter. It really is such an important topic, and has caused a great deal of upset for residents of Barns Place, whose lives will be massively and detrimentally effected should the council decide to withdraw permit eligibility. With the building's first residents moving in while the area was free from restricted parking, and then receiving resident and/or guest parking, withdrawal of parking permit eligibility would be hugely disruptive to resident's lives, and have little impact on local travel volumes.</p>
(7) Local Resident, (Oxford, Barn Road)	<p>No.242a Barns Road - Object</p> <p>I strongly object to the proposal to exclude No. 242A Barns Road from eligibility to apply for residents and visitors parking permits.</p>

My largest area of concern is lack of access to visitors parking permits. I strongly entreat the council to consider maintaining current access to visitors permits for current and future residents of 242A Barns Road as a minimum. I would welcome further conversation and alternative solutions to the issue regarding residents permits (e.g. is there a compromise to be made re. affordable access to car parking elsewhere for example?). Whilst many residents of 242A do not have vehicles, there are those who are reliant on them for work for example.

There are designated bays for permit parking within the CPZ boundary - I therefore do not see the evidence that restricting residents of 242A from permits will facilitate the passage of traffic (or thereby avoid negative impacts on amenities) as per the statement of reasons. The bays will be there and be used by someone with a permit regardless of where that person specifically lives. Once those bays are full people will have to use an alternative bay, again regardless of the residential address of the owner/person being visited. In fact, I would suggest that not allowing access to permits is likely to increase people making poor decisions and parking outside of designated bays - for example on pavements, over zig zag lines, across dropped curbs etc. - which will clearly have a much greater impact on the safe passage of traffic, people and a bigger adverse effect on amenities than people parking in safe designated permit parking bays.

I appreciate the 242A Barns Rd development was envisaged and given planning permission as a car free development. However - at that time there was no CPZ and access to two visitors' spaces plus an accessible/disabled parking space.

Since moving into the block (I have been a resident since day 1), the two visitors' spaces have been removed and 242A residents have been informed they cannot, nor can their visitors, use the accessible parking space which is for the sole use of The Venue.

How can residents have usual functioning - deliveries, workpeople, contractors, carers etc. - at the block without access to visitors permits. Not to mention friends and family who rely on vehicles to get around. There are limited 2 hr bays on nearby streets however these are significantly further afield and not suitable for large deliveries/people with mobility needs or those visiting for longer periods of course.

I already have a personal challenge in that family members with mobility problems are extremely reluctant to visit due to concern about where they can park, ability to get to the door of the block from there etc. This impacts my wellbeing and theirs - there is an issue with increasing loneliness in Oxfordshire and if my visitors cannot park anywhere within the vicinity of my home without incurring large parking charges in a multi-storey inaccessible car park which also shuts overnight, I (and they) will be further impacted. Some of these people also live far from me (c. 100 miles) and would therefore usually stay overnight to prevent long drives within a day.

Car clubs are not a viable alternative to access to visitors parking for deliveries, contractors, tradespeople and friends/family/carers, especially those who have additional accessibility or other needs.

	<p>Other than the previous planning conditions, which presumably assisted developers to secure planning permissions, I am unclear on the rationale for treating residents in shared ownership and "affordable" flats at 242A differently to those owning houses on neighbouring streets or council/other tenants in neighbouring blocks. There is a significant lack of affordable housing in Oxfordshire as I know the council is aware. Several residents within our block are key workers, some of whom are dependent on access to a car to enable them to do their jobs. Car clubs are expensive, and in addition to financial implications through increased costs there is a concern that property values will be reduced, and people will not want to live in our neighbourhood without access to visitors parking permits as a minimum.</p> <p>Furthermore, since moving into the block alternatives such as public transport have worsened - the buses are less frequent and less cost-effective, rendering them unaffordable for many people. I am frequently left with little option but to drive - for example it took me over twice as long to get to work today on public transport than it would have driving - even with the current road closures within the city. I also have to travel during the day throughout Oxon and Berkshire which again, is not feasible on public transport - either due to lack of bus routes and/or amount of time public transport takes. I have made alternative arrangements and hire an off-road space for my car. I cannot do the same for visitors/professionals requiring access to my home.</p> <p>I relocated to Oxfordshire many years ago for a better quality of life - that includes not having a commute of over an hour each way. I do not want to have to reconsider my decision to live, work and contribute here as that quality of life is slowly eroded. We are in my experience a group of residents embedded in and committed to our community - many of us contributing as active citizens through our work, volunteering & community engagement. Therefore, whilst access to permits for a designated car free development may seem a straightforward issue, it is of significant concern to me and other residents, including impact on our individual health & wellbeing and potential wider unforeseen consequences for our neighbourhood.</p>
<p>(8) Local Resident, (Oxford, Barn Road)</p>	<p>No.242a Barns Road - Object</p> <p>You mentioned in your letter that the development was approved as a car-free development in 2013. A car-free development is defined as one where there is not dedicated parking spaces for the building. In 2013, the area surrounding this development was not parking restricted so car-free development would have made sense but the whole neighbourhood is now defined by parking restriction zones which removes the ability for residents to park within any reasonable distance of their property (after the fact).</p>

	<p>I feel as such withdrawing the permit eligibility now is a retrospective application of law which is a particularly punitive measure to take against those who have in good faith rented property and purchased vehicles in the interim time. This takes place in a wider situation where others who can afford to live in houses in the neighbourhood are eligible to apply for two parking permits (alongside the parking space represented by driveways common on streets adjoining this building). Given this, such action purveys the image that the council's aim here is to provide convenience to those who can afford to buy a house through penalties against those in less financially secure conditions.</p> <p>I am a single household with my partner living outside the city of Oxford. I signed my rental agreement with no information regarding this situation due to the supposed error you freely admit in your last letter and now an inability to have visitors (as they will not be able to park nearby), puts me under considerable anxiety as a person who has migrated to this country to provide needed expertise to a key industry. As you know the public transport cost has gone up and service availability has decreased which makes it unaffordable and inconvenient to use. I feel restricting people whilst failing to invest in public transport infrastructure is only adding pressure on the residents whilst providing no ecological benefit.</p> <p>It would be helpful to understand the reason behind this proposal as I feel withdrawing permits will just add pressure to residents and lead to us being forced to rent private parking instead of paying for the permits to council.</p>
<p>(9) Local Resident, (Oxford, Barn Road)</p>	<p>No.242a Barns Road - Object No.3 Grove Street - Concerns No.1 Canal Street - Concerns No.37 Templar Road - Concerns No.4 Bladon Close- Concerns</p> <p>When the decision was made to make Barns Place car free the property was to have 2 visitor parking, parking spaces for disable residents and street parking was available. So when we have guests, tradespeople or any other visitors their was temporary parking if needed and those who needed access to a vehicle for their health had parking spaces.</p> <p>I have 3 objections</p> <p>1)</p> <p>When the decision was made to make Barns Place car free the property was to have 2 visitor parking, parking</p>

spaces for disabled residents and street parking was available. So when we have guests, tradespeople or any other visitors there was temporary parking if needed and those who needed access to a vehicle for their health had parking spaces.

Greensquare has sold the visitor and disabled car parking spaces so without access to visitors permits the following problems will arise:

Family and friends who are disabled, elderly or have young children who need a car will not have anywhere to park.

Tradespeople, Utility Providers and other services that are needed for the maintenance of the flats will not be able to park.

Residents who suffer from disabilities, chronic health conditions or any other condition that require them to have a carer or other health professionals visit will needlessly suffer if the provider needs to use a car to provide the service

2)

The bus service has been declining in the last few years, with the number of buses declining, prices are going up, and generally less reliable. Additionally the Train Station planned for the area has seemed to have vanished.

The idea of this project was that public transport would make up for the no cars policy but this seems not to be the case.

3)

In the 4 or so years leading up to the decision to implement the parking permits in December 2020 I spoke to councillors when they attended resident association meetings, at the Cowley Centre when they were meeting with members of the public, and when they were campaigning for election I asked if Barns Place residents would be able to get visitors permits every time I was told residents of Barns Place would have access to visitors permits every time. So I cannot see how this giving Barns Place residents parking permits was an oversight

In addition if this was an oversight it should have been picked up before the council voted or well within the first 2 years of the vote.

If we had known that the council had no plans to give us permits, as opposed to the completely opposite message provided by the council. It would have been a much bigger issue when Greensquare sold the visitors car parking

	<p>space.</p> <p>As it has been over 2 years, residents have adjusted in accordance to the rules set by the council and property has be valued, brought and sold on the assumption that the council had had acted as planned and no oversight so if the council does conclude that it did make an oversight resident should be compensated accordingly.</p>
(10) Local Resident, (Oxford, Barns Place)	<p>No.242a Barns Road - Object</p> <p>I live at Barns Place 242A and don't see why you would exclude us from the parking permits in this area, before the parking zone was created Knolles Road and Boswell Road behind the flats were plagaed with illigel parkers but since the introduction of the parking zone there are plenty of car spaces, the concern is the venue a social hub in the bottom of the building which hold church meetings at weekends, when this is on there cars are everywhere on Knolles Road</p> <p>I need my car I have an elderly mum who lives in Kidlington who I need to pick up, I am in a job that requires a car pleaae dont do this to us. To remove our permit would be disastrous on us, please think carefully of the impact of your decision. We are urging you to reconsider, as I said there are plenty of car spaces in the area with permit so it's unjust to say you will remove it because of complaints I can provide photo evidence showing Boswell Road where we usually park with many mamy free spaces.</p>
(11) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>I live at Barns Place, 242a Barns Road. I am a social worker working for Oxfordshire County Council. I can't work without a car. I think I would effectively have to move if I wasn't allowed to park at my house, which just seems so incredibly punitive. There is always plenty of parking on the roads around Barns Place, so I don't really understand the logic behind removing our permits.</p>
(12) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p>

	<p>As a resident of the Barns Road flats I object to the exclusion of eligibility to apply for parking and visitors permits. A personal reason is due to a contractual need to own a car as a GP in order to complete house visits around Oxfordshire (car-sharing and public transport would not suffice to enable me to complete my work). I am unable to afford to live in a house with a driveway, if I was unable to continue to have a permit to park my essential vehicle then I would have to consider leaving Oxford which not only be unjust (I have lived here my entire life and despite working hard can not afford to own a house in the city I grew up in) it would also mean that Oxford would lose a GP.</p> <p>We have had permits for a number of years and I have not experienced any conflict or concerns with the residents of Knolles Road as there is ample parking for those residents on their drives or on the street if necessary. In addition to this there are often free spaces on Knolles Road and the two other streets included in the permit zones. The only issue has been from users of the community centre - this is very temporary and occasionally there are multiple cars parked in the area but these are gone after a few hours and do not restrict the parking of local residents.</p> <p>Restricting access to visitors would effectively render us an island - there is not adequate public transport to enable visitors to come to us. The pandemic taught us the importance of social interaction and it's impact on mental health, restricting this would in my opinion negatively impact on the mental health of those living in the flats who may be unable to invite guests to visit them.</p>
(13) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object No.3 Grove Street - Object No.1 Canal Street - Object No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>Even if you live car free in a flat, I feel it is only fair to be able to allow service people and occasional visitors to park nearby. It is almost impossible to live in a flat in East Oxford with absolutely no parking provision - and this is coming from someone who does not own a car and cycles everywhere.</p>
(14) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>Fine if you need to exclude parking permits but visit permits are necessary. Please consider splitting this option.</p>

<p>(15) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I currently live in the property located at 242a Barns Road (block of 40 flats). I understand that at the time of the purchase back in 2016, the property was offered as car-free development, however, at that time, there were no parking zones in the area, and you were able to park in the neighbourhood. Since then, Oxford Council introduced parking zones and allowed residents to apply for parking permits. Many individuals work outside of Oxford and commute to work daily, lack of parking will have a direct impact on residents, financially and mentally. I understand that the proposal also wants to remove the two visitor parking spaces that we have, without the visitor parking spaces, we will not be able to carry out our daily or emergency visits. I recently had an emergency visit because of the gas leak in my flat. Without a parking permit, it would be impossible to park in the area - I would like to remind you that I live in a block of 40 flats - the gas explosion would have a direct impact on the building. Additionally, despite having visitor parking permits, I had two British Gas Engineer visits cancelled because the Engineer couldn't find a parking space in the area.</p> <p>I know you also suggest co-wheels as a viable alternative, please note that I have been a member of the car club since I moved in 2016, the car that is parked on the side of the building is used by many residents, and it's rarely available to hire. To hire the car for an hour or two, you sometimes, have to plan weeks in advance. The other nearest car is parked about 10-15 minutes walk from Barns Road.</p>
<p>(16) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I live in a flat at 242a Barns Road . I am well aware this is a car free building . I have no car in fact do not drive . I use the good public transport or walk . The Visitors permits are very important to me especially evening s or overnight for family or friends . There is no parking at these times . I live alone and am elderly. I rely on visits as and when needed for social and health reasons . I want to feel my 2 sons can park easily should I get ill or in an emergency . This has happened a few times and visitors permits have been vital .. I do not use many of them but would like them to continue for my peace of mind and safety. .. I have noted that there are plenty of car spaces on the designated roads available . And has never been a problem from those residents.. . I do understand that this a car free building and support that . But visitors permits are important to myself and other residents as other means of parking is restricted. . I hope you take note of my reasons for having visitors parking permits in my particular case for my future living here . And consider it favourably . Thanks for the opportunity to voice my personal concerns .</p>

<p>(17) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I have owned a property and been a resident of 242a Barns Road since it was built in 2016 and at that time the parking restrictions in the area were time based only regardless of whether you were a local resident or not. Once the residential permits came into place, everyone in the building who applied (and provided the necessary documentation) for one was accepted meaning they were able to have a car and park it in the local area. After this change, some people who did not previously have a car may have gone and bought one (myself included) as it was now possible to keep a car close to home at all times of the day. If the permits are now revoked for the property there will be multiple residents who have a car left with absolutely nowhere close to the property to park it. Furthermore, the road on which these cars are mainly parked (Knolls Road) is a dead-end where the residents who live on that particular road all have off-road parking meaning they should not be inconvenienced with the additional cars of 242a Barns Road parking on the road there. Despite the fact that 242a Barns Road was initially given planning permission as a car-free development, how likely does one believe it is that not one resident will be the owner of a car for long distance travel especially with the disruption to the rail networks in Oxford throughout this summer and almost the entirety of 2024? I would strongly advise against the revoking of the parking permits for 242a Barns Road simply as it does not cause any inconvenience to the other local residents, it provides a safe and legal place for people in the building to park a car and finally provides additional revenue for Oxfordshire County Council.</p>
<p>(18) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I understand excluding No. 242A Barns Road from eligibility to apply for resident's parking permits, but how do you get a workman to come and o work on your flat if you can't supply them with a visitor parking permit? There is 0 parking on site. Also please note that the only disabled parking space available is attributed for sole use by The Venue @ Cowley, therefore when visitors with mobility issues visit, where do we put them? Please remember that there is a difference between no parking and not being able to get visitors (trade or private).</p> <p>My objection is in two parts:</p> <p>1- Visitor Parking permit: Whilst I understand the concept with regard to residents' parking, I need to ask how residents are supposed to get tradesmen in when necessary for the maintenance of their properties? Or are we not eligible as human being and therefore deemed to live in unmaintained properties irrelevant the state of them? Let me phrase this otherwise: HOW DO WE GET TRADESMEN IN IF WE DON'T HAVE VISITOR PARKING PERMITS?</p> <p>2- Reduced mobility visitor access:</p>

	<p>My second point is that 242A Barns Road has no provision for access by disabled or reduced mobility visitors. If on top of this it is not possible to get such guests parked nearby with a visitor parking, does that mean that less able people should not visit Oxford?</p>
<p>(19) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I am an owner occupier in one of the flat at No. 242a Barns Road. This consultation affects me and my loved ones, potentially also devalue the property.</p> <p>I am an owner occupier at 242a Barns Road. I just bought the flat last year and moved in July 2022. I knew that this was a car-free development and I do not own a car. My partner, who drives, is disabled and uses a wheelchair, visits me often on weekdays and weekends. It would be very difficult for her to come visit me if she cannot find somewhere to park that is not far and not cost a lot on parking fees. She has chronic fatigue sundrome brought about due to covid-19. She is not able to do much physical activities even in a wheelchair. Any activities that is longer than 30 minutes tires her out for the rest of her day. So, she needs to be able to park close to my building and she cannot afford to pay the parking fees of a private car park as she is on disability benefits.</p> <p>There is a new development on Between Towns Road, they have at least 2 disabled parking bays allocated, we have none. I can see they also have enough spaces for 2 visitors' cars. There is none for 242a residents generally apart from for 2 flats which are both privately owned. The only disabled parking bay is only for the use of Ark T who occupies one of the commercial spaces on the ground floor. I learned that there used to be 2 visitors parking spaces but it was sold to the developer next door to us. So, we have lost that avenue for our visitors. The only option left is the council's visitors permits. If nothing else, this is surely against the law with regards to the access for disabled persons.</p> <p>Also, when this car free development planning permission was granted in 2013, there was no parking restrictions then like now. At present, the bus services are now less frequent and more expensive. The Co-Wheels car club as an alternative is not the best solution either because it's not always available when I need it and can be more expensive than owning a car. Hiyacar's nearest car is quite a distance, more than 10 minutes walk away.</p> <p>More importantly, trades people who need to come to my home to do some repair or maintenance work have nowhere to park and this causes a lot of problems for us.</p>

	<p>A couple of residents at 242a Barns Road were thinking of getting electric cars. There is an EV charging point where the Co-Wheels car is parked but it has been broken for a year. Hence nobody could go ahead and buy yet. Surely electric cars would help with Net Zero ambitions.</p> <p>A suggestion for the council, if the car park by Temple Cowley Shopping Centre, which is opposite 242a Barns Road have a monthly special rate for residents of 242a Barns Road which is pitched at the right price would be a good solution. If it has EV charging points installed, even better.</p> <p>So, please take this into consideration. I understand why the council wants to exclude 242a from residents permit but surely not visitors permits too, for the reasons I have just made above.</p> <p>Additionally, it will likely de-value all the flats at 242s Barns Road and all residents will find it more difficult to sell later on. Not without disabled parking space and not without visitors parking space options for residents. If you add no visitors permits, it's would have been triple whammy. Perhaps a new solution where you allow visitors permits but reduce the number of permits instead.</p>
<p>(20) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>Thanks for reaching out for consultation about withdrawal of permit eligibility for 242a Barns Road, Oxford.</p> <p>You mentioned in your letter sent to us that the development was approved as a car-free development in 2013. A car-free development is defined as one where there is not dedicated parking spaces for the building. In 2013, the area surrounding this development was not parking restricted so car-free development would have made sense but the whole neighbourhood is now defined by parking restriction zones which removes the ability for residents to park within any reasonable distance of their property (after the fact).</p> <p>I feel as such withdrawing the permit eligibility now is a retrospective application of law which is a particularly punitive measure to take against those who have in good faith rented property and purchased vehicles in the interim time. This takes place in a wider situation where others who can afford to live in houses in the neighbourhood are eligible to apply for two parking permits (alongside the parking space represented by driveways common on streets adjoining this building). Given this, such action purveys the image that the council's aim here is to provide convenience to those who can afford to buy a house through penalties against those in less financially secure conditions.</p> <p>I am a single household with my partner living outside the city of Oxford. I signed my rental agreement with no information regarding this situation due to the supposed error you freely admit in your last letter and now an inability</p>

	<p>to have visitors (as they will not be able to park nearby), puts me under considerable anxiety as a person who has migrated to this country to provide needed expertise to a key industry. As you know the public transport cost has gone up and service availability has decreased which makes it unaffordable and inconvenient to use. I feel restricting people whilst failing to invest in public transport infrastructure is only adding pressure on the residents whilst providing no ecological benefit.</p> <p>It would be helpful to understand the reason behind this proposal as I feel withdrawing permits will just add pressure to residents and lead to us being forced to rent private parking instead of paying for the permits to council.</p>
<p>(21) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>Unable having space for trades people 50 park for the flats is hugely problematic. Completely unable to service property etc.</p> <p>Understand eco building however (her3 were spaces available when first buying property- due to change very difficult. Thefts of bikes makes it Almost impossible to keep bikes x</p>
<p>(22) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>As a resident of the building, I'm writing to object to this proposal of removing eligibility for 242a Barns Place to apply for residential and visitor car permits as this will have a significant negative impact on myself and my fellow residents. I have listed reasons for your consideration to support why withdrawing our ability to have permits will have adverse effects on our living circumstances.</p> <p>Inability to have my elderly parents or family members with young children to visit as they will be unable to park near by Inability to have any friends (especially with young families) to visit me from outside of Oxford; as they are unable to drive and park close by. There are no park and ride facilities that come directly into Temple Cowley for any visitors to use if they are mobile Inability to have any tradespeople/ utilities providers to the flats to complete any repair work or safety checks as they are unable to park sufficiently close (resulting in illegal parking). This impacts 40 households that won't have access</p>

	<p>to contractors that can park safely. The surrounding area (Temple Cowley/Florence park) are able to have two parking permits if they own a house (some which have drives) on the local streets-penalising those living in flats in the area. There is limited affordable housing in Oxford and this can impact social equality (links to key workers) Public key workers unable to go to work without the use of a car as they are required to travel to visit patients/hospitals/teach Bus services have increased in price and services have decreased, 24 hour buses reduced Co-wheels are expensive and limited options are available Residents may have chronic illness that requires regular visits to the hospital so having access to a car or friends and family that can park nearby when needed will be taken away. Owners and occupiers of the flats are invested in the area -supporting to develop the area. If access to permits are removed, it might lead to residents leaving the building/area. I cycle to the John Radcliffe and the city centre for work and there is limited cycling infrastructure on Between Town Roads and Holloway Road making it challenging in places. All areas of Cowley (and beyond) are now subject to parking restrictions which didn't exist in 2013 when the original development permission was given. To support the drive to reduce carbon emissions in Oxford, accessible charging points would encourage people to purchase electric cars To support the drive to reduce emission around Oxford, more buses could be electric, many of the buses seem to be run on petrol/diesel.</p> <p>A potential suggestion Multi-story car parks (Barns Road car park) could be utilised for resident parking, and if charging points are put in it may encourage electric cars usage.</p>
<p>(23) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>While supporting the Oxford County Council's priorities to reduce car use and associated negative externalities (e.g., air pollution), our opposition is based upon two key points: 1. That the specific contexts of Barns Place, including the precedent set by providing permits for at least 2 years, means that an exception should be made for this residence, and 2. That the growth in apartment living in Oxford, if coupled with such parking permit exclusions, is unfair and unjust, particularly in the context of the housing affordability crisis in Oxford, on the basis of the availability of parking and permits for houses but not apartment blocks, the latter which tend to be more affordable. We will now expand upon these points.</p>

Point One

We recognise that Barns Place was established as a residence to encourage active and public transport use. Yet it must be conceded that some provision is required for car use by residents, their guests and tradespeople servicing the flats. The issue for the Barns Place community is thus twofold relating to guest permits and to resident permits. The number of residents with vehicles is very small, but – as we go on to show – it would be disastrous for these residents to lose their permits. More residents rely upon guest parking permits because of the lack of 24-hour parking in this area, and no services from the park and ride locations.

Since purchasing this apartment in 2019, there have been a number of events which have altered the context of parking surrounding the Barns Place development:

1a. Initially two parking spaces were bookable by Barns Place residences for guests and services (e.g., tradespeople). These were sold by GreenSquare with the building next door to be developed. We have had no spaces for guests or tradespeople for at least 12 months;

1b. The bus service to and from Barns Road has declined in the regularity and reliability (it is no longer a 24-hour service) and increased in price decreasing its affordability;

1c. Our 'secure' bike parking has proven to be anything but, with regular break-ins and little action on the part of the freeholder or police.

1d. Changing of the local roads from free access parking to permitted parking.

In addition to these change trends, Barns Place has no disability parking available to residents, with the disability parking bay proximate to the back entrance of the block reserved by the freeholder for users of The Venue, but not available to Barns Place.

Barns Place therefore has: no disability parking and no parking for tradespeople – removing our access to guest parking permits will be disastrous for not only residents, but is likely to further exacerbate the parking issues nearby (e.g., on Between Towns Road) and traffic as tradespeople look to find parking and block roads to drop off heavy items.

As an affordable housing building, many residents in Barns Place work in care and health services (e.g., the NHS) requiring a private car for their job. Our close proximity to the ring road means that these journeys take them outside of the city, therefore not adding to urban traffic issues. This makes the location of Barns Place an important factor in considering permit availability and the need for private cars. It is unrealistic to think car clubs – as mentioned in the letter we received (6th April 2023) – could be used daily for these essential workers.

Many people purchased their apartments under the understanding that they could purchase a resident's parking permit for the nearby area; without this they will be unable to remain in their home. This would have a disastrous effect on their lives – and the community of Templar Square which so desperately needs permanent residents to build a healthy and happy environment. It is our contention that by providing permits for at least two-years, it is imperative that an exception is made for the Barns Place community which has evolved on that basis.

Point two

	<p>Our second point is a more general consideration for the Council; that parking permits should only be made available to homes – many of which already have off-road parking and garages – is only further entrenching inequities in the city of Oxford. This means that some homes are able to have multiple vehicles, while others are not able to have one.</p> <p>Responding to the climate crisis demands considerations of social justice and equity; this policy is not one which will substantially reduce car numbers in the city, but one which means that those already privileged can continue to drive while others are prohibited with implications for employment and educational opportunities, along with mental and physical health.</p> <p>It is incumbent on the Oxford County Council to support all of its residents and to honour the commitments it (inadvertently) made when it started issuing the permits to Barns Place residents for a period of no less than 2 years. But we also ask that the council consider a) the inequalities they are reproducing through these parking policies, and b) a more nuanced policy that reflects the inner city and those residences closer to the ring road such as Barns Place. That OX2 (Jericho) housing is – in this same consultation – being assessed for eligibility, while apartment blocks in low income areas are excluded speaks volumes, and warrants serious deliberation.</p> <p>Thank you for considering our position on this matter. It really is such an important topic, and has caused a great deal of upset for residents of Barns Place, whose lives will be massively and detrimentally effected should the council decide to withdraw permit eligibility. With the building's first residents moving in while the area was free from restricted parking, and then receiving resident and/or guest parking, withdrawal of parking permit eligibility would be hugely disruptive to resident's lives, and have little impact on local travel volumes.</p>
<p>(24) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I am objecting to the proposal to exclude No.242a Barns Road from eligibility to apply for resident's parking permits & residents' visitors' parking permits for the following reasons:</p> <ul style="list-style-type: none"> - No.242a Barns Road is a block of 40 flats with not a single bookable parking space for contractors or visitors. It is unimaginable to leave in a place where a contractor/decorator/service provider is not able to park for a few hours to do the job. - When buying a property in Barns Place, I was aware of the fact that there are no allocated parking spaces for this property, but at the time of buying the whole area was not a controlled parking zone. My purchase decision was based on those circumstances, which meant that the visitors and contractors could easily park in the surrounding area. I would not purchase this property if I was aware of these circumstances. - Properties may lose value and become less attractive to sell - Lack of visitor parking permits will have a negative effect on the mental health of residents, feeling isolated from friends and family who no longer be able to occasionally visit.

	<p>-Lack of residents' parking permits limits job opportunities in further areas. -No disabled parking places are available to the residents</p>
<p>(25) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>I strongly object revoking parking eligibility for residents of 242a Barns Road, for the following reasons:</p> <ul style="list-style-type: none"> - Discrimination of people living at this address: remove permits from all or no one. what is the reason for treating other residents more favourably? - Proportionality: based on which information are you concluding that people who live in 242a Barns Road cause parking issues? How many vehicles per household in 242a Barns Road have a residents parking permit as compared to other residents in the area? - Fairness: how is it fair to remove permission to park from people who live in one building while people living in another building are still allowed to park? The problem is caused by everyone living in the area, regardless of which building they live in. Everyone should be part of the solution. Households who own more cars should contribute more to the solution. Households who have a driveway should not be allowed additional resident permits. It's hard to justify why to give those who already have and take away from those who don't have. - Practicality: it is almost impossible to get tradesmen servicing the building as there is no parking. No visitors will come any more. Communities will be destroyed. - Alternatives: consider more appropriate alternatives such as reducing parking space combined with better enforcement, rather than removing eligibility from some people but not others
<p>(26) Local Resident, (Oxford, Barns Road)</p>	<p>No.242a Barns Road - Object</p> <p>The objection reason is that we all need access to a parking spot at some point. Not all residents have jobs in Oxford and they need to travel outside of the city.</p> <p>As a Barns Place 242A resident and not owning a car a Visitor Parking Permit is very important in case of EMERGENCIES, for trades men because the flats needs to be mentained and visiting family (which I can't force</p>

	<p>them to take the public transport).</p> <p>It is not fare that the houses from neighbouring streets have access to two parking permits plus visitors parking permit and some of them have also parking in front of the house.</p> <p>We should all share because we are paying the same taxes, therefore a viable solution should be found for all of us.</p>
(27) Local Resident, (Oxford, Barns Road)	<p>No.242a Barns Road - Object</p> <p>I have been living at 242a barns road for the last 7 years. I don't see the reason why you would exclude us from residential parking. There are always plenty of spaces along Knolles road and Boswell road. I need a car as I am working part time and studying full time. I'm starting an adult nursing degree in September, which will require me to travel to placements, which unfortunately can't be done by public transport. Taking the residence parking permit would have a huge effect on my daily life and could mean I can't do the degree course after I have been working very hard to get to this point in my life. My partner and I are the owners of our flat and we like living here. It would be unreasonable and devastating if we had to move out from this area. Please consider our request. There are mainly professional adults that live in this building , some of us must have a vehicle for work. Thank you for your time reading this.</p>
(28) Local Resident, (Oxford, Cowley)	<p>No.242a Barns Road - Object No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>Some people needs their car for commuting to work. Some people have friends or family who visit them from outside of the city and use a car to travel long distances.</p>
(29) Local Resident, (Oxford, Sunningwell Road)	<p>No.242a Barns Road - Object No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Object</p>

	<p>No.4 Bladon Close- Object</p> <p>This affects a good friend of mine who already lives and works in Oxford who relies on driving to do an important job.</p>
<p>(30) Local Resident, (North Hinksey, Abingdon Road)</p>	<p>No.242a Barns Road - Object</p> <p>I am writing to express my concerns about the parking situation for the residents of 242a Barns Road. I don't live there myself, but my partner does and I visit her during the week and on weekends. I have long Covid which gives me chronic fatigue and forces me to use a wheelchair because walking is now too much energy for me. Even using an electric wheelchair is exhausting, so I can't go a long distance in it. It's really important that I can park close to her development and not go too far in the wheelchair to get to her flat which is right at the end of a long corridor in itself. Parking in the multistorey is too far away and too hard for me. I can only visit her if I can park at a distance of about three houses max away from her development. I do understand that this is a car free development and I do support those ideals, but they need to be practical too. There are no disabled bays available for the residents who live there, and no place for tradespeople to park when they visit. I understand why you have not provided parking bays for the residents, but surely you don't expect them to never have visitors? There is also a legal obligation to ensure that disabled people can access the building and in my case that is only possible if I can park near to her building. It's impossible and very unsafe for me to use public transport to get to her. If no disabled parking bays are provided for visitors to Barns place, then I will just never get to see her - unless she comes to me but she doesn't have a car because it's a car-less development. Because of the expense of hiring the co-wheels car, she can only make a flying visit to me on rare occasions because she can only afford to pay for the car for one hour, and it takes 20 minutes to get to me and 20 minutes to return. She can't leave the car at my place and then return in it a day later or it would cost more than she earns so it's not actually very helpful except for emergency flying visits, and that's if someone else hasn't booked it out already. So please bear in mind the concerns of the friends and family who want to visit the residents of Barns place - especially people like me who can only do it if they can park close to the building.</p>
<p>(31) Member of public, (Abingdon, East Saint Helen Street)</p>	<p>No.242a Barns Road - Object</p> <p>I own a flat in Barns Place which is currently leased to 2 nurses from the John Radcliffe, though I may live in it myself in the future. I was shocked to hear about this proposal. When I bought the flat it had a good bus service, 2 bookable visitor parking spaces, and a co-wheels space. But in all these respects, things have got significantly worse. This makes the flat much less attractive as a place to live. I queried the block's limited parking when I bought the flat - I would not have bought it if these much worse conditions had prevailed at the time. If I was living there myself, at my</p>

	<p>age and state of health, it would be impossible to function under these conditions. As a landlord, I am particularly concerned about the reduction in transport options for young public sector worker tenants between the block and their workplace, often at short notice and at anti-social hours. I am also concerned at the way their chances to have family and friends visit are limited by this proposal. What about parking for tradesmen working in the block eg building contractors? And it seems grossly inequitable to penalise people who live in a flat, rather than a house, when more of us will have to live in flats in future.</p>
<p>(32) Member of public, (London, Hoxton Street)</p>	<p>No.242a Barns Road - Object No.3 Grove Street - Object No.1 Canal Street - Object No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>Visiting and supporting the mental health of my family and friends living in these streets will be considerably more difficult and costly.</p>
<p>(33) Member of public, (London, Millverton)</p>	<p>No.242a Barns Road - Object</p> <p>I have a friend living there and when I visit you want to be bale to park close to the property</p>
<p>(34) Member of public, (West Hanney, School Road)</p>	<p>No.242a Barns Road - Object No.3 Grove Street - Object No.1 Canal Street - Object No.37 Templar Road - Object No.4 Bladon Close- Concerns</p> <p>key workers who need their cars for work live at some of these addresses. when they moved to Oxford, they bought/rented on understanding they could park. it is unfair to take this away. If these key workers can't work in Oxford, they will be forced to move out of the area.</p>
<p>(35) Member of public, (Email response)</p>	<p>No.242a Barns Road - Object</p>

	<p>I am emailing in relation to the abhorrent decision by the local council to remove parking rights for residents of Barns Place Road. Can you please provide a rationale for this decision as it will severely impact residents' quality of life through additional commute time and increased parking expenses?</p> <p>The road in question is a low-traffic, low-speed limit road that is bookended by a block of flats with no parking. To say that removing the parking rights will be inconvenient is a massive understatement. Aside from residents' concerns, the council ought to consider the broader implications of the ongoing assault on city parking rights. This policy is concentrating traffic and parking in the city's few remaining free-to-park locations, likely increasing safety concerns, pollution along the main arterial roads, and illegal parking. Granted, an increase in illegal parking might be considered a net benefit to a council hoping to fill its coffers with the proletariat's meagre means.</p> <p>Oxfordshire County Council's decisions on transportation and transportation infrastructure are diametrically opposed to the policies needed to support a growing metropolitan area. The council seems to be moving too far ahead of society's ability to absorb these changes. The car is and will remain fundamental to economic and social enfranchisement for individuals across the country, not just in Oxford. A long-term carrot-and-stick approach needs to be taken to encourage behaviour change. The current policy offers plenty of stick but lacks the carrot. This decision reinforces a view that the council is staffed by political agitators engaged in trial-and-error governance by throwing the electorate down the catwalk in the latest policy fashions to see what sticks.</p>
(36) Member of public, (Email response)	<p>No.242a Barns Road - Concerns</p> <p>I don't live there myself, but my partner does and I visit her during the week and on weekends. I have long Covid which gives me chronic fatigue and forces me to use a wheelchair because walking is now too much energy for me. Even using an electric wheelchair is exhausting, so I can't go a long distance in it. It's really important that I can park close to her development and not go too far in the wheelchair to get to her flat which is right at the end of a long corridor in itself. Parking in the multistorey is too far away and too hard for me. I can only visit her if I can park at a distance of about three houses max away from her development. I do understand that this is a car free development and I do support those ideals, but they need to be practical too. There are no disabled bays available for the residents who live there, and no place for tradespeople to park when they visit. I understand why you have not provided parking bays for the residents, but surely you don't expect them to never have visitors? There is also a legal obligation to ensure that disabled people can access the building and in my case that is only possible if I can park near to her building. It's impossible and very unsafe for me to use public transport to get to her. If no disabled parking bays are provided for visitors to Barns place, then I will just never get to see her - unless she comes to me but she</p>

	<p>doesn't have a car because it's a car-less development. Because of the expense of hiring the co-wheels car, she can only make a flying visit to me on rare occasions because she can only afford to pay for the car for one hour, and it takes 20 minutes to get to me and 20 minutes to return. She can't leave the car at my place and then return in it a day later or it would cost more than she earns so it's not actually very helpful except for emergency flying visits, and that's if someone else hasn't booked it out already. So please bear in mind the concerns of the friends and family who want to visit the residents of Barns place - especially people like me who can only do it if they can park close to the building.</p>
<p>(37) Local Resident, (Oxford, Bailey Road)</p>	<p>No.242a Barns Road - Support</p> <p>Parking is already an issue. And if these flats are car free then that should be enforced.</p>
<p>(38) Local Resident, (Oxford, Botley Road)</p>	<p>No.242a Barns Road - Support No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Support</p> <p>support for restrictions on parking</p>
<p>(39) Local Resident, (Oxford, Bullingdon)</p>	<p>No.242a Barns Road - Support No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Support</p> <p>Sensible limits</p>
<p>(40) Local Resident, (Oxford, Cutteslowe)</p>	<p>No.242a Barns Road - Support No.3 Grove Street - Support No.1 Canal Street - Support</p>

	<p>No.37 Templar Road - Support No.4 Bladon Close- Object</p> <p>No comments</p>
<p>(41) Local Resident, (Oxford, Marston Street)</p>	<p>No.242a Barns Road - Support No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Support</p> <p>I feel there are already too many cars in these areas. I live in East Oxford and I work in Jericho. Walking around is more pleasant with fewer parked cars.</p>
<p>(42) Local Resident, (Oxford, Little Clarendon Street)</p>	<p>No.3 Grove Street - Object No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Object</p> <p>New homes must allow the new residents to be able to park vehicles as they need.</p>