

CABINET MEMBER FOR ENVIRONMENT – 17 DECEMBER 2020

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

Report by Interim Director of Community Operations

Recommendation

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

Introduction

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

Background

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

Informal Consultation

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

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

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

View on existing DYLS	Number of residents	Percentage
Need reviewing	37	47%
Existing lines are ok	41	53%
Total	78	100

CMDE4

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

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

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

Summary of local resident responses by road:

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

CMDE4

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

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

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

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

Sustainability implications

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

Financial and Staff Implications (including Revenue)

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

Equalities Implications

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

JASON RUSSELL
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Background papers: Consultation responses
 Plan of proposed CPZ

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December 2020

Drawing No. Revision 0

Key

Zone boundary

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

**OLD MARSTON
CONTROLLED PARKING ZONE**

Drawing title

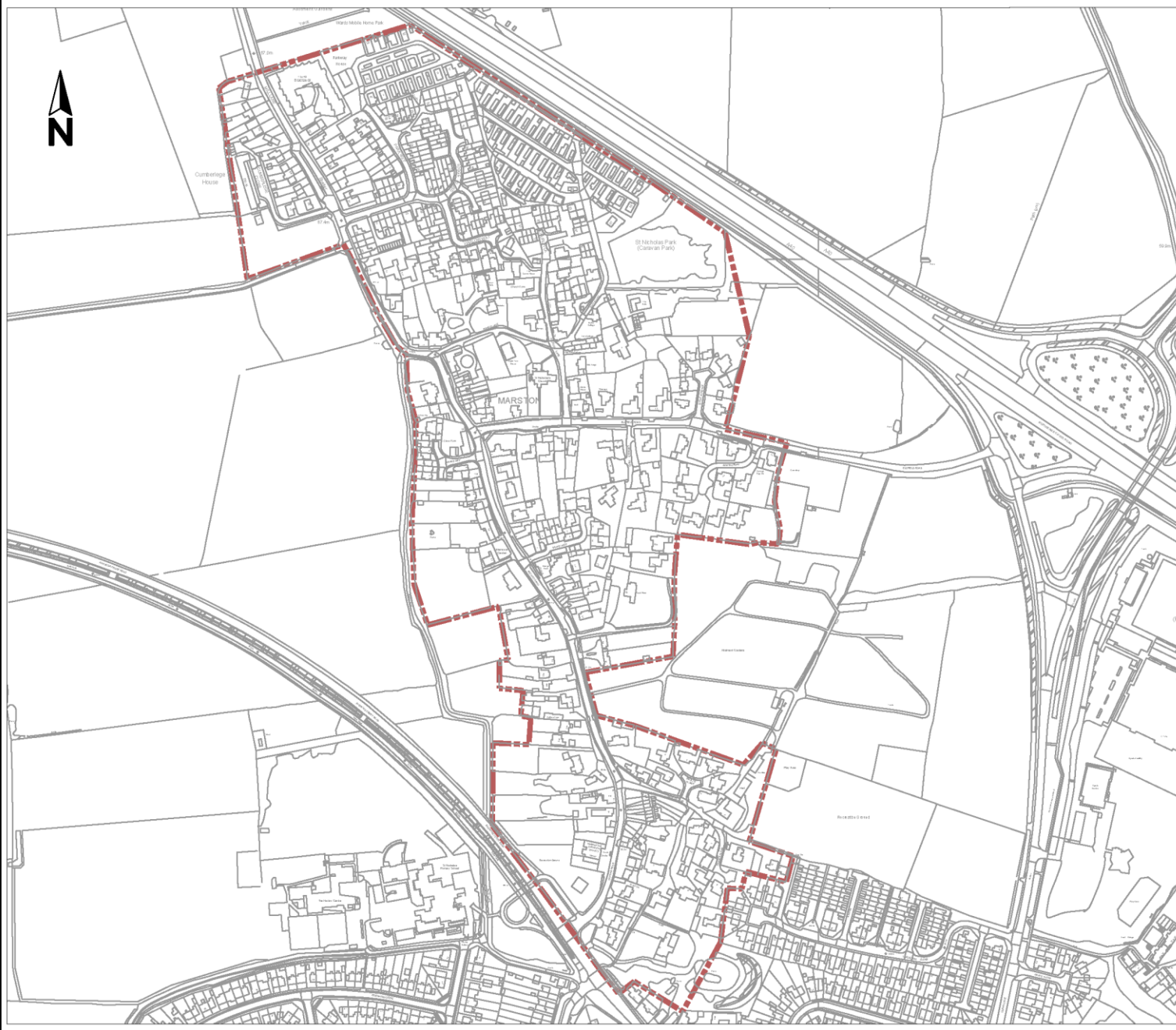
PROPOSED RESTRICTIONS

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC	JaC	
	Date drawn	Date checked	Date approved
	10/20		

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

E, residents private driveways/car parking

In addition, parked vehicles by the narrow pavements and bus stops endanger the movement of:

A, Parents of pushchairs and young children walking to St Nicholas school

B, Older children cycling to tumour school who often therefore ride on the pavement

C, Mobility scooters used by Broadlands residents

D, Regular bus service (four per hour) to and from the JR and exasperated by Oxford Road being used as the “rat run” to North Oxford private schools

With the proposed CPZ scheme elsewhere in the area this stretch of road will resume being a “commuters” car park when covert restrictions end - with even greater dangers and problems with the opening of the Swan school and future buildings in Mill Lane.