

## **CABINET MEMBER FOR ENVIRONMENT – 20 DECEMBER 2018**

### **OXFORD: WOOD FARM AREA - PROPOSED CONTROLLED PARKING ZONE**

**Report by Director for Infrastructure Delivery**

#### **Recommendation**

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve proposals to introduce a Controlled Parking Zone (CPZ) in the Wood Farm area of Oxford as advertised.

#### **Executive Summary**

2. A controlled parking zone (CPZ) is an area where vehicles need to display a residents or visitor permit valid for the specific CPZ when parking at the times the CPZ operates - there is usually also provision for short term (typically up to 2 hours) parking without the need for a permit. Drivers must of course avoid parking on any yellow lines or other designated parking bay. Any illegally parked cars are issued with a parking ticket. They are mainly used to tackle the problems caused by commuter parking. Blue badge holders can park without restriction.

#### **Introduction**

3. This report presents responses received to a statutory consultation to introduce a Controlled Parking Zone (CPZ) in the Wood Farm area of Oxford.

#### **Background**

4. Parking pressures in this part of Oxford have been growing in recent years, in particular because of the expansion and development of hospitals and university facilities in the Headington area. Economic and housing growth is set to continue with both the existing and draft Oxford Local Plans allowing further intensification of these sites in Headington for employment, residential, academic and primary health care uses. Furthermore, the draft Oxford Local Plan, which is currently out for consultation, includes more restrictive car parking policy to manage further growth in traffic. If suitable parking controls are not in place commuter and other types of car parking might be displaced to residential areas where no parking controls currently exist.
5. Existing CPZs to the west and north of Wood Farm (the most recent being the CPZ introduced in the Lye Valley area in 2016) have been very helpful in

addressing local parking problems in these areas, but a consequence has been that some commuter parking has been displaced to Wood Farm. Following a consultation in late 2016, additional lengths of double yellow lines were introduced in 2017 at several locations within the area to address specific concerns of obstructive parking, particularly those affecting local buses. This was acknowledged as being an interim measure pending progress with wider measures, including a possible CPZ, funding for which was secured in 2017 from university and hospital development.

6. A joint parking group comprising members and officers of Oxfordshire County Council and Oxford City Council was established early in 2018 to review the current scope of existing CPZs in Oxford and formulated a programme of additional CPZs, with Wood Farm being identified as a 'Priority 1' scheme. The programme was approved by the Cabinet Member for Environment at her Delegated Decisions meeting on 7 June 2018.

### **Informal Consultation**

7. Following the allocation of funding for a CPZ, an informal consultation seeking the opinion of residents on current parking pressures and whether they supported in principle the introduction a CPZ scheme was carried out in the autumn of 2017. This comprised a questionnaire and an accompanying letter providing information on permit eligibility criteria and costs sent to all premises (approximately 1350) in the area then proposed for a CPZ (it should be noted that the proposed CPZ which has been taken to formal consultation includes a small number of roads to the east of Horspath Driftway Awgar Stone Road) that were not included in the proposals set out in the informal consultation). 221 responses were received (16% of those contacted). The responses are summarised below:

<b>Difficulty of finding parking place</b>	<b>% of respondents reporting moderate or severe difficulty</b>
Monday - Friday day time	35%
Monday - Friday evening	35%
Weekend - day time	27%
Weekend - evening	26%

8. The above responses indicate that there is parking pressure in the area, although with no appreciable difference between the day time and evening Monday to Friday, though with less pressure being reported at weekends. A parking survey – also carried out in the autumn of 2017 (see Annex 4 for a summary) – showed significant differences in weekday parking activity within the area, with some roads clearly experiencing sustained pressure during the daytime, but others much less so.

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<b>Views on existing double yellow lines</b>	% of respondents
No changes required	52%
Changes required	42%
No view expressed	6%

9. A majority considered that no changes to the existing double yellow line restrictions are required at present (noting that the informal consultation was carried out after the additional yellow lines referred to above had been implemented).

<b>Views on footway parking</b>	% of respondents
Current informal arrangements are acceptable	52%
Marked pavement parking places are required	46%
No view expressed	2%

10. Similarly, a majority supported the retention of the current informal arrangements for footway parking, which would allow for a 'minimum impact' CPZ scheme – where no marked parking bays are provided - as an alternative to a conventional CPZ.

<b>Number of vehicles currently owned by residents of a property</b>	% of respondents
0 cars	22%
1 car	48%
2 cars	19%
3 cars	3%
4 or more cars	1%

11. The above indicates that only a small number of residents (less than 5%) live in households with more than 2 vehicles, and who therefore would be subject to the higher permit charges that apply where 3 or more vehicles are registered at the same address in accordance with the permit eligibility that applies in adjacent CPZs.

<b>Visitor parking demand</b>	<b>Mon to Fri (day)</b>	<b>Mon to Fri (evening)</b>	<b>Mon to Fri (day)</b>	<b>Mon to Fri (evening)</b>
	<b>Up to 2 hours</b>		<b>More than 2 hours</b>	
Most days	14%	6%	15%	10%
2 to 3 days a week	22%	10%	9%	12%
Once a week or less	64%	45%	39%	50%

12. The above questions were included in the questionnaire to assess requirements for shorter stay waiting in the area by those visiting residents etc. in the area. As can be seen the overall level of such demand appears to be comparatively modest, although there is still an appreciable demand by residents for Monday - Friday daytime visitor parking of longer than 2 hours.

13. A question also sought views on two options for a CPZ. In both cases the CPZ was suggested as applying between 9am and 5pm Monday to Friday. In option A, waiting for 2 hours without a permit would be permitted. In option B, there would be a mix of places for permit holders only and 'shared use' by permit holders or 2-hour waiting by non-permit holders.

<b>CPZ Option A: 'Minimum Impact'</b> <i>(parking places <b>not</b> marked on road)</i>		<b>CPZ Option B - 'Conventional CPZ'</b> <i>(parking places marked on road)</i>	
Support	40%	Support	36%
Don't Support	47%	Don't support	46%
No view expressed	13%	No view expressed	18%

### **Scheme Proposals for Formal Consultation**

14. Detailed proposals for a CPZ at Wood Farm were prepared taking account of the informal consultation responses. It was considered by officers and the local member that the provisions of the adjacent Lye Valley CPZ (implemented in 2016) are appropriate for Wood Farm – these comprise a 'minimum impact' CPZ (i.e. with no marked parking places) operating between 9am and 5pm Monday to Friday, with waiting up to 2-hours by non-permit holders being permitted during these times. Permit eligibility would be (as in Lye Valley) for one vehicle per resident applicant, but with no limit on the number of permits issued for each eligible address, but with escalating permit fees for the third and subsequent vehicle. Visitor permit eligibility – and those for other categories such as business and carer permits etc.- would also reflect those in Lye Valley. Taking account of the consultation responses in respect of the existing yellow line restrictions, the proposed scheme does not provide for any changes.
15. As noted above, the proposed CPZ - at the request of the local member and as shown in the overall programme of CPZs in Oxford approved at the 7 June 2018 Cabinet Member for Environment decisions meeting does, however, include Awgar Stone Road and its adjoining side roads which were not included in the informal consultation.
16. Proposals are shown at Annex 1 and Annex 2.

### **Formal Consultation**

17. The formal consultation on the above proposals and as shown at Annex 1 and Annex 2 was carried out between 18 October and 15 November 2018. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council, the local County Councillor. A letter sent to properties in the area included the formal notice of the proposals, providing details on permit eligibility and costs. Street notices were placed on site.

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18. One hundred and thirty-eight responses were received. Councillor Liz Brighthouse the local member, expressed support for the scheme. Thames Valley Police expressed no objection. Responses were also received from Oxford City Council, Wood Farm Primary School and Oxford Brookes University with a further 134 responses from members of the public, the great majority being residents of the area. These are set out in the table below and comprise 63 objections, 11 undecided and 60 expressions of support, including some with qualifications. These responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.
19. Oxford City Council requested that residents of non-highway roads are eligible for residents and visitor permits.
20. Wood Farm School raised significant concerns over the impact of the proposals on staff parking, noting that their car park was relatively small (accommodating around 50 vehicles) as compared to their staff of around 80 teachers - many of whom commute from outside Oxford - and other support staff with the latter providing many vital services to high need pupils and whose visits frequently need to exceed the 2-hour day time waiting period proposed for non-permit holders.
21. Although the above concerns are noted, it would be difficult to make a strong case for special provision for staff commuting by car to the school given that staff in other public services – notably at the hospitals in the area – are similarly not eligible for permits. Officers will, however, discuss options with the school for managing their parking needs.
22. Oxford Brookes University raised concerns that the proposed permit eligibility criteria would not allow for their students on paramedic and allied courses who require a car for their studies. Procedural advice confirmed that such students would be eligible for permits from the information supplied by the university on the duration of these courses and the typical length of residence of these students.

### **Summary of responses of members for the public**

<b>Road</b>	<b>Object</b>	<b>Support</b>	<b>Neither / No opinion</b>	<b>Total</b>
Abbots Wood	4		1	5
Acre Close		1		1
Arlington Drive*		1		1
Atkyns Road	4	1		5
Awgar Stone Road	5	1		6
Blackstock Close		3		3
Bracegirdle Road	3	1		4
Broad Oak	2	2		4
Calcot Close		1		1
Chillingworth Crescent	5	3	1	9

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David Steel Close	1			1
East Field Close*		1		1
Holland Place	1	1		2
Hollow Way*	1			1
Joan Lawrence Place	1	1		2
Leiden Road	11	6	3	20
Long Close	1	2		3
Masons Road**	2	9		11
Mattock Close*	1			1
Nuffield Road	1	9	1	11
Palmer Road	2	1	1	4
Pauling Road	1	2	1	4
Peppercorn Avenue**			1	1
Pether Road	1	1		2
Pickett Avenue**	2	2	1	5
Rede Close	3	1		4
Shorte Close		2		2
Stansfeld Place	4	1		5
Stubbs Avenue**		1		1
Three Fields Road			1	1
Titup Hall Drive	1	1		2
Wood Farm Road	4	5		9
unknown	1			2
Witney*	1			1
Total	63	60	11	134

\* roads not in area

\*\* Non- highway (either in part or whole road)

23. The table below summarises the main issues raised by members of the public expressing an objection, an undecided opinion or qualified support. As respondents in several cases cited more than one concern, the totals below are greater than the number of such respondents:

Generic concerns	Specific issues raised	Object	Undecided	Support (Qualified)	Total
1. Need for, effectiveness and wider impact of CPZ	Queries whether CPZ needed	33	0	0	33
	Concerns over lack of enforcement	0	0	9	9
	Concerns over displacement of parking problems to non-highway roads	1	1	5	7
	Concerns over permit eligibility for residents of roads which	0	1	1	2

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	are not highway				
	Concerns that scheme will not address problems of parking on grassed areas	0	0	4	4
	Concerns that scheme will not address problems of parking on grassed areas	0	0	2	2
2. Cost of permits	Concerns over cost of vehicle permits	29	1	1	31
3. Provision for visitors / informal carers	Concerns that 2-hour maximum stay between 8am and 6.30pm is too low	3	0	0	3
	Concerns that 2-hour maximum stay between 8am and 6.30pm is too high	3	0	1	4
4. Provision of double yellow lines in the area	Concerns that more Double Yellow Lines are needed	2	1	10	13

### **Response to objections and other comments from members of the public**

24. The responses of Thames Valley Police expressing no objection and County Councillor Liz Brighthouse, the local member, expressing full support for the scheme are noted.
25. Responses from members of the public expressing objections, an undecided opinion or support but with qualifications as set out in the table above are discussed in more detail in the following sections.

### **Objections and concerns in respect of the need for, effectiveness and wider impact of the proposed CPZ**

26. These issues accounted for the majority of the objections to the proposals, with 33 respondents stating that they did not have difficulty in finding a parking space in the area.
27. In respect of the comments that parking pressures were not unduly high, over 35% of respondents to the informal consultation reported having moderate to severe difficulty in finding a parking space during week days; this supports the view that the parking pressures here are, at least in some parts of the proposed CPZ, quite intense. While some roads were cited as having a lower level of parking pressure than others, it would not appear appropriate to omit them from the proposals given the high risk of parking being displaced to these roads.
28. The proposed CPZ area does, however, include a small number of roads (including Godfrey Close, Masons Road, Peppercorn Avenue, Picket Avenue and Stubbs Avenue) which are either wholly or partly not public highway and the provisions of the CPZ in respect of designating parking places cannot –

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under national legislation – include non-highway roads. This does mean that these roads (and other off street communal parking areas provided by the landowner – typically Oxford City Council) may be prone to some parking displaced from the public highways. The management of parking is the responsibility of the landowner and discussions with Oxford City Council officers subsequent to the formal consultation indicated that the city council will be introducing their own residents parking arrangements for these non-highway roads.

29. Concerns were expressed by 4 residents that the scheme will not address problems of vehicles parked on the grassed areas, which are predominantly highway. It is accepted that the proposed scheme will not itself prevent such parking (either by those with permits, or short-term parking by non-permit holders during the weekday day-time) but, by relieving parking pressure more generally, the scheme at least to some extent may help address this problem.
30. Suggestions were made by two respondents expressing support for the scheme that as an alternative to a CPZ, single yellow lines applying for a short time in the working day would be effective in addressing commuter parking. However, this is not considered to be as satisfactory or convenient a solution for residents as compared with the current CPZ proposals.
31. Although the concerns over the wider impacts of the proposal are noted, CPZs are a well-established means of regulating parking demand and seek to balance the interests of residents with those of others, including businesses and visitors to local amenities choosing to travel by car. It is accepted that the effectiveness of the CPZ will be dependent on adequate enforcement, noting that the adjacent CPZs appear to be working well in this respect and that there is no reason to suppose that there will be difficulties here. On the concerns for the displacement of parking to adjacent roads beyond the scope of the current proposals, CPZs in the Hollow Way area are Priority 1 schemes in the wider CPZ programme as previously referred to and, if approved following consultation, are due to be implemented in the latter part of 2019/early 2020.

### **Objections and concerns in respect of the cost of permits**

32. Concerns expressed over the cost of permits were on the grounds that these were too high and that residents should not be charged for being able to park outside their homes.
33. In response to the above, it should be stressed that permit charges are the same as apply to the adjacent existing CPZs and that the charges are required to meet the cost of administering their operation.

### **Objections and concerns in respect of provision for visitors**

34. Objections were received from 3 residents on the grounds that provision for visitors was insufficient, in particular for individuals receiving a high level of informal care and support by family members not resident within the CPZ. A small number of respondents, however, expressed the opposite concern that



the proposed day time provision of a maximum stay of 2 hours by non-permit holders was too generous and that no such provision should be made. However, the results of the informal consultation (see the tables in paragraph 3 above) indicate that the proposed provision for short term waiting without the need for a permit will be very helpful for many residents and is in line with the adjacent Lye valley scheme. It should be noted that proposed allocation of visitor permits is also consistent with all the other CPZs in the county and that each permit is valid for 24 hours and can be transferred between visitors.

**Objections and concerns in respect of the length of double yellow lines in the area**

35. Representations were made from some residents seeking additional restrictions where they considered parking to be obstructing junctions and also visibility at bends. While the current CPZ proposals do not include any changes to the existing double yellow lines, reflecting the majority expressing such a view during the informal consultation, should the proposed CPZ be approved, it is recommended that a comprehensive review of the existing waiting restrictions is carried out taking account of any changes to parking demand resulting from the CPZ and to then formally consult on any revisions that appear appropriate.

**Objections and concerns relating to the proposed 'Minimum Impact' CPZ, and on the continued use of footways for parking.**

36. The informal consultation showed a preference for a 'minimum impact' type CPZ and for the existing informal arrangements of footway parking to be retained. It is accepted that footway parking has been an issue in some roads in the area, causing difficulties for pedestrians, especially for those with child buggies or in wheelchairs, but if a conventional CPZ were to be provided, it is likely that there would be a decrease in the volume of car parking spaces available in the area.

**Other comments**

37. In addition to the above concerns, a number of other comments were received including several from residents regarding parking pressures near Wood Farm Primary School at the start and end of the school day. It is acknowledged that the CPZ is unlikely to materially improve on the current situation as it will not restrict short term waiting.
38. Other specific issues raised included the overall provision for parking in the area. Some respondents requested that more parking areas should be constructed where the current parking provision is insufficient for residents. One respondent cited a concern that the proposed CPZ would mean that some residents would face pressure to convert existing front gardens to parking areas, to the detriment of the visual amenity and resulting in significant costs to residents.

### **Monitoring and evaluation**

39. It is suggested that if approved a review of the scheme be carried out approximately 12 months after implementation.

### **How the Project supports LTP4 Objectives**

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

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

41. Funding for the proposal has been provided from developer contributions.

OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plans of proposed Controlled Parking Zone  
Consultation responses

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December 2018

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Drawing No.	Revision 0				
<b>Key</b>					
Existing "No Waiting at Any Time" (double yellow lines) parking restrictions (to remain)					
Approximate location of existing disabled parking bays (to remain)					
Proposed Controlled Parking Zone boundary					
<p>Note: All remaining sections of road within the proposed Controlled Parking Zone boundary (i.e. those that are not double yellow lines), will be restricted as follows: " Permit Parking Places 9am to 5pm Monday to Friday" &amp; "2 Hour Waiting for Non-Permit Holders"</p>					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
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Project title					
<p>PROPOSED WOOD FARM CONTROLLED PARKING ZONE</p>					
Drawing title					
<p>PROPOSED PARKING RESTRICTIONS (SHEET 1 OF 2)</p>					
Drawing Status					
Scale @ A3	Drawn by	JaC	Checked by	Approved by	
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Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0



Drawing No. Revision 0

**Key**

- Existing "No Waiting at Any Time" (double yellow lines) parking restrictions (to remain)
- Proposed Controlled Parking Zone boundary

**Note:**  
 All remaining sections of road within the proposed Controlled Parking Zone boundary (i.e. those that are not double yellow lines) will be restricted as follows: "Permit Parking Places 9am to 5pm Monday to Friday" & "2 Hour Waiting for Non-Permit Holders"

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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**Project title**

PROPOSED WOOD FARM  
 CONTROLLED PARKING ZONE

**Drawing title**

PROPOSED PARKING RESTRICTIONS  
 (SHEET 2 OF 2)

**Drawing Status**

Scale @ A3	Drawn by	JaC	Checked by	Approved by
N.T.S.	Date drawn	08/18	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



RESPONDENT	COMMENTS
Traffic Management Officer, (Thames Valley Police)	<b>Neither</b> - No objection
Cllr Liz Brighthouse, Local member	<b>Support</b> - Residents in Wood Farm have suffered problems with parking for many years and Councillors on the doorstep continuously hear about commuters parking in the area. The area around the shops is used as a Park and Ride. Implementation of the CPZ in Lye Valley has resulted in displacement parking on Wood Farm and this has made matters worse. Student Accommodation at Slade Park caused massive problems for residents with many of the 300 students parking cars in the area. Accommodation for almost a further 1000 students at Janes Wolfe Road will be occupied in September 2019 and the only way to stop additional cars being parked in the area is by introducing CPZs. Local councillors support implementation of the CPZ .
Head of Operations, (Oxford City Direct Services)	<b>Neither</b> - residents of the private roads within the proposed zone should be eligible for resident and visitor permits in the rest of the zone
Wood Farm Primary School and The Slade Nursery	<b>Neither</b> - The school and the nursery employ over 80 staff. We have parking for around 50. A few staff walk/cycle take to bus but we can have 10 or 15 parked on nearby roads. Bringing in a CPZ will have a big impact on where these people can park. If we can get business permits there may not be places available to park in; if we can't get permits the staff can't park anywhere near the school or nursery. Many of our teachers and support staff work long hours and commute from the outskirts of the county. They arrive in the dark and they leave in the dark. Having to walk a distance through the Wood Farm estate, carrying books & laptops, is a risk to their personal safety and wellbeing. Their cars are also at a greater risk of being vandalised away from the school building. Can a specific area of the CPZ close to the school & nursery be reserved/earmarked for staff & visitors? Many of our pupils are high-need and receive additional support from various outside agencies. Educational psychologists, social workers, therapists, specialist teachers and others are here for half a day or more at a time. A 2-hour waiting period without the need for a permit is not long enough for their need.
Oxford Brookes University	<b>Neither</b> – but concerned that students in the area on courses requiring cars (e.g. paramedic courses) will be eligible for residents permits.

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Local Resident, (Abbots Wood, Oxford)	<b>Object</b> - I haven't had trouble parking near my house and would rather not have to pay for a permit.
Local Resident, (Abbots Wood, Oxford)	<b>Object</b> - Please allow one free parking permit per householder. Also, most people in this area have their own parking space in their front garden except few of us like me, so this proposal doesn't affect them. I hope there will be a fair decision on this issue and allow me a free parking space by my property.
Local Resident, (Abbots Wood, Oxford)	<b>Object</b> - We do not have any issues with parking in our street - it feels as though the council are just inputting this practice to raise funds for them NOT because the people in these areas have requested this and would be interested to see any statistics that support their reasoning behind the implementation of this proposal. I know of people that have these zones outside their homes ,the signs are constantly vandalised (so the residents can park outside their own homes free of charge ) wasting more money by employing a traffic warden and having to pay staff for refunding incorrectly issued parking tickets .
Local Resident, (Abbots Wood, Oxford)	<b>Neither</b> - My concern with the parking is that for the past 26 years I have parked in the car park adjacent to my home and am concerned that this space can be used by anyone. I am a blue badge holder and would prefer to use the car park rather than park on the road. I also have frequent visits by family members.
Local Resident, (Abbots Wood, Oxford)	<b>Object</b> - No comments
Local Resident, (Acre Close, Oxford)	<b>Support</b> - We support this measure, particularly in Awgar Stone Road, where so many cars are parking making it unsafe. We would welcome more double yellow lines to prevent parking on corners (such as the one on Awgar Stone Road between Nether Durnford Close and Old Barn Ground) and also in Acre Close itself, where some households, particularly the garages at the far end of the close, park their cars in a line one in front of the other, exceeding their driveway and onto the road, making it hard for other households to even access their own driveways. We would hope that these new restrictions will be effectively enforced once they are in place - there is little value having them if people can continue to park as they are without penalties.
Local Resident, (Arlington Drive, Oxford)	<b>Support</b> - Please do the same for all of Old Marston. We currently have numerous vehicles parking all day while the occupants walk, cycle or use the buses to get to work & universities. This will increase dramatically with the introduction of the CPZ in Wood Farm and the imminent opening of the Swan School. This issue was raised via the Parish Council several years ago but failed to materialise due to costs the Council. The financial onus for such schemes should be placed on the owners & builders of the new projects.

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Local Resident, (Atkyns Road, Oxford)	<b>Object</b> - Strongly object to the idea. There is ample parking nearby and instating a CPZ will force current tenants to buy permits. Also, as we live in a multiple occupancy let - we have more than 2 cars in the household. As such, in permitted areas - usually an allowance of 2 cars per house is made and I worry we would not all be granted permits.
Local Resident, (Atkyns Road, Oxford)	<b>Object</b> - I can currently find a space for parking my car. If the CPZ comes into place I am having to pay for something that is already working well.
Local Resident, (Atkyns Road, Oxford)	<b>Object</b> - I live in Atkyns Court sheltered housing for older people (I am over 90 years old) and the parking around here is diabolical. People park with no consideration for the residents - especially the elderly - trying to cross the road to the shops. There is no crossing making getting across the road a real challenge every time. Cars and vans need to be stopped parking within 10 metres each side of the entrance to Atkyns Court before some is knocked down. I am though totally against letting non-residents park for 2 hours - why should residents have to pay for permits to park when anyone else can park for free? People will park for 2 hours (or more and take a chance of no one checking up) taking up resident's spaces especially outside Atkyns Court where we experience terrible all-day parking of cars and vans.
Local Resident, (Atkyns Road, Oxford)	<b>Object</b> - I live in Atkyns Court sheltered housing for older people (I am over 92 years old) People park with no consideration for the residents - especially the elderly - trying to cross the road to the shops. There is no crossing making getting across the road a real challenge every time. Cars and vans need to be stopped parking within 10 metres each side of the entrance to Atkyns Court before some is knocked down. I object to non-residents being able to park for 2 hours - people will park for 2 hours (or more and take a chance of no one checking up) taking up resident's spaces especially outside Atkyns Court.
Local Resident, (Atkyns Road, Oxford)	<b>Support</b> - No comments
Local Resident, (Awwgar Atone Road, Oxford)	<b>Object</b> - No comments
Local Resident, (Awwgar Stone Road, Oxford)	<b>Object</b> - I strongly feel that Awwgar Stone road does not require controlled parking in any shape or form.
Local Resident, (Awwgar Stone Road, Oxford)	<b>Object</b> - No comments

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<p>Local Resident, (Awgar Stone Road, Oxford)</p>	<p><b>Object</b> - the proposed controlled parking zone is not required; I have never experienced problems with commuter parking and overflow from existing controlled parking zones. After having read the statement of reasons I do not see any form of evidence to suggest that this may be the case and believe these reasons are fictitious. I believe that the money it would cost to implement such a system would be much better placed alleviating the heavy traffic burden to the area and improvements in public transport and pedestrian routes into Headington.</p>
<p>Local Resident, (Awgar Stone Road, Oxford)</p>	<p><b>Object</b> - We do not have a problem with parking in Awgar Stone Road; needing a permit makes it difficult to sell property as potential buyers do not like to pay for permits on top of everything else.</p>
<p>Local Resident, (Awgar Stone Road, Oxford)</p>	<p><b>Support</b> - We currently have problems with parking – in the evenings, visitors or residents park both side of road leaving a very narrow gap to drive through. Can we at least have no parking on one side. In the daytime builders from the Cowley Barracks and from the nearby hospital park at end of Awgar Stone Road near the junction with Horspath Driftway; there is a blind bend on Awgar Stone Road and it has become dangerous to drive, and cycle</p>
<p>Local Resident, (Blackstock Close, Oxford)</p>	<p><b>Support</b> - No comments</p>
<p>Local Resident, (Blackstock Close, Oxford)</p>	<p><b>Support</b> – however I am disappointed that student parking in Blackstock Close has not been fully addressed - people are still parking on the double yellow lines extending beyond the spaces that have been made for them and am unaware of any parking enforcement. In the informal consultation I requested that double yellow lines for easy access are the whole of the entrance to Blackstock Close and would still welcome this. An alternative would be single yellow lines for a short period in the day to deter commuter / non-resident parking.</p>
<p>Local Resident, (Blackstock Close, Oxford)</p>	<p><b>Support</b> - however I am disappointed that student parking in Blackstock Close has not been fully addressed - people are still parking on the double yellow lines extending beyond the spaces that have been made for them and am unaware of any parking enforcement. In the informal consultation I requested that double yellow lines for easy access are the whole of the entrance to Blackstock Close and would still welcome this. An alternative would be single yellow lines for a short period in the day to deter commuter / non-resident parking. [copy of above]</p>
<p>Local Resident, (Bracegirdle Road, Oxford)</p>	<p><b>Object</b> - there are always plenty of spaces for residents on this road and myself, housemates and neighbours never struggle for a space or had to park elsewhere. I can't afford to pay the permit as I am a student and my budget won't cover it - I need my car to get to placement as i am a paramedic student and need to go on ambulance and hospital placement which is a necessity of my course. I will be leaving the area in March and it seems silly to pay all that money for a few months.</p>
<p>Local Resident, (Bracegirdle Road, Oxford)</p>	<p><b>Object</b> - I am a student and cannot afford the price of permit, there are 4 residents in our house and all have cars. This means it is very expensive to each have a permit. My car is a necessity due to being a student paramedic and have to travel to get to my ambulance station. I chose to live here because of the non-permit and never had an issue with finding a space to park. I am only living here until May 2019 - it would not be worth purchasing a year's permit.</p>



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	Enforcing permit parking would force me park in a non-permitted area in Oxford (which defeats the object of the permit parking) - resulting in a 20-minute walk home for me, which is dangerous when I finish shifts at 3am.
Local Resident, (Bracegirdle Road, Oxford)	<b>Object</b> - Parking in this road has never really been an issue for except that some residents have more than one car and this does mean spaces can be difficult to find. Not sure how permits will help.
Local Resident, (Bracegirdle Road, Oxford)	<b>Support</b> - No comments
Local Resident, (Broad Oak, Oxford)	<b>Object</b> - I currently live in shared accommodation with 6 other residents (making us a house of 7). The property only provides parking space for one vehicle. All other residents have no problem parking on the road immediately outside of the property. If this controlled parking zone comes into play, all of us will have to pay for a parking permit which is a huge waste of money when we currently have no problems parking. As a low income residential area, I am quite disappointed with the council's proposal. The council has stated in its own publications "Poverty and deprivation is a significant issue in Wood Farm", so please do not exacerbate this issue.
Local Resident, (Broad Oak, Oxford)	<b>Object</b> - I have had no problems with parking and thus oppose to the controlled parking zone in Broad Oak. Thank you
Local Resident, (Broad Oak, Oxford)	<b>Support</b> - No comments
Local Resident, (Broad Oak, Oxford)	<b>Support</b> - it is important to also control the cul-de-sacs (e.g. at the end of Long Close or Broad Oak), where the space is used for turning vehicles around or where it is not clearly marked. Also, it important to stop vehicles parking right by the corners, as happens on a daily basis at both ends of Three Fields as it dangerously blocks any vehicles coming into it or leaving it (e.g. when merging onto The Slade).
Local Resident, (Calcot Close, Oxford)	<b>Support</b> - No comments
Local Resident, (Chillingworth Crescent, Oxford)	<b>Neither</b> - No comments

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<p>Local Resident, (Chillingworth Crescent, Oxford)</p>	<p><b>Object</b> - Wood Farm on the whole doesn't need a CPZ – while there is congestion by the school and shops, there is scope by the shops to increase the size of the parking area. How about the council stop coming up with money making schemes and using its residents as a cash cow and actually figure out how to fix the problem without strapping us for cash? Permit or not on my road, I will not be buying one.</p>
<p>Local Resident, (Chillingworth Crescent, Oxford)</p>	<p><b>Object</b> -I don't want a parking permit system to be put in place on Chillingworth Crescent. At most, one side of the street should be designated parking while the other side should not (to make it easier for emergency vehicles to get through without being blocked) but I do not see the benefit of making the entire area a CPZ.</p>
<p>Local Resident, (Chillingworth Crescent, Oxford)</p>	<p><b>Object</b> - As we already pay road tax we shouldn't have to pay to park outside our homes because of those who do not live here and choose to park here to commute to work. We are being charged for those people taking advantage of free parking. Permits should be free for residents for at least one vehicle!</p>
<p>Local Resident, (Chillingworth Crescent, Oxford)</p>	<p><b>Object</b> - There is and never has been an issue of parking in Wood Farm- the recognised Lambeth model has not been considered and no parking surveys have been carried out or issued- this is nothing but a further tax for property occupancy to pay and is not wanted or required.</p>
<p>Local Resident, (Chillingworth Crescent, Oxford)</p>	<p><b>Object</b> - As a car owner, I pay road tax. I don't have any problems finding parking outside my home and I think it should be a right to be able to park close to your home without any restrictions. The council tax has already increased by 8% this year and for car owners to have to pay £60 for a car parking permit I think is disgusting.</p>
<p>Local Resident, (Chillingworth Crescent, Oxford)</p>	<p><b>Support</b> - No comments</p>
<p>Local Resident, (Chillingworth Crescent, Oxford)</p>	<p><b>Support</b> - No comments</p>
<p>Local Resident, (Chillingworth Crescent, Oxford)</p>	<p><b>Support</b> - I support the implementation of the CPZ as I think it will be an effective means of restricting non-resident parking. However, I am concerned that this may lead to the unintended consequence of exacerbating the existing issue of cars parking on grassed areas, in particular at Bracegirdle Road and Bonar Road it would be very good if the possibility of installing 'birds mouth' fencing or bollards to prevent this issue could be explored with the City Council.</p>
<p>Local Resident, (David Steel Close, Oxford)</p>	<p><b>Object</b> - I bought this flat on a shared ownership scheme in 2016 and was allocated a parking space as part of the purchase. I object to paying £60 per annum for a space that was included in the purchase of my flat. David Steel Close is positioned in an off road, private estate. I have never had any issues with overcrowding or someone using my allocated space.</p>

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Local Resident, (East Field Close, Oxford)	<b>Support</b> - but would urge that it be expanded to include East Field Close. We get inundated with commuter and student cars which cause access problems to this area at the entrance and elsewhere causing an obstruction.
Local Resident, (Holland Place, Oxford)	<b>Object</b> - No comments
Local Resident, (Holland Place, Oxford)	<b>Support</b> - The parking on corners and bends on Leiden Road should have double lines because they are very dangerous, outside the garages should also be extended,
Local Resident, (Hollow Way, Oxford)	<b>Object</b> - If a survey has been done then the evidence should be included in the consultation documents. I walk to and from the area and past the area often and I do not see any queues of commuter cars entering and leaving the estate. Several years ago, I commented on a CPZ in the Headington area, saying that this will push commuter parking into adjacent areas - the response you gave then was 'Hollow Way is too far away'. You were wrong then and you are wrong now about this CPZ. It is council policies that are causing the problems, not commuters. This is an unfair tax on people living in the area, and especially those living in tower blocks who don't have their own driveway.
Local Resident, (Joan Lawrence Place, Oxford)	<b>Support</b> - No comments
Local Resident, (Joan Lawrence Place, Oxford)	<b>Object</b> - My flat comes with its own parking space so any controlled parking zones implemented should not apply to me. Please confirm that this is the case. Even so, I feel it's utterly outrageous that you expect homeowners to buy permits to park near to their own homes; this just seems to be another way to tax homeowners! The main problem in this area are parents driving their children to school and blocking the roads and driving without care and attention. Something should be done about this rather than a CPZ.
Local Resident, (Leiden Road, Oxford)	<b>Neither</b> - No comments
Local Resident, (Leiden Road, Oxford)	<b>Neither</b> - I'm just not sure this is going to work as it's going to build parking up on the other roads in Wood Farm that are bad for parking anyway.

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Local Resident, (Leiden Road, Oxford)	<b>Object</b> - Appalled you want to charge me to park on my own street
Local Resident, (Leiden Road, Oxford)	<b>Object</b> - No comments
Local Resident, (Leiden Road, Oxford)	<b>Object</b> - No comments
Local Resident, (Leiden road, Oxford)	<b>Object</b> - No comments
Local Resident, (Leiden Road, Oxford)	<b>Object</b> - No comments
Local Resident, (Leiden Road, Oxford)	<b>Object</b> - It is certainly not needed and will be hassle rather than helpful.
Local Resident, (Leiden Road, Oxford)	<b>Object</b> - No comments
Local Resident, (Leiden Road, Oxford)	<b>Object</b> - No comments
Local Resident, (Leiden Road, Oxford)	<b>Object</b> - my wife and I can always find parking spaces for two cars - the council should reduce the number of CPZs in the whole Oxford area to reduce the issue of overflow parking. The Old Road campus has their own parking policy, and it is far away from Wood Farm area. It is the responsibility of the city council and the University of Oxford to ensure there are enough parking spaces for their students and workers, rather than penalising innocent residents. Besides, it will operate at 2020. One should re-evaluate the situation at that time, but not now. I strongly recommend the council to publish the parking survey with strong supporting documents, and require strong support from the public, if they really want to impose a CPZ here.

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Local Resident, (Leiden Road, Oxford)	<b>Object</b> - No comments
Local Resident, (Leiden Road, Oxford)	<b>Support</b> - The junction of Three Fields Road and The Slade is extremely dangerous because cars regularly park very close to the junction in Three Fields. Please consider putting in double yellow lines there, particularly on the left as one turns into Three Fields Road. Similar problems occur at the bend in Leiden Road near Atkins Road. Visibility around the corner when it is heavily parked is bad and an accident waiting to happen, as the 20mph limit is not often obeyed.
Local Resident, (Leiden Road, Oxford)	<b>Support</b> – comments as above in respect of visibility at the Slade / Three Fields Road junction, and at the bend on Leiden Road near Atkins Road
Local Resident, (Leiden Road, Oxford)	<b>Support</b> - No comments
Local Resident, (Leiden Road, Oxford)	<b>Support</b> - as we will be paying a charge for resident parking, I object to any outside parking even for two hours by non-residents.
Local Resident, (Leiden Road, Oxford)	<b>Support</b> - I am frequently unable to park outside/near my house. Cars in my road and in surrounding roads are often dangerously parked on corners and/or blocking view of drivers and access for pedestrians where cars park on pavements. Twice in the last 8 months my car has hit while parked outside my house. Once the car was written off, the second incident required extensive repairs.
Local Resident, (Leiden Road, Oxford)	<b>Object</b> - I only support this if resident permits are free or if you have to charge then it should be £20 per permit. This scheme should be not a money-making scheme.
Local Resident, (Leiden Road, Oxford)	<b>Support</b> - Hopefully this controlled parking zone will resolve people coming at 8.30am and parking for the day and going to work.
Local Resident, (Leiden Road, Oxford)	<b>Neither</b> - Double yellow lines the opposite side of the road to my house at this part of Leiden Road are required especially with the proposed CPZ, otherwise cars will park there and cause access problems to my drive.
Local Resident, (Long Close, Oxford)	<b>Object</b> - Long Close does not have a parking problem -any issues are due the massive student accommodation that is built with no car parking so again the people living nearby get penalised for having a car. The student housing should fund residents permits the initial questionnaire that was sent. Stop making the working class pay for, if the students can

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	afford to study in Oxford then that can fund the parking permits for everyone living in the area.
Local Resident, (Long Close, Oxford)	<b>Support</b> - There is a real need for a CPZ in Long Close and Wood Farm so I fully support this proposal. However, I don't feel this will fully resolve the issues we have with overflow parking from the surrounding areas where private parking permits are in force - residents will still feel that parking on Long Close after 5pm is acceptable. Additionally, parking at Wood Farm shops is a real issue and I'd like to raise this as concern because it is clear this is a commuter parking area as there is often no parking but very few customers within the shops. Will the new controls address this?
Local Resident, (Long Close, Oxford)	<b>Support</b> - No comments.
Local Resident, (Masons Road, Oxford)	<b>Object</b> - There are no parking issues in our street and I don't see the need for this controlled parking zone,
Local Resident, (Masons Road, Oxford)	<b>Support</b> –the main issues regarding parking around my road are all-day commuter parking and drop-off/ pick-up parking at Wood Farm School parking ANYWHERE, including double yellow lines, across homeowners dropped kerbs, in disabled bay, in fact anywhere they think they can!! Some have even parked on my neighbour's drive without permission. The council should also take some blame as no parking facilities were included when the school was re-built.
Local Resident, (Masons Road, Oxford)	<b>Object</b> – support in principle. Cars park here all day with no consideration to residents and frequently block my drive for extended periods and have recently being trying to park on my drive! The traffic parking situation created by the parents taking children to school has to be believed - cars park on all the corners with double yellow lines on them sometimes two abreast. I am however totally against letting non-residents park for 2 hours – why should residents have to pay for permits to park when anyone else can park for free? Between the hours set for residents parking, parking should only be permitted for residents.
Local Resident, (Masons Road, Oxford)	<b>Support</b> - I hope that with this being brought in that it will be monitored and tickets given to those that park outside of the limits especially when the school finishes as this is the worst time for parking and people tend to park anywhere so they can collect children even if it means blocking the pavement or even parking on it. Also, that there will be enough permit areas to accommodate the residents
Local Resident, (Masons Road, Oxford)	<b>Support</b> - As the part of Masons road I live in (69-103) is not public highway -the new CPZ may make the problem worse by moving the parking public (Commuters) onto the service road, as there is no indication that this not Public Highway, please can formal or informal signs be put up at either ends of the service road, as it will need some sort of deterrent to stop people parking their cars and vans. on the grass. On north eastern side of the block flats opposite the Bus stop, double yellow parking lines might help to stop cars and vans parking on the grass that may impeded the flow

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	of traffic, also Godfrey Close is City Council owned Land.
Local Resident, (Masons Road, Oxford)	<b>Support</b> - I have lived in my home for over 10 years and have found it seriously infuriating when returning home to find no parking outside my own house - I have witnessed people parking outside my home taking bikes out of their boot and off to work. This is not acceptable. Their employers should provide sufficient parking. I fully support the CPZ.
Local Resident, (Masons Road, Oxford)	<b>Support</b> - We need this as I find it very hard to be able to park my car in the same road as I live in
Local Resident, (Masons Road, Oxford)	<b>Support</b> - If we park on our driveway, do we still need to pay for a parking permit? Or this only applies when parking on the street? Thank you.
Local Resident, (Masons Road, Oxford)	<b>Support</b> - good that the restrictions will only apply during the working day Monday-Friday and also allow 2 hours parking for visitors, but raises queries over the parking spaces outside the shops on Atkyns Road, and the green spaces which are increasingly being used for parking - will the parking restrictions apply and be enforced on these areas and where footway parking occurs?
Local Resident, (Masons Road, Oxford)	<b>Support</b> - The controlled parking is needed as there are far too many cars parking in the mornings by the primary school. Parents block entrances to house driveways - it would be wide to have a pedestrian crossing outside Wood Farm School as it is very busy with both cars and buses putting children at risk of injury.
Local Resident, (Masons Road, Oxford)	<b>Support</b> – but concerned that the introduction of a CPZ could aggravate parking pressures on the parts of Masons Road which are not highway – requests signage at either end of the service saying "Private Road Parking for residents 69-103 " and for residents of the non-highway roads to be eligible for parking permits
Local Resident, (Mattock Close, Oxford)	<b>Object</b> – We visit family in Wood Farm on a daily basis and a CPZ would make it very difficult for us if permits are required
Local Resident, (Nuffield Road, Oxford)	<b>No opinion</b> - No comments

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Local Resident, (Nuffield Road, Oxford)	<b>Object</b> - This is a wrong solution. The consultation should involve discussion to solve the problem of lack of parking space in Oxford. Penalising parking in one area is not the right answer to the problem.
Local Resident, (Nuffield Road, Oxford)	<b>Support</b> - We get a lot of hospital and university employees which park opposite our house during the day, which hinder the buses when we park on the road outside our houses. We have had instances where people have left their cars for weekends/weeks/over-night.
Local Resident, (Nuffield Road, Oxford)	<b>Support</b> - Traffic wardens need to control parking on double yellow lines outside the school and Masons Road. The shops need to be 2 hour maximum as workers park then no parking for Wood Farm residents.
Local Resident, (Nuffield Road, Oxford)	<b>Support</b> - I support this proposal because I'm fed up of watching non-residents parking outside my home to commute to work. Some days the vehicles are left there for 12 hours, some have been for days. If they park immediately opposite my driveway it makes it increasingly difficult for me to get in and out.
Local Resident, (Nuffield Road, Oxford)	<b>Support</b> - Absolutely support it. Roadside is always crowded during the day on weekdays.
Local Resident, (Nuffield Road, Oxford)	<b>Support</b> - No comments.
Local Resident, (Nuffield Road, Oxford)	<b>Support</b> - No comments.
Local Resident, (Nuffield Road, Oxford)	<b>Support</b> - Very strong support. A lot of houses have empty driveways and leave their cars roadside instead of on their property. Hopefully the CPZ will reduce that. Please also consider <u>not</u> having the "max 2 hours, no return in 2 hours" allowance in the area surrounding the Wood Farm Primary school. There are far too many pick-ups happening by vehicle here. Please also note that pavement parking is a big issue in Wood Farm. Drivers often park such that they leave the pavement very narrow, making it hard to get through for people with strollers, wheelchairs. Just walking side-by-side with another person is difficult.
Local Resident, (Nuffield Road, Oxford)	<b>Support</b> - Very strong support – but concerns that the scheme will not address parking issues by the school, or the problem of pavement parking restricting the width of the footway for pedestrians with buggies/wheelchairs etc..



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<p>Local Resident, (Nuffield Road, Oxford)</p>	<p><b>Support</b> - Would it be possible to extend the double yellow lines to have way pass no 6 Nuffield Road on the opposite side as we already have dropped kerbs for the drive way. Also expressed concern over the lack of enforcement of existing yellow line restrictions.</p>
<p>Local Resident, (Palmer Road, Oxford)</p>	<p><b>No opinion</b> / comments</p>
<p>Local Resident, (Palmer Road, Oxford)</p>	<p><b>Object</b> - Although the parking in the Wood Farm area is often congested, and causes problems for me, I do not think that introducing a CPZ is the solution to this – successive CPZ’s have just led to parking problems being displaced to adjacent areas, rather than the issue of parking provision being properly addressed. I have significant objections to the permit fee as it a forced tax on households with multiple vehicles or no driveways. Finally, it is unclear what will happen if I wish to park a vehicle across my own driveway, which I often do in order to leave space for others to park reconsidered.</p>
<p>Local Resident, (Palmer Road, Oxford)</p>	<p><b>Object</b> - while parking may be an issue along some roads such as Wood Farm Road (which is on the direct bus route into city), it generally isn't an issue on other roads that warrants the council charging us residents £60 a year per vehicle! We will be most affected by this CPZ since we don't presently have parking and will need to shell out our hard-earned money to the City Council to get permission and a kerb drop, plus more money to construct a hard-standing in our beautiful front garden, since we have an apartment that is often short-let and requires parking for the tenants. The limited one-day parking passes offered by the Council will not suffice for our needs. We strongly object to this proposed action and hope that common sense prevails.</p>
<p>Local Resident, (Palmer Road, Oxford)</p>	<p><b>Support</b> - No comments</p>
<p>Local Resident, (Palmer Road, Oxford)</p>	<p><b>Neither</b> - The family are very concerned that adequate consideration has been given to the needs of the disabled. Although my mother is a disabled badge holder she does not own a vehicle herself but is totally reliant on an army of family, friends and paid helpers to allow her to live independently. 50 visitor permits would not cover the number of visits she needs over the year. It is not clear whether all the zones would be available for the two-hour parking. The two-hour non-return restriction will also cause some problems.</p>
<p>Local Resident, (Pauling Road, Oxford)</p>	<p><b>Object</b> – concerned about the cost of permits, and requests alternative measures to address the parking problems.</p>

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Local Resident, (Pauling Road, Oxford)	<b>Support</b> - I am truly fed up with not being able to park anywhere near my own home in the day. The evenings are fine but daytimes our street fills up like a public car park.
Local Resident, (Pauling Road, Oxford)	<b>Support</b> - I think the junction of Pauling Road and Wood Farm road needs to be seriously looked at as the way the parking on this junction is a very serious risk to pedestrians and motorist trying to either cross the road or cars turning out of it.
Local Resident, (Peppercorn Avenue, Oxford)	<b>Neither</b> - I have some concerns that as my street parking is part of the freehold of my property and I don't want to be paying or needing to display a permit to park in my own parking space as it's effectively part of my property.
Local Resident, (Pether Road, Oxford)	<b>Object</b> -I do not wish to have to buy permits and face the possibility that controlled parking may interrupt the ease that I, and visitors in vehicles to my property, currently enjoy. I don't believe there is a problem in my street that requires controlled parking, certainly now that extra parking has been provided with the new bays that have been built close by to my property.
Local Resident, (Pether Road, Oxford)	<b>Support</b> - No comments
Local Resident, (Pickett Avenue, Oxford)	<b>Neither</b> - I have private parking.
Local Resident, (Pickett Avenue, Oxford)	<b>Object</b> - No comments
Local Resident, (Pickett Avenue, Oxford)	<b>Object</b> - there has been no information given on the council owned car parks in Pickett Avenue and no measures taken to prevent use of these by non-residents
Local Resident, (Pickett Avenue, Oxford)	<b>Support</b> - I do however have serious concerns about the provision of parking in Pickett Avenue- currently parking is very difficult at times as most residences have multiple cars and only one off-road space. Also, there are now two additional residences after the conversion of one bungalow and garden into three bungalows. There are currently only parking regulations (yellow lines) along half of the road anyway. Would your CPZ extend to the (non-highway) far end of Pickett Avenue. Also, there is a small car park attached to the two blocks of flats, however this is not marked as designated bays (one per flat) or adequately sign posted that it is residents only.

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<p>Local Resident, (Pickett Avenue, Oxford)</p>	<p><b>Support</b> - however, as a resident of a flat in Pickett Avenue I am concerned the restricted parking will lead to non-residents parking in the car park attached to the flats. Currently the parking bays are not assigned to a particular flat and there is inadequate signage to show it is for residents only. Parking on Pickett Avenue is already quite bad and driving down towards the cul-de-sac is often quite dangerous.</p>
<p>Local Resident, (Rede Close, Oxford)</p>	<p><b>Object</b> - In Rede Close we have no need of a CPZ, but you are going to implement this regardless of the residents' opinion. This might be due to corruption within the council and the links between councillors and building firms. No doubt it will be cheap/free at first, but once you have it in place, fees for parking permits will rise.</p>
<p>Local Resident, (Rede Close, Oxford)</p>	<p><b>Object</b> – I'm happy with parking in Rede Close as it's only used by residents living here. I don't want to be charged extra for permits.</p>
<p>Local Resident, (Rede Close, Oxford)</p>	<p><b>Object</b> - Concerned will decrease parking space in our street Rede Close. Presently relies on some parking along the street which I strongly suspect won't be marked as parking. This will leave some people and especially our visitors nowhere to park. Clearly I am against although may be persuaded if the layout of parking spaces is published.</p>
<p>Local Resident, (Rede Close, Oxford)</p>	<p><b>Support</b> - I hope you will stop people parking on the grassed areas. They have little regard for the pedestrian areas therefore I bet these people will disregard buying a permit. I also expect to see more driveways that have no vehicle access eg. 22 Rede Close and they and their visitors drive along paths and pedestrian grassed areas. My children had a near miss with a visitor driving along the path. I think it is extremely poor that you have allowed Pauling Road grassed areas to be destroyed and become a car park.</p>
<p>Local Resident, (Shorte Close, Oxford)</p>	<p><b>Support</b> - Because I have a driveway that accommodates two cars do I still have to get permits for my 2 cars.</p>
<p>Local Resident, (Shorte Close, Oxford)</p>	<p><b>Support</b> – fully support the CPZ in Wood farm area – in Awgar Stone Road we continually have large vans, and employee vehicles that work at the Oxford Health and Wellbeing centre parking on the kerbs / close to junctions and obstructing signs. The whole of Awgar Stone Road should be yellow lined as all the residents have driveways anyway. However, if residents are to be charged for their permits, the whole Wood Farm CPZ area must be enforced.</p>
<p>Local Resident, (Stansfeld Place, Oxford)</p>	<p><b>Object</b> - We do not want permitted parking in the area as there are no parking issues. Only residents in the area park where I live.</p>
<p>Local Resident, (Stansfeld Place, Oxford)</p>	<p><b>Object</b> - I object to a control parking zone as I live in a cul-de-sac and we do not have driveways and there is no need for a control parking zone.</p>

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Local Resident, (Stansfeld Place, Oxford)	<b>Object</b> - The issue in our street is night time parking -there are not enough spaces for every household to park their vehicles at night so your proposal would not solve our issue because most of us are at and our street is virtually empty during the day.
Local Resident, (Stansfeld Place, Oxford)	<b>Object</b> - we don't have any problem parking on Stansfeld Place because we don't see any outsiders parking -while the number of cars parking has increased because our local residents are buying cars for their routine life, we can't afford the proposed permit fees - please create more parking space rather than making the CPZ
Local Resident, (Stansfeld Place, Oxford)	<b>Support</b> - I'm concerned that there are no plans to put double yellow lines at the end of Stansfeld Place, where people park all over the place, round the corners and in front of the garages. Exiting the road on a bike or in a car is very dangerous, especially between 08.30 and 09.00 on school mornings.
Local Resident, (Stubbs Avenue, Oxford)	<b>Support</b> -parking is a nightmare in Stubbs Avenue due to commuter parking.
Local Resident, (Three Fields, Oxford)	<b>No opinion</b> - No comments
Local Resident, (Titup Hall Drive, Oxford)	<b>Object</b> - there has always been a space for me when I have come home in the evening - we have 3 cars in our house and only 2 spaces on the driveway - this would create problems for our household and visitors.
Local Resident, (Titup Hall drive, Oxford)	<b>Support</b> - We were struggling to get parking spaces in Titup Hall drive during the week days especially when we come back from the 12hours night shift.
Local Resident, (Wood Farm Road, Oxford)	<b>Object</b> - How do you expect everyone to pay for permit when it's hard finding council tax money and on low wage
Local Resident, (Wood Farm Road, Oxford)	<b>Object</b> – I never have experienced any problems with parking my car -these parking restrictions seem to be lacking any basis other than the Council charging the already hard-up residents for the basic necessity of parking their car. Moreover, the Wood Farm area, although in the vicinity of hospitals, is nowhere near close enough for hospital staff to leave their cars and walk into work, let alone suitable for employees who work in the city centre or the Mini plant.
Local Resident, (Wood Farm Road, Oxford)	<b>Object</b> - The zone is not needed. I don't see any visitors here - not many businesses to attract people to come. The parking situation is sometimes difficult, but the reason is the number of cars the residents have. I object to the proposed fees and instead suggest that you build more parking spaces.

CMDE4

Local Resident, (Wood Farm Road, Oxford)	<b>Object</b> - I do not support this idea because I do not see any problem with parking on the Wood Farm Road.
Local Resident, (Wood Farm, Oxford)	<b>Support</b> -people on Masons Road park on the pavements rather than fully on the road to allow traffic to pass down and sometime buses and so parking markings should reflect this. Our main complaint is parking on the grass verges and churning up the ground, and also parking on the double yellow lines outside the school during pickup times which makes it difficult to pass. Concerned though about the permit fees and how a CPZ will work in Wood Farm.
Local Resident, (Wood Farm Road, Oxford)	<b>Support</b> - No comments
Local Resident, (Wood Farm Road, Oxford)	<b>Support</b> – visiting family members have great difficulty parking during the daytime in the working week
Local Resident, (Wood Farm Road, Oxford)	<b>Support</b> - No comments
Local Resident, (Wood Farm Road, Oxford)	<b>Support</b> - I do agree that there should be permit parking. I have a car myself and am really fed up when you get people parking and it says for residents only where I live.
Local Resident, (unknown, Oxford)	<b>Object</b> - I don't see any problems with parking in this area and object to paying the permit fees – if this progresses please could the permits be free. If this scheme does proceed, I'd request 3 hour free parking between 12 - 16 from Monday to Friday and no restriction at any other times.
Resident, (Witney)	<b>Object</b> - No comments

CMDE4

**Appendix 4 – Parking survey (November 2017) Summary**

Road	Time						
	04:00	08:00	10:00	12:00	14:00	16:00	18:00
Abbots Wood East	13	2	1	1	1		3
Abbots Wood West	9				2	3	2
Acre Close	4	3	3	2	2	3	1
Atkyns Road	11	3	7	7	7	7	3
Awgar Stone Road	7	7	6	8	4	4	3
Blackstock Close	17	14	13	11	11	9	13
Bonar Road	14	9	10	10	10	11	13
Bracegirdle Road	16	10	11	14	10	15	17
Broad Oak	24	13	10	13	19	18	17
Calcot Close	24	8	6	5	5	2	1
Chillingworth							
Crescent	40	33	24	24	28	27	41
East Field Close	14	15	14	11	12	13	8
Godfrey Close	1	1	1	1	1	1	2
Holland Place	10	12	8	7	10	9	12
John Lawrence							
Place	2		3	3	1	1	
Leiden Road	68	72	79	69	62	67	65
Long Close	13	7	4	5	5	5	
Masons Road	47	37	42	43	43	42	39
Meyseys Road	9	9	8	8	9	7	8
Nether Dunford							
Close	3	9	9	9	7	7	8
Nuffield Road	19	14	21	25	25	23	20
Old Barn Ground	5	3	2	2	2	3	3
Palmer Road	28	18	25	24	23	24	20
Pauling Road	25	43	35	37	36	34	29
Peppercorn							
Avenue	7	4	5	9	3	3	3
Pether Road	12	9	10	11	9	8	8
Pickett Avenue	4	4	4	6	3	2	3
Rede Close	12	7	5	5	6	5	4
Stansfield Place	14	7	6	6	3	2	6
Stubbs Avenue	10	10	8	6	5	8	9
Three Fields Road	18	16	17	16	14	15	14
Titup Hall Drive	18	26	35	29	27	23	14
Troy Close	7	4	3	2	2	2	5
Wood Farm Road	72	42	46	41	41	36	36
<b>Totals</b>	<b>597</b>	<b>471</b>	<b>481</b>	<b>470</b>	<b>448</b>	<b>439</b>	<b>430</b>