

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020

OXFORD – NAVIGATION WAY: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by the Interim Director of Community Operations

Recommendation

The Cabinet Member for Environment is RECOMMENDED:

- a) not to approve proposals for a Controlled Parking Zone (CPZ) in Navigation Way, with a future scheme being kept under review by officers and local member taking account of local parking pressures and the views of residents;
- b) to approve the proposed School Keep Clear and no waiting at any time restriction.

Executive summary

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

Introduction

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

Background

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

Informal Consultation

4. Following allocation of the above funding, an informal consultation seeking the opinion of residents on current parking pressures and whether they

supported in principle the introduction a CPZ scheme was carried out in the autumn of 2018 and the early part of 2019. This was reported to the Cabinet Member for Environment decisions meeting on 25 April 2019 and the inclusion of this scheme in the programme of funded schemes was approved at that meeting.

Formal Consultation

5. Formal consultation on the above proposals and as shown at Annex 1 was carried out between 1 October and 30 October 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 60 properties in the area which included the formal notice of the proposals, providing details on permit eligibility and costs. Additionally, street notices were placed on site.
6. 28 responses were received during the formal consultation (an approximate response rate of 47% based on number of letters sent out). These are summarised in the tables below:

CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	-	18	18 (64%)
Support	1	4	5 (22%)
Neither/Concerns	2	2	4 (14%)
<i>Total</i>	<i>4</i>	<i>24</i>	<i>28 (100%)</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	-	13	13 (46%)
Support	2	5	7(29%)
Neither/Concerns	2	5	7 (25%)
<i>Total</i>	<i>4</i>	<i>24</i>	<i>28 (100%)</i>

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

Summary of responses from local residents by road:

Road	Object	Support	Neither / Concerns	Total
Brindley Close	5	-	1	6
Burgess Mead	9	-	1	10
Canal Street	-	1	-	1
Navigation Way	4	1	-	5
Quarry School Place	-	1	-	1
<i>non-Oxford</i>	-	1	-	1
Total	18	4	2	24

8. Thames Valley Police did not object.
9. SS Phillip and St James C of E primary school expressed concerns over the impact of the CPZ restrictions on visitors and staff, noting the relatively limited on-site school parking which - while the subject of a review – was unlikely to be sufficient to cater for the demand. The school also requested that proposed School Keep Clear markings be extended northwards to include all the frontage to the school, to meet the existing no waiting at any time restrictions.
10. The proposals were supported by two local city councillors.
11. A significant number of objections were received from local residents in respect of the proposed CPZ. These focussed on the risk of parking being displaced into adjacent private roads (Brindley Close and Burgess Mead) and concerns that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents.
12. Several respondents noted that the rising bollard at the junction of Aristotle Lane with Kingston Road is not in operation and addressing that would largely address any parking issues in the road.
13. While expressions of support were received from three members of the public, only one was a resident of the area.
14. The comments relating to the proposed waiting restrictions including the School Keep Clear marking are noted. It is recommended that these are approved and then monitored to assess their effectiveness.

Sustainability implications

15. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes.

Financial and Staff Implications (including Revenue)

16. Funding for the proposed CPZ has been provided from the County Councils Capital Programme and from developer contributions.

Equalities and inclusion Implications








17. No equalities or staff implications have been identified.

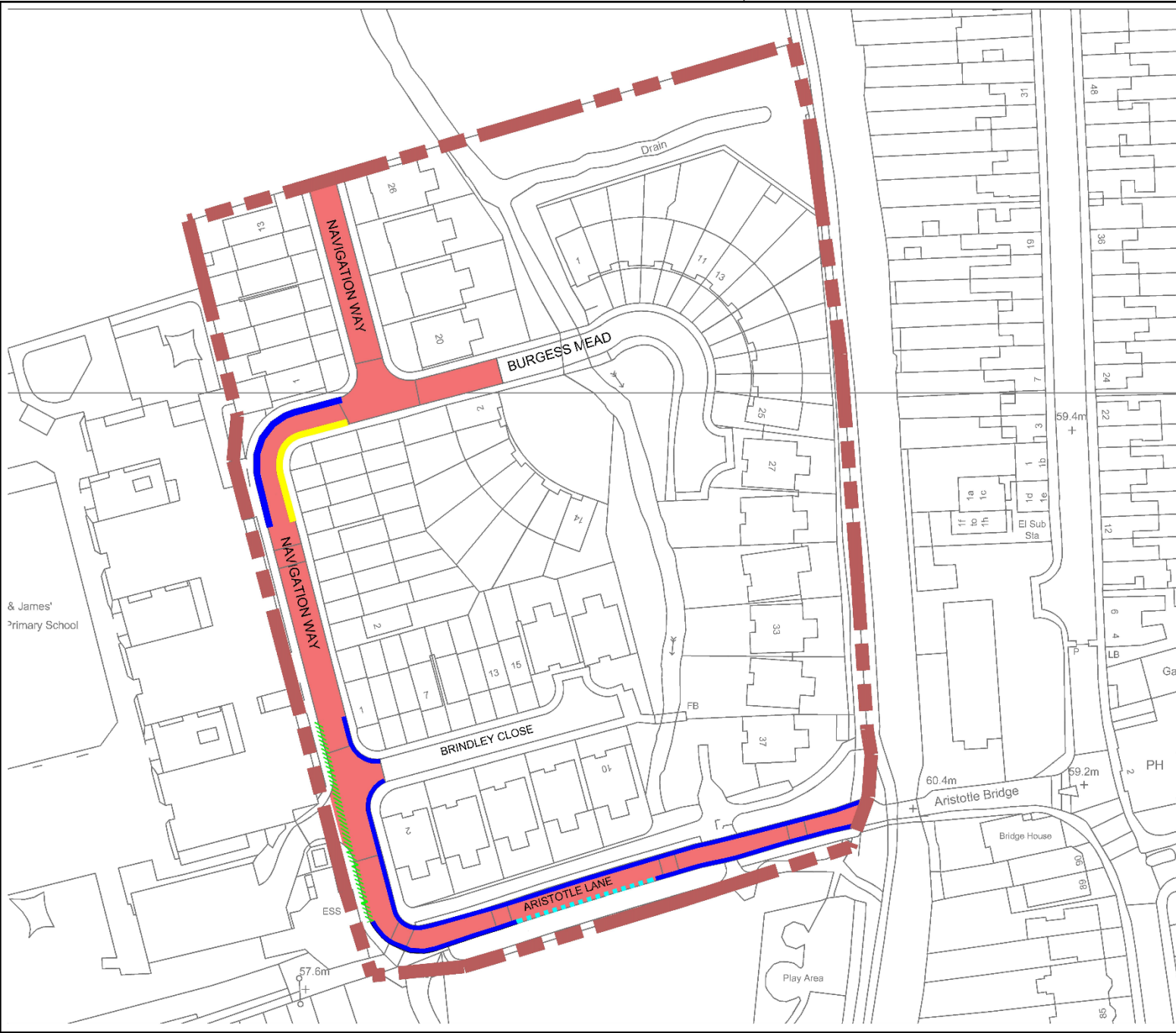
JASON RUSSELL
Director of Community Operations

Background papers: Plans of proposed Controlled Parking Zone
Consultation responses

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Ben Smith 07392 318877

November 2020

Drawing No.		Revision 0			
KEY					
 Zone Boundary					
 Permit holders (Zone addresses's) between 8am and 6.30pm Monday to Saturday and non-permit holders restricted to 2 hour parking during hours of operation - No return within 2 hours.					
 Existing 'No waiting at anytime' (double yellow lines) to remain.					
 Proposed No waiting at anytime' (double yellow lines).					
 Existing 'school keep clear' to be signed No stopping 8am-9.15 & 2.30pm-3.45pm					
 Existing Limited waiting 8am to 6.30pm, Monday to Saturday, 2 hours max stay to be removed as 2 hour free parking is permitted over whole zone.					
CONSTRUCTION					
(ENTER 'NONE' IF APPLICABLE)					
MAINTENANCE/CLEANING					
(ENTER 'NONE' IF APPLICABLE)					
USE					
(ENTER 'NONE' IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION					
(ENTER 'NONE' IF APPLICABLE)					
© Crown Copyright and Database rights 10023343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 OXFORDSHIRE COUNTY COUNCIL <small>Queen Jennie's Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1UD Tel: 01865 310 1111</small>					
Project title					
NAVIGATION WAY (OXFORD)					
Drawing title					
PROPOSED PERMIT PARKING AREA					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S	JW	JW			
	Date drawn	Date checked	Date approved		
	21.07.20				
Oxfordshire Project No. & File Ref					
Drawing No. WWW/CPZ/2020/001					
Revision v2					



P.14. Improvement: Schemes/Traffic/Traffic and Road Safety/Projects/A - Oxford CPZ 3 Navigation Way CPZ/PLANS/Navigation Way.dwg

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local School, (Ss. Philip and James CofE VA Primary School)	<p>CPZ – Concerns Parking Restrictions – Concerns</p> <p>Broadly speaking, we are not opposed the proposals as outlined, with the following caveats:</p> <p>a) We believe that the existing “school keep clear” markings, highlighted in green in your plan, should be extended north to meet the existing double yellow lines (highlighted in blue), so that the full length of the school is covered. At present, vehicles are able to park in front of the school during drop-off and pick-up times, which creates a potential hazard.</p> <p>b) It should be noted that, while we can see the benefits for and the reasoning behind these proposals, we are concerned about the impact they will have on the accessibility to the school for staff and others. There are only 21 car parking spaces in our car park to cover 49 staff, not including contracted kitchen staff, therapists, peripatetic music teachers, tradespersons etc. Although we are examining ways that this might be extended, any such proposals are likely to be both limited and unlikely to be realised before the CPZ. The prohibitive cost of living in or near the surrounding North Oxford area means that many employees necessarily live some distance away, often in locations that are in practice inaccessible via bicycle or public transport.</p>
(3) Oxford City Cllr, (Summertown Ward)	CPZ - Support Parking Restrictions - Support
(4) Oxford City Cllr, (North Ward)	CPZ - Support Parking Restrictions - Support <p>This is long overdue. However, I should point out that there are no residents living in Aristotle Lane. In addition, I wonder</p>

	<p>whether you need to extend the controls to the roadway leading to parking for allotment holders by the railway line. I don't know whether it is private network Rail land or an adopted highway, but if it is the latter, it would be good to treat it as an extension of Aristotle Lane in some respect.</p>
<p>(5) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>In your letter dated 1 October you assert that there are various problems to do with parking in the Navigation Way Area. I disagree.</p> <p>As a long-time resident of Brindley Close, having lived here since 2002, I do not believe that the problems you assert exist. Nor do I believe that parking is more of a problem today than it has been in the time I have lived here. We do not need an expensive, visually polluting CPZ.</p>
<p>(6) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>I support the proposal to add double yellow lines to the curve in Navigation Way as their absence is a safety hazard. At the same time, the lines elsewhere on the estate and the "DEAD SLOW" markings on either side of the canal bridge should be repainted for safety reasons..</p> <p>I am concerned that the CPZ and the parking restrictions in Navigation Way will result in those who currently park there all day (some of whom are school employees who can't get into the school car park which is too small) will instead park on the unadopted roads - Brindley Close or Burgess Mead - causing congestion and leaving less space for our visitors and delivery vehicles.</p> <p>Increasing the size of the school car park to enable all their employees to park there would be highly desirable in reducing the on-street parking.</p>
<p>(7) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>In summary, I would like to object to both proposals, as there is no need for them, and they are not good suggestions. If</p>

the bollards actually worked (they haven't done for most of the 11 years I've lived here), there would be no problems at all. And even with them not working, there are no significant problems. These two proposals would instead create a huge number of new problems.

In greater length, please see the following reasons:

I am responding as an individual living on Brindley Close, Oxford.

In summary, I oppose both the proposals for a Controlled Parking Zone (CPZ) and additional parking restrictions in the Navigation Way, Oxford area on the grounds that:

- There is no demonstrable evidence that the area is used as a commuter parking site, and it is clear to residents that there is no need: the area has sufficient free parking spots during the day and weekend.
- There are many drawbacks and no perceived benefits to residents that could be considered “worth the value” of paying for permits.
- The problems associated with occasional school drop offs and pick up congestion could be solved by an extension to the existing bollard hours until 4.15 pm (covering the finishing time of school clubs) and by reinforcing the existing zig zag demarcations and double yellow lines with fines for the parents who “perch” on them waiting for their children to come out of school.
- Any additional parking restrictions will not deter those who already park on double yellows or zig zags if they are not enforced with fines/a traffic warden.

Assessment of Need for a CPZ

1. We have lived here 11 years and have never once struggled to find an additional parking place for visitors because of “congestion” from outside (or inside) of the estate. In addition, we have not noticed any increase in numbers of cars parked in the area or any increased difficulties over time.

2. The letter of 1 October 2020 regarding the consultation states that “there are currently problems associated with commuter parking and overflow parking from adjacent CPZs”. We have seen no evidence of this and I am at home most of each day to observe what is happening on the estate. Because of the bollards at Aristotle Lane, it seems unlikely that this would become a problem in the future. Has the council undertaken a needs assessment survey that demonstrates this claim?

3. The letter regarding the proposed CPZ states that it would “enable residents and visitors to park during the day while assisting the free flow of traffic, improving safety for road users and pedestrians and the amenity for residents.” At present, we have no problems at all parking on the estate during the day or night, or weekends, so we do not need for

this to be “enabled” by a CPZ. It is no “improvement in amenity for residents” at all, and only creates inconvenience and expense for us.

4. If there were, in the future, issues caused by commuters parking on the estate, surely this could be managed by making the bollard operation hours applicable for what seemed to be typical commuter traffic times, during the whole year, instead of just for school hours and terms.

5. The issues of road safety, reduced traffic flow and safety for pedestrians are solely related to occasional school drop off and pick up times so there is no need to have such major restrictions in this area for a problem that could be dealt with through the bollards and reinforcement. During school holidays and the weekend the area is very quiet in terms of traffic.

School traffic and parking issues

6. The School frequently reminds parents that they are not to drive into the estate to drop off and pick up their children. This is mostly adhered to. There is also the preventative measure of having the bollards at Aristotle Lane in operation during term time. These are effective though have had periods of being out of operation and there is some associated increase in traffic. On a normal afternoon, when the playground is full of children after school, there are still free parking spaces in and around the park and the rest of the estate.

7. Each day the bollards stop operating at around 3.30-3.45 pm, but the school has after-school clubs that finish at 4 pm. This is the main time that there are a few parents who occasionally drive into the estate (perhaps more often when it is raining) and wait to pick up their children. As a resident, I do not mind this, because they are only there for a short time (less than 30 minutes), as long as they are in a genuine parking space.

8. However, a number of them, instead of using a free parking place, choose to park on the double yellow lines / zig zags, staying in their cars as if they think this is acceptable. Frequently, there are actually parking places they could use, but they seem to choose to park illegally to be closer to the school. This makes vision on the road very hard, and forces us to drive around them on the wrong side of the road. Some of these parents try to park mostly on the pavement so as not to block the view for cars - but then have the effect of forcing pedestrians to walk on the road.

9. Whilst an increase in the double yellow lines and zig zags, and the no stopping designations are not unwelcome, I cannot see that they will resolve the problem that is created by people who choose to park on them anyway - unless there is some enforcement by traffic wardens. If the council need to increase income from parking issues, please send a traffic warden down each pick-up/drop-off times, and they can raise money from fines, whilst keeping children safe from traffic accidents.

10. The afternoon time frames proposed in the CPZ letter (2.30-3.45 pm) for these no stopping designations would need to be extended to 4.15 to cover the afternoon clubs.

11. If the bollard operational times were extended to 4.15 it would more effectively resolve the traffic issues without all of the additional expense of re-designating road markings and supplying wardens to ensure adherence. And certainly without the need to designate the whole area as a CPZ and cause greater inconvenience and expense to residents.

12. These problems are entirely school related, involving a small number of parents and simply do not occur outside of term time, so only need an effective management strategy during term time.

13. The “further parking pressures...from the recreation ground and nearby Port Meadow” mentioned in the consultation letter simply do not exist. We do not have any parking pressures on the estate. Most people using the recreation ground live locally and walk, and there is not a noticeable impact from visitors to Port Meadow.

Drawbacks and Adverse Consequences of a CPZ in the Navigation Way Area

14. Neighbouring Burgess Mead and Brindley Close are unadopted roads and cannot be covered by the CPZ. If the existing parking on Navigation Way and Aristotle Lane is restricted, there may be the adverse consequence of pushing more parking into these two roads instead of spreading it evenly throughout the estate (where, as mentioned, there does not seem to be a congestion issue at present). Thus the CPZ could cause problems where there currently are none requiring “remedy”.

15. Residents of Navigation Way would have to pay for parking for any second car, and for any visitors. This is currently free. Given there is no “problem” now with lack of parking for residents, there is no benefit to residents which warrants now having to pay for a parking permit. Thus from a resident’s point of view there is no “value for money” in this proposal.

16. Charges to contractors are likely to lead to either - contractors parking in Burgess Mead or Brindley Close, or, passing on the extra charge to residents in the bill for their services.

17. Residents of Burgess Mead and Brindley Close would not be able to apply for parking permits, so they would no longer be able to park longer than two hours on any Navigation Way or Aristotle Lane spaces, nor could they offer their visitors a permit to park elsewhere on the estate.

18. Including Saturday parking restrictions is a particularly irrelevant proposal. The estate is quieter in terms of traffic on

	<p>the weekends and this is precisely the time when second-car-owners will be at home, parked in spaces near their homes - which, as mentioned - are plentiful enough and have not hitherto been constrained. We also, always have enough spaces for our visitors.</p> <p>19. At a time when many citizens are worse-off financially, additional charges for no perceived benefit are particularly unwelcome.</p> <p>20. Additionally, this is a time when a number of residents have children at home who would normally be at university, who may bring additional cars and have no right to a parking permit.</p> <p>In overall summary, I entirely oppose the proposals set out in AK/CM/TRO_Navigation Way, which</p> <ul style="list-style-type: none"> • are not needed • bring expense and inconvenience with no benefit to residents, and • would not effectively solve traffic problems that only occur at school pick up times when the bollards are down, as the handful of parents who come onto the estate at this time are either - parked legitimately for less than 30 minutes - or - parking/perching on the double yellow lines and zig zags. <p>I propose that a more effective way to manage the problem of school parent parking on yellow lines and zig zags is by a simple extension of bollard operational hours.</p>
(8) Local Resident (Oxford, Burgess Mead)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We urgently need double yellow lines on the corner of Navigation Way, North of the school. Currently, cars park close to that corner on the bit of NW that goes East-West. As a result, cars heading West from Burgess Mead are forced into the middle of the road on a blind corner close to a school. It is terrifying because there are often bikes coming the other way and and small children milling around.</p> <p>The estate would not however, benefit from controlled parking in only part of it. A Controlled Parking Zone in Navigation Way only will push all the cars into Burgess Mead and Brindley Close.</p> <p>Once people have driven over the bridge and find they can't park opposite the school, they will simply drive a few yards further and park in Burgess Mead and Brindley Close. They will not turn round and go back over the bridge to find alternative parking. As these roads are unadopted I understand that they cannot be included in a CPZ.</p>

	<p>The council will be doing a great disservice to the estate as a whole if the plan goes ahead. The CPZ should only go ahead if it can include the whole estate.</p>
<p>(9) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I appreciate the need to reduce the problem of commuters using Navigation Way, Brindley Close and Burgess Mead as 'free parking' while they are at work as this does cause problems for residents and Phil&Jim school staff finding adequate parking. Creating new restrictions in Navigation Way will however just push commuters and school staff to park in Burgess Mead which being a private road has no road markings, thereby reducing parking available for residents and their visitors. Instead the commuter issue can be solved by the Aristotle bridge bollards (i) being put back in operation (they have not been in use for years allowing external traffic into the area at all times of the day which is a danger for school children currently) and (ii) once in operation, the bollards use being extended so that they are up from say 6am to 10am in the morning which would prevent most commuters coming in at all.</p>
<p>(10) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Object Parking Restrictions - Support</p> <p>I do not want to have to purchase and supply visitors permits for people who visit my home. My guests have never had difficulty parking in Burgess Mead and I do not think there is any difficulty with the current arrangement. I would prefer not to have the additional administrative burden, cost and risk of parking tickets which the proposed controlled parking zone will bring for me.</p>
<p>(11) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The plans will mean that residents have to pay £65 a year (plus additional fees passed on by any visiting contractors who have to pay £25) for something they currently have for free. This is another of the councils unacceptable and thinly veiled money making exercises. Additionally, increased parking restrictions on Navigation Way and Aristotle Lane will just push the people currently parking on those streets onto Burgess Mead. The council is supposed to have installed a rising bollard to prevent cars entering the estate during school drop off/pick up time. This is something that has been repeatedly</p>

	<p>delayed. However, if it was completed, as has been promised, and the time during which the bollard was raised was extended just a little, it would solve all the suggested problems, deterring commuter parking and traffic associated with the local school.</p>
<p>(12) Local Resident (Oxford, Navigation Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking would not be a problem if the bollards worked consistently and infringements to existing parking rules (including parking on pavements) were enforced. The bollards have historically not worked for large parts of the time and school parents are allowed to flout the rules with impunity for much of the time. If parking attendants do attend they dish out advice (which is of course ignored) not fines. There's no point having increasingly elaborate and expensive systems of restrictions if they're not enforced. The council should enforce the system which does exist (and which was budgeted for under the original planning consent) and not heap more costs on residents with no guarantee that this will improve enforcement.</p> <p>At the moment the approach seems to be: impose restrictions, fail to enforce them, impose more restrictions. We can see this in the ever-lengthening double yellow lines (never enforced), and now it's proposed for example to extend the zig zags (currently widely ignored) with more zig zags which will be widely ignored. This is silly and inconveniences only residents, not those visitors who flout the rules. What is proposed will be expensive and inconvenient for residents and leave visitors to flout the rules.</p> <p>Instead of the proposed zone and extension of double yellow lines and zig zags, what is needed is:</p> <ol style="list-style-type: none"> 1. bollards which work all the time and clear plans for human enforcement if they don't work 2. bollards down for longer (say 07.00 to 09.45 and 14.30 to 18.00 which would cut out most commuters and all school parents - many of whom come to pick up their children around 17.00 when after school club closes) 3. fines, not advice, for those who break the rules 4. no residents' parking scheme 5. no extension of yellow lines or zig zags 6. continued welcome to people who park to walk on the meadow or bring their children to the park during the day with a 2-hour limit 7. consideration of extending the tarmac areas of the school playground available as overspill car park for parents' evenings, school plays etc <p>An additional feature which would make the end part of Navigation Way much safer for residents' children who play in the</p>

	<p>road would be a narrowing of the entrance of Navigation Way to stop cars reversing into it to turn round to leave the estate if they have dropped off children at school (as of course some families with special needs children need to do). This could be done with e.g. a shrub or tree to look pleasant and make drivers more cautious and be a clear visual limit for playing children.</p>
<p>(13) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't think there is a serious parking problem as there is enough space for the occasional visitors in the area (primarily going to the park I believe). The proposed restrictions will put unnecessary pressure to the remaining free parking spaces.</p>
<p>(14) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>CPZ: the difficulties cited as the reason for introducing a CPZ do not exist. There are no or minimal "problems associated with commuter parking or overflow from adjacent CPZs" on this estate. There is only very occasional commuter parking here and this could be managed by the bollards that have been installed. These could be set for a wider period of operation than planned to control school drop-off to apply to commuter times and beyond school pick-up times. These bollards have been out of operation for many months if not over a year now. The need for a CPZ cannot be assessed without a fair trial of the situation when the bollards are fully and consistently operational. Please can the council concentrate on getting this system working?</p> <p>Parking restrictions: Navigation Waynorth/south section is too narrow to allow parking on both sides of the road as has been suggested. This area is outside the school and would make it very hard to see children and dangerous. There is a need for double yellow lines on the south-east corner of the bend of Navigation Way to the north of the school as cars park here and force traffic onto the wrong side of the road where there may be children and other traffic.</p>
<p>(15) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As far as I am aware residents in the area have not submitted any concerns about the parking on the estate except</p>

	<p>perhaps parking on the bend of Navigation Way. There are already some parking restrictions in Aristotle Lane and double yellow lines outside the school. These restrictions are generally ignored especially by parents at the school. There is no point in any further restrictions unless they are enforced. Burgess Mead and Brindley Close as unadopted roads would be under enormous pressure from parking as residents and visitors would use these uncontrolled zones to avoid paying to park elsewhere. This is totally unacceptable!</p> <p>We do not want to have any more unnecessary street signage no matter how discreet as this would create a much more urban feel to the area.</p> <p>There are already bollards to control the entry of vehicles at school times. The use of these bollards could easily be extended to ensure that commuters are not able to enter. Also if the Council simply enforced the rules that already exist by using traffic warden controls at strategic times this would actually solve the problem. Unless you have a solution to the increased pressure that this would create in the unadopted roads then I suggest this proposal is totally unworkable.</p>
(16) Local Resident (Oxford, Burgess Mead)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The existing parking regulations are never enforced by traffic wardens. If they were in evidence then many of the problems including parking on the corner near the school would probably go away. Why are there never any wardens around, especially during school run times?</p> <p>Although the new bollards are not yet working, they could be used to control the parking problem more effectively. At least wait until they are functioning, then experiment with their timing to provide a more cost effective solution to the parking problems.</p> <p>I object to yet more street signage. The proposed CPZ would just force the existing “park and riders” onto Burgess Mead and Brinkley Close.</p>
(17) Local Resident (Oxford, Navigation Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>At the moment there isn't a problem, other than with parents dropping and picking children from Phil and Jim's Primary School. The long not-working bollard is the solution to this problem, so the bollard simply needs to be reinstated. There is little if any evidence of commuters parking on this estate, but the bollard would also prevent that as it should be in action</p>

	<p>at early morning school start and commuter arrival time. So there isn't a problem to solve here.</p> <p>Further, the signage and double yellow lines will be a visual pollution; the residency parking restrictions will be an additional cost for residents, with no advantage, but significant inconvenience (such as the need to book out residency parking permits for any tradespeople, cleaners, visitors, friends, all of which would make everyday life less convenient.</p> <p>I can see no advantage to this proposal, but many disadvantages. I wonder where the proposal has come from. The bollard simply needs to be fixed.</p>
<p>(18) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The reasons given by the Council for the proposed CPZ are not valid. It has been suggested that the CPZ would help residents by combating excessive commuter parking and parking related to the local school and people visiting Port Meadow. However, commuter parking in the proposed CPZ is nonexistent and parking associated with the school and Port Meadow is not a significant problem. Rather than considering a CPZ, which few of any of the residents want, it would be far better for the Council to focus on fulfilling its promise to restrict access to the neighbourhood during school pick-up/drop-off times, through use of a rising bollard (the bollard was installed months ago and yet still isn't functional). The activation of the bollard would solve any parking problems in the neighbourhood without having to inconvenience the residents and avoiding charging them for a CPZ that they do not want.</p>
<p>(19) Local Resident (Oxford, Navigation Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I strongly object to these proposals, not least because they are being proposed for reasons which are, at best, flimsy and, at worst, spurious. It appears to be suggested that there is a problem with parking in the proposed zone. As a long-term resident in the zone, I beg to differ: there is no such problem. The documentation provided makes reference to "commuters" being part of the "problem". Could you please provide me with copies of the evidence you have gathered that people regularly park their cars in the zone as part of their journey to work? When, and by whom, was this survey work undertaken?</p> <p>The documentation also refers to unsafe parking. If such a thing were happening - and as I have excellent sight of a sizeable section of the area where changes are to be made, through two windows in my property, I would surely have</p>

	<p>noticed it - a residents' parking zone would not be the way to deal with it.</p> <p>This scheme will inflict considerable cost and inconvenience on residents who have not asked for it, with no apparent gain for them or the wider city. What is the expected gain in revenue for the council? What are the estimated costs of implementing the scheme and enforcing it? Please provide these figures.</p>
<p>(20) Local Resident (Oxford, Burges Mead)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am a long time resident of Burgess Mead which is located close to Aristotle Lane at the canal bridge end. I am therefore in a position to be well aware both of the history of the roads in question and of their parking problems. I do NOT support this proposal for the following reasons :</p> <p>1) Resources are no doubt overstretched in the existing CPZ areas of North Oxford. This will mean that a CPZ will have little or no effectiveness in achieving it's stated aim of preventing commuter parking or preventing car owners from abusing the double yellow lines that already exist, let alone any new ones that may be introduced. It will in other words be more than a token gesture though it will impose additional costs on the residents of Navigation Way. I make this observation on the basis of the fact that the current limited hours restriction on the existing parking spaces in Aristotle Lane is never enforced and frequently ignored. In fact I have never, in the years that I have been a resident of the estate, once seen a parking enforcement officer venturing over to the west side of the canal bridge. What reason would there be therefore for any additional restrictions to be observed without the real threat of sanctions being imposed?</p> <p>2) It is true that a additional yellow lines on the north corner of Navigation Way opposite the SS Philip and James School might have some limited effect in discouraging ill-disciplined and dangerous parking on that, frequently blind, corner. This was requested by the Residents' Association as long ago as 2013 and was supported by our then local County Councillor the late Joan Foulkes. It was rejected by the County Road Authority (on cost grounds despite our offer to pay for the paint!). The introduction of yellow lines on this corner might therefore be worth doing as a separate measure though I would point out that the existing double yellow lines on the opposite side of the road outside the school are frequently ignored by parents and visitors to the school.</p> <p>3) Unless alternative steps are taken (see below) to prevent commuter parking, the introduction of a CPZ, as described, would simply have the effect of forcing more unauthorized parking in the two unadopted, private roads (Burgess Mead and Brindley Close) which the property owners in those roads would be forced to take additional costly steps to prevent. This would in itself undermine the avowed aim of the CPZ.</p>

	<p>4) Having said this, I do believe that there is a simple and low cost solution to the problem of commuter parking and one that I would strongly support. Since the Estate was first built, rising bollards were introduced at limited times in term time to prevent parents (other than those with special reasons) from driving their children to school and dropping them off at the school gates (causing great congestion and some danger to pedestrians in Navigation Way). Unfortunately this scheme was only partially effective and did require constant remote monitoring. For almost a year, the bollards have been non-operational but we have been promised the introduction of an improved rising bollard scheme. This will be based on ANPR (automatic number plate recognition) although we are told this has been delayed by technical problems. Residents (and no doubt school staff) have already registered their vehicle licence numbers.</p> <p>I suggest that renewed effort be put into implementing this scheme and AT THE SAME TIME EXTENDING THE SCHEME BOTH IN NUMBER OF HOURS TO COVER A WIDER PERIOD BEFORE AND AFTER SCHOOL ARRIVAL AND DEPARTURE TIMES AND ALSO TO COVER THE ENTIRE YEAR INSTEAD OF BEING LIMITED PURELY TO TERM TIMES.</p> <p>This would have the effect of significantly reducing commuter parking anywhere in the Estate throughout the year and, since it is intended to be fully automated, to do so at very little additional cost.</p>
<p>(21) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Object Parking Restrictions - Support</p> <p><u>I am in favour of</u> - a new double yellow line at the Navigation Way bend. This is very much needed, to avoid the extreme danger of this corner. Parked cars on Navigation Way currently force drivers heading east, from the estate, into the right lane around a blind corner. We cannot see who is coming, and there is every likelihood that an accident will occur. With the early years entrance to the school so nearby, there is a high risk that a young child could be involved.</p> <p><u>I am not in favour of</u> - a Controlled Parking Zone as proposed. The CPZ would only apply to Navigation Way and Aristotle Lane. Burgess Mead and Brindley Close cannot be covered because they are unadapted roads. A number of negative consequences would flow from this situation, which is unusual for most of the areas where you propose a CPZ:</p> <ul style="list-style-type: none"> • Anyone who wants to park longer than two hours on the estate (to visit the school, as a staff member of the school, as someone who wants a convenient place to park and then walk into town for work or shopping, or someone who wants to visit Port Meadow) will inevitably see the uncontrolled parking spaces in Burgess Mead and Brindley Close as 'fair game' for free parking. It will make these two roads even more congested for parking.

	<ul style="list-style-type: none"> • Visitors to residents of Navigation Way are likely to be tempted to park in Burgess Mead or Brindley Close rather than request a relatively costly parking permit from their host. • Residents of Burgess Mead and Brindley Close would not be able to apply for parking permits, so they would no longer be able to park longer than two hours on any Navigation Way or Aristotle Lane spaces, nor could they offer their visitors a permit to park elsewhere on the estate. <p>Residents of Navigation Way would now have to pay for parking privileges (for a second car or any visitors), which they presently do not have to pay for. Since we are rarely having a problem finding parking somewhere on the estate, this is not an advantage to us, and seems to be a money-making exercise on the part of the Council. Students living temporarily at home (especially during the pandemic) could not apply for a separate parking permit.</p> <p>Contractors would need to pay £25 for up to a week of parking, which could put off contractors, or could raise their fees. Alternatively, contractors might just decide to park in nearby Burgess Mead or Brindley Close, again causing problems there.</p> <p>The zig zag area by the school will continue to be designated no stopping, but this doesn't seem to reduce congestion; if it is more rigorously enforced, which the document seems to indicate, it could just move drop-offs, and resulting congestion, on to the rest of the estate. It is currently in the wrong place and should be moved to the main entrance, where children now enter the school.</p> <p>The layout of the proposed permitted street parking bays could be problematic. It will be dangerous to have parking on both sides, for example in Navigation Way by the school, as large vehicles can't get through if there is parking on both sides of the road (delivery trucks, bin lorries, fire engines etc.).</p> <p>Extra street signs would create a more cluttered streetscape and provide more poles for locking bikes, leading to more pavement congestion.</p> <p>The problem with commuters parking on the estate and walking into town could be solved by extending the hours of the ballard operation, when it is activated, to 7- 10am and 3-Spm on all weekdays.</p>
(22) Local Resident (Oxford, Navigation Way)	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>We have resided in Navigation Way for over ten years. During our tenure, we have not experienced any issues with</p>

unwanted commuter (or other) parking in our section of Navigation Way. Commuters parking in our street has not been an issue at all, and we rarely see school traffic in our cul-de-sac.

We therefore see no value in a CPZ, and strongly object to the proposal to restrict parking through permits, road markings and signage. These would impose a level of urbanisation which would change the local community feel of the area.

We also object because costs and administration we do not currently suffer would be imposed upon us, our visitors, and tradespeople.

We do, however, share local concerns raised relating to dangerous parking near SS Philip and St James' School, on the corner to the North the school entrance which becomes a blind bend when vehicles are parked there. There are currently no road markings, and this would seem to be a quick and low-cost option to a full CPZ.

We note that this problem only manifests during school drop off and pick up times. We also note that this was not an issue when the rising bollards were in operation on the approach to Aristotle Bridge.

Having considered the proposals, our comments are as follows to the proposed provisions:

- Waiting Restrictions: we are in favour of or prohibiting stopping at any time on the north corner of Navigation Way beside the school.
- Time limited No Stopping by SS Philip and St James School: we agree with this proposal in principle but view it as unnecessary if the rising bollards were operating as designed.
- Permits: **STRONGLY DISAGREE**
- We disagree with the concept of parking spaces as per item 3. We note that this provision seems entirely unnecessary as the only access to the estate is via the Aristotle Lane canal bridge which is a natural deterrent (block) to large vehicles.
- We disagree with the concept of parking spaces as per item 3. The extra street signage would create a more cluttered streetscape and provide more poles for locking bikes, leading to more pavement congestion.
- We disagree with the concept of CPZ, and only agree with the need to prevent parking on the corner to the North of SS Philip and St James School.

In summary, our sole concern is safety on the north corner alongside the school as noted above. We view the wider CPZ proposal as entirely unnecessary, and highly invasive. We therefore object in the strongest terms to the proposed Navigation Way CPZ.

<p>(23) Local Resident (Oxford, Brindley Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I support the idea behind the CPZ. However, there are major issues it does not address or will make worse. At certain times of day parents dropping or picking up children from the school park in Brindley Close. On some days the entire street is filled with cars. This is actually becoming more than a nuisance. Recently, my daughter was nearly knocked down by a parent on a school pickup turning round in the street. On another day I was unable to use my own car due to parked cars blocking my driveway and the street.</p> <p>Unless this is dealt with the CPZ will just drive the problem into Brindley Close and along Burgess Mead.</p>
<p>(24) Local Resident (Oxford, Burgess Mead)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Concerns:</p> <ol style="list-style-type: none"> 1. It will create problems if under the proposed plan CPZ parking is allowed opposite the school on Navigation Way. There will be zig zag lines in front of the school to deter parking but unless it is regularly policed then people will still park there. If cars are parked both sides of the road, there will be too narrow a gap for large vehicles to drive through, particularly emergency vehicles. 2. It is unfair that residents of both Burgess Mead and Brindley Close will not be eligible for any parking permits. Those that live in the small cul de sac in Burgess Mead, with limited parking, have to park a second car on the road. I would be happy to pay for a permit if one was allowed. <p>Have you considered, as an alternative, fixing the bollards and extending the working hours so that no daily commuters will have access (say 07.00 to 10.00 and then from 2.45 until 5.30) and not just during school time?</p>
<p>(25) Resident (Caversham)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I regularly cycle in the area and this will improve safety for cycling. Much needed. It encourages visitors to Oxford - shoppers, etc to use the proper parking and not blight people's lives by parking a residential area.</p>

(27) Local Resident (Oxford, Canal Street)	CPZ - Support Parking Restrictions - Support Reducing unnecessary traffic
(28) Local Resident (Oxford, Navigation Way)	CPZ - Support Parking Restrictions - Support There is far too much traffic on this road most of it related to the free parking for unlimited periods.