

Division(s) affected: *Iffley Fields and St Mary's; Isis*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 JANUARY 2023

OXFORD – DONNINGTON: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for the Highway Management is RECOMMENDED to:
 - a. approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Donnington area.
 - b. include Ferry House, Meadow Lane within the list of eligible properties able to apply for resident & visitor permits.
 - c. include residential moorings on the Oxford Canal in the vicinity of the new zone, being included for eligibility for resident and visitor permits.

Executive summary

2. This report presents the consultation responses to the CPZ proposals for the Donnington area of Oxford as part of the approved programme for introducing CPZs in the city.
3. Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county's emerging Central Oxfordshire Travel Plan (COTP) as well as recently adopted Local Transport and Connectivity Plan (adopted in 2022) and also Oxford City Council's Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives.

Introduction

4. Controlled Parking Zones (CPZs) are being implemented across Oxford to address numerous local issues, along with helping to support the delivery of wider transport and planning policies. 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.
5. To help deliver the county council's Local Transport Connectivity Plan (adopted July 2022) vision and policies, the county's emerging Central Oxfordshire Travel Plan includes 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area. This includes further CPZs to help with parking management and support outcomes including improved road safety, reducing the impact of private vehicles on congestion and delivering more inclusive and carbon neutral transport.

Sustainability Implications

6. CPZs help facilitate the safe movement of traffic and alleviate parking stress, with a CPZ in Donnington aimed at tackling existing on street parking issues and to also help encourage the use of sustainable transport modes. CPZs are also identified as one of several actions in the county's emerging Central Oxfordshire Travel Plan that are required to support wider transport policies within the county council's Local Transport Connectivity Plan (adopted July 2022).

Financial and Staff Implications (including Revenue)

7. Funding to implement CPZs in Oxford is being secured from various sources including the County Council's own Capital Programme, developer contributions and the City Council's Community Infrastructure Levy (CIL). Ongoing revenue implications including administration and enforcement of CPZs, once implemented, are recovered through parking permit charges.

Equalities and Inclusion Implications

8. A full equality impact assessment has been undertaken and can be viewed in **Annex 3**. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Formal Consultation

9. The formal consultation on the proposals - as shown in **Annex 1** - was carried out between 3 November and 2 December 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, local Oxford City Councillors, and the local County Councillors representing the Iffley Fields & St Mary's, Isis, Cowley, and Rose Hill & Littlemore divisions.
10. A letter was sent directly to approximately 820 properties in the area which included the formal notice of the proposals, as well as details on permit eligibility and costs. Additionally, street notices were placed on site in and around the immediate vicinity.
11. 101 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

CPZ	Businesses/ Other	Residents	Overall Total (Percentage)
Object	4	27	31 (30%)
Support	3	47	50 (50%)
Neither/Concerns	2	18	20 (20%)
<i>Total</i>	<i>9</i>	<i>92</i>	<i>101</i>

Parking Restrictions	Businesses/ Other	Residents	Overall Total (Percentage)
Object	4	24	28 (28%)
Support	4	44	48 (47%)
Neither/Concerns	1	24	25 (25%)
<i>Total</i>	<i>9</i>	<i>92</i>	<i>101</i>

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

Summary of responses for CPZ from Oxford residents by road:

Road	Object	Support	Concerns	No opinion	Total
Addison Crescent	-	2	-	-	2
Argyle Street	-	-	1	-	1
Arnold Road	6	1	2	1	10
Badger's Walk	-	1	-	-	1
Boundary Brook Road	2	5	3	1	11
Bullington Road	-	1	-	-	1
Chester Street	-	2	1	-	3
Donnington Bridge Road	1	2	-	-	3
Fairacres Road	-	1	-	-	1
Florence Park Road	1	1	-	-	2
Freelands Road	5	7	2	-	14
George Moore Close	2	2	1	-	5
Harold Hicks Place	-	1	-	-	1
Howard Street	-	1	-	-	1
Iffley Road	-	-	1	-	1
Iffley Turn	-	-	1	-	1
London Road	-	2	-	-	2
Magdalen Road	-	1	-	-	1
Maidcroft Road	1	-	-	-	1
Meadow Lane	-	7	-	-	7
Monmouth Road	-	1	-	-	1
Owens Way	-	-	1	-	1
Pipkin Way	2	-	-	-	2
Quartermain Close	-	1	-	-	1
Radcliffe Road	2	-	-	-	2
Rivermead Road	-	1	-	-	1
Rymers Lane	-	1	-	-	1
Silver Road	-	1	-	-	1
Southfield Park	-	1	-	-	1
St Andrews Road	1	-	-	-	1
Stephen Road	1	-	-	-	1
Swinburne Road	1	3	1	-	7
Townsend Square	-	1	2	-	3
Oxford Total	26	47	16	2	91

13. Additionally, a further eight emails were received, with Thames Valley Police & Stagecoach Bus Company not objecting, Oxford Preservation Trust supporting, and two members of the public objecting, two raising concerns, and one supporting.
14. Thames Valley Police expressed no objection to the proposals.
15. The elected County Councillor for the Isis division has elected to speak in person at the decisions meeting.
16. The elected County Councillor for the Iffley Fields and St Mary's division has not formally responded to the consultation.
17. The individual responses are shown in **Annex 2**; copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

18. A large majority of responses expressed their support for the proposed Controlled Parking Zone in Donnington as residents confirmed that they currently face on-going issues with parking in the area, and that the proposal would move to improve the overall traffic management for Donnington, parking for residents and prevent commuters.
19. Of those responses expressing an objection or concerns queried the actual need for controlled parking in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above, it should be stressed that the proposals seek to alleviate the existing problems associated with commuter parking, overflow parking from adjacent CPZs and future issues. The proposal will also help support the wider transport vision and policies in the Oxfordshire Local Transport and Connectivity Plan, with CPZs specifically identified as one of several measures to support these in the emerging Central Oxfordshire Travel Plan. .
20. 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 few residents. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular queries raised by occupants of properties currently with more than 2 vehicles, some of which have between 3 – 5 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.
21. A few residents with properties on Howard Street raised the issue of their private parking (in front of garages) is accessed off Boundary Brook Broad, within the proposed CPZ. The concerns raised were that their parking

arrangements maybe affected by the introduction of the new zone and residents of Howard Street should be given the option to join the new Donnington CPZ. In response, Howard Street is currently within the Magdalen South CPZ, and residents have the option to apply for permits to park in this zone. We currently don't have any arrangements in Oxford City were a resident can apply for permits in multiple zones, as would be difficult to manage and would be open to abuse. Where private parking areas are not part of the public highway, they would not be part of the zone and therefore enforcement.

22. The Deputy Head at St Mary and John Primary School has highlighted in their response (see annex 2), that currently some parents are parking on Meadow Lane as a park and stride to the school located in the adjacent Iffley Fields CPZ. Generally, park and stride schemes operate from dedicated parking areas (e.g. off-street car parks). However, under the proposals general 2-hour parking for non-permit holders will still be permitted. For this reason, the status quo should not be affected.
23. The remaining responses from residents and members of the public expressing an objection or citing concerns raised issues covering: the proposed operational hours and days of the proposed CPZ, additional waiting restrictions and the current proposed 2 hours no return within 2 hours parking for non-permit holders (except for Boundary Brook Road and those roads in that cul-de sac). Noting these concerns, following any implementation of such a scheme officers monitor the effects of the CPZ to ensure that it is meeting expectations and during this 'bedding in' process accumulate any requested or required changes to be included as part of a future amendment order for the area. This includes changes in operational hours, changes to the parking limit for non-permit holders and additional double yellow lines.

Monitoring and evaluation

24. It is suggested that a review of the scheme is carried out approximately 12 months after the implementation of the CPZ should it be approved.

Bill Cotton
Corporate Director, Environment and Place







Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

Contact Officers: Jim Whiting james.whiting@oxfordshire.gov.uk

January 2023

Drawing No. DB/CPZ/2022/001 Revision v2

Key

-  Zone Boundary
-  Existing 'No waiting at any time' restrictions (double yellow lines)
-  Proposed 'No waiting at any time' restriction (double yellow lines)
-  Proposed 'No stopping on entrance markings Monday - Friday 8am - 4pm'
-  Permit holders (Zone addresses's) between 8am and 8pm (7 days a week) and non-permit holders restricted to 2 hour parking between 8am and 8pm with no return within 2 hours
-  Permit holders (Zone addresses's) between 8am and 8pm (7 days a week) only

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
V4	08.22	Boundary Brook Rd - Remove 2 hours			
V3	07.22	Operational hours extended			
V2	07.22	Additional yellow lines			



OXFORDSHIRE COUNTY COUNCIL

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Project title
DONNINGTON PERMIT PARKING AREA (PPA)

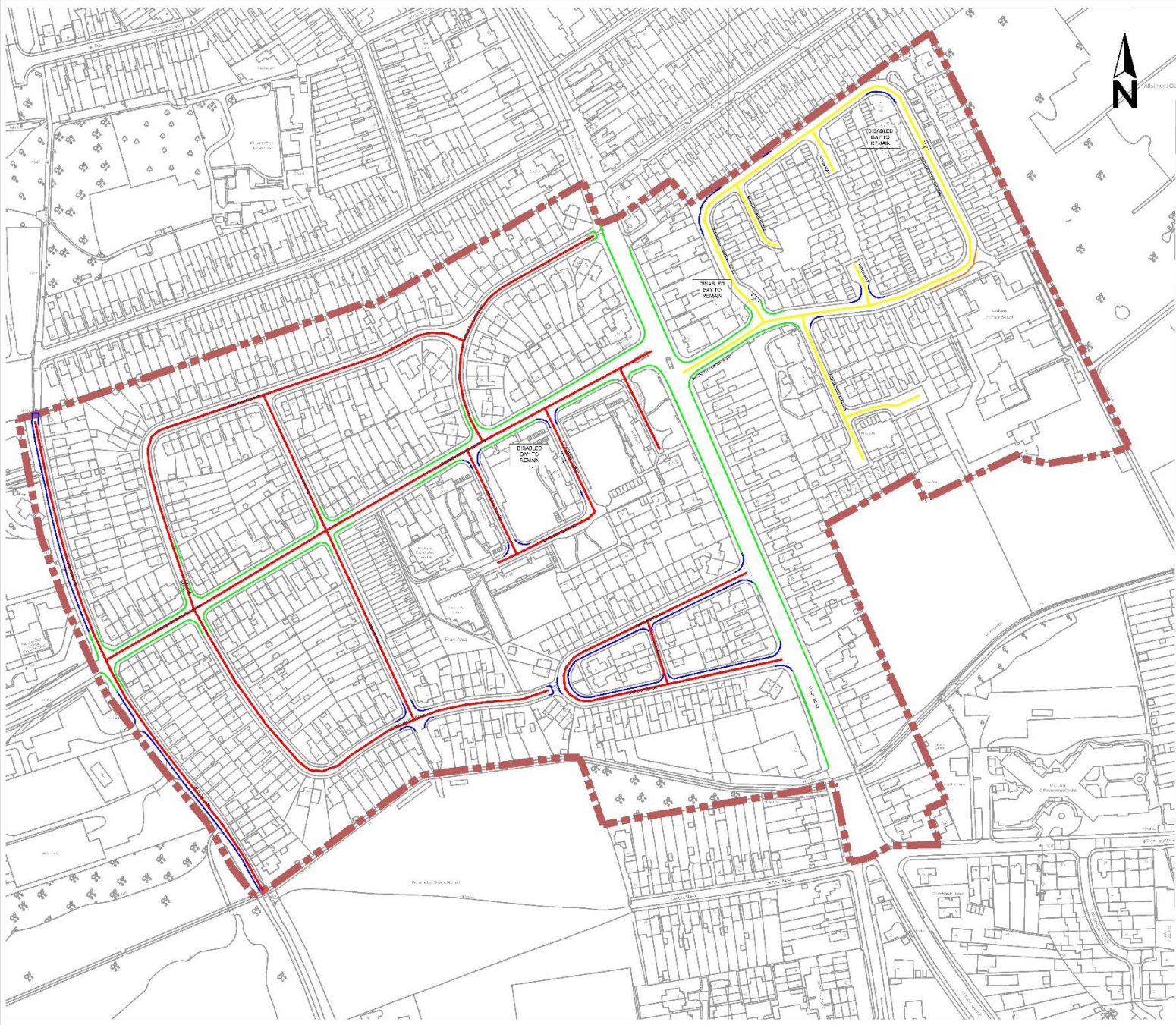
Drawing title
PROPOSED PERMIT PARKING AREA DONNINGTON

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	VN	JW	JW
	Date drawn 10/22	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. DB/CPZ/2022/001 Revision v4



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – no substantive comments to make on these proposals which are supportable by the company.</p> <p>It is worth adding that since earlier in 2022 Stagecoach has ceased operating services in this locality, and immediate vicinity.</p>
(48) St Mary & John Primary School, (Oxford, Meadow Lane)	<p>CPZ – Concerns</p> <p>I am the Deputy Head at St Mary and John. Currently several of our parents park and stride from that area to make drop off safer. If these areas become permitted it will make it impossible for some parents to drop off safely and cause danger. If the council works with Falcon Boat Club to use their car park for park and stride, this would make this much easier. We are currently working towards implementing school streets but are aware that we need to work with drivers by finding solutions to parking, and this would make it even more difficult.</p> <p>Parking restrictions – Concerns</p> <p>As in previous question.</p>
(59) Local Cllr, (Oxford, Argyle Street)	<p>CPZ – Support</p> <p>Serious issue with commuter parking in the area, and especially along Meadow Lane, we have problems with cars parked on grass verges causing danger to children trying to cycle and walk there.</p> <p>Parking restrictions – Support</p> <p>Double yellows are essential to provide visibility for people walking and cycling - the priorities in the LTCP. There should, however, be more of them. The street corners north of DBR should also have DYs. I spoke to a number of teenagers who cycle to Cheney and Spires recently, and they really struggle with cars parked close to junctions as they are then invisible - it's really dangerous. We NEED CLEAR JUNCTIONS. Thank-you :)</p>

(68) Local Cllr, (Oxford, David Nicholls Close)	<p>CPZ – Support There is currently a lot of problematic parking on Meadow Lane and this will hopefully address that.</p> <p>Parking restrictions – Support Definitely required for Meadow Lane section (will sadly also need to be backed up with bollards / tree trunks on the verges as there is currently a lot of parking on there.</p>
(58) Cyclox – cycle campaign group	<p>CPZ – Support Cyclox is the cycle campaign group for Oxford. We campaign to put cycling at the heart of Oxford’s future. Our mission is to get more people cycling, more often, and more safely. Car parking affects cycle safety in several ways, including visibility at junctions and the risk of being hit by car doors being opened into the path of cyclists, as well as routes in and out of parking areas crossing cycle routes.</p> <p>Parking restrictions – Support We believe that the zig zags outside the school need to be longer- We understand from a site visit in January 2020 that the zigzags were maximum length but that there would be no problem putting in two sets, in which case the zigzags outside the school need to be extended a car length or two to the west. The cut through from Howard St is currently only a foot path and there is a risk of the Boundary Brook Rd end easily getting blocked, impeding both passage and visibility. A kerb build out could solve this in lieu of enforcement. We are concerned that the proposals do nothing to prevent parking that blocks visibility for and of people using that lane from Howard St. They do not prevent parking on the NW corner of Boundary Brook, or on its northern junction with Pipkin Way. They do not remove the parking opposite the Larkrise primary school gates, which impedes visibility and increases risks for children accessing the school. They are also inconsistent west of Iffley Rd, in providing DYLs on street corners and junctions south of Donnington Bridge Road but not north of it. Since the location of parking on these streets is key to making walking and cycling safe and accessible, why were these proposals not run past the Active Travel co-production group and/or the Vision Zero working group before the consultation started?</p>

<p>(108) As part of a group/organisation, (Oxford, Meadow Lane)</p>	<p>CPZ – No opinion</p> <p>Parking restrictions – Support</p> <p>The extra Meadow Lane restrictions will help ease relations with our neighbours on Meadow Lane; commuters who used to park in the Falcon Car Park now park on the verges on the west side of Meadow Lane.</p>
<p>(3) Oxford Preservation Trust</p>	<p>Support – Oxford Preservation Trust (OPT) welcome the opportunity to comment upon plans for the above consultation. Oxford Preservation Trust owns a number of areas of land around the proposed CPZ zones for the above areas. We are generally glad to see these parking measures put in place which will heighten the enjoyment of recreational walks through OPT land, away from the busyness of the city. However, OPT would like to make a number of specific comments in relation to our land</p> <p>OPT own land at Meadow Lane, west of the proposed CPZ at Donnington. The proposed CPZ is welcomed by the Trust, as the proposed 2-hour parking limit still allows for recreational walks on our land whilst also enabling scouts to be dropped off. We note that the proposals will mean mooring tenants on our land will need to get permits. However, we are generally supportive of this CPZ.</p>
<p>(4) Member of public, (Oxford, Arnold Road)</p>	<p>CPZ – Object</p> <p>I do not think it is necessary. The implementation of "quickway" on Donnington Bridge Road has had no material impact on parking on side streets. It wont stop people dropping off and collecting children from Larkrise Primary school. The £65 permit is another tax on low income residents of the area. If it does go ahead the first permit should be free, the second one chargeable and fines for illegal parking greatly increased.</p> <p>Parking restrictions – Object</p> <p>Cant see them being enforced.</p>
<p>(5) Member of public, (Oxford, Arnold Road)</p>	<p>CPZ – Object</p> <p>There is currently no problem with parking where I live in Arnold Rd, Donnington, so we do not need a parking scheme.</p> <p>Parking restrictions – No opinion</p>

	Existing arrangements fine
(6) Member of public, (Oxford, Arnold Road)	<p>CPZ – Object Not representative of local views, no information about informal consultation results, encourages residents to turn front gardens into car parks, there is not a problem with parking here at all, a continuous stealth tax on Oxford residents. Consultations are not designed to be consultations if you are not listening to what residents say. Poorly designed questionnaires.</p> <p>Parking restrictions – Object As above</p>
(7) Member of public, (Oxford, Arnold Road)	<p>CPZ – Object another money making scheme from the local government to make me pay to park outside my own home</p> <p>Parking restrictions – Object there are no businesses on donnington bridge thus no need for waiting restrictions</p>
(8) Member of public, (Oxford, Arnold Road)	<p>CPZ – Object The parking issue on Arnold road is mainly caused overnight by the people parking their heavy vehicles / mini buses after their work. Introducing the restrictions 8am-8pm (when the street is empty) and charge the people living here, doesn't make any sense. I'd rather let people from outside Oxford to park here during the day when they're trying to get to the city for work. Thank you</p> <p>Parking restrictions – Object My guess is that people do it probably because they have to wait somewhere.</p>

<p>(9) Member of public, (Oxford, Boundary Brook Road)</p>	<p>CPZ – Object If all cars are allowed it's unsafe for children and residents with cars</p> <p>Parking restrictions – Object Safety within boundary brook</p>
<p>(10) Member of public, (Oxford, Boundary Brook Road)</p>	<p>CPZ – Object At a time when many people are facing increased costs in the cost of living crisis, to implement a scheme which results in many people having to face additional costs to park outside their own house seems unreasonable. If a permit costs £65, for households who have 2 vehicles the annual cost will be £155 (£65+£65+£25 visitors permits). The current parking situation is not so bad to merit such additional costs on residents.</p> <p>Parking restrictions – Concerns The letter does not specify where the additional double yellow lines will be placed and so I have concerns over the lack of clarity (i.e. where on the roads named will the additional lines be?). I am currently uninformed as to the impact this will have on my parking.</p>
<p>(11) As a business, (Oxford, Donnington Bridge Road)</p>	<p>CPZ – Object The Council are just out to make money. There are not enough parking spaces already, so putting double yellow lines and charging people for that privilege</p> <p>Parking restrictions – Object I live in an over 45-year-old property, so i will have members of my family that come and check on me.</p>
<p>(12) Member of public, (Oxford, Florence Park)</p>	<p>CPZ – Object 600 parking spaces are already removed in East Oxford as part of Quickways, no need for further CPZ.</p> <p>Parking restrictions – Object .</p>

<p>(13) Member of public, (Oxford, Freelands Road)</p>	<p>CPZ – Object I am a resident, I don't want to pay for the fees. It's not a busy road anyway, it doesn't need controlled parking.</p> <p>Parking restrictions – Object It's not a busy area. It doesn't need any form of control.</p>
<p>(14) Member of public, (Oxford, Freelands Road)</p>	<p>CPZ – Object There is not a need for it in our area. There is no problem with finding a parking space. It will create an unnecessary addition cost for us.</p> <p>Parking restrictions – Object same as above - it is unnecessary.</p>
<p>(15) Member of public, (Oxford, Freelands Road)</p>	<p>CPZ – Object I feel there aren't any issues with parking in the donnington area, and having a controlled parking zone over complicates an issue which isn't really an issue. A total waste of resources!</p> <p>Parking restrictions – Object Currently there aren't many issues</p>
<p>(16) Member of public, (Oxford, Freelands Road)</p>	<p>CPZ – Object I am a resident of this area. I am in favour of additional yellow lines being put in place for the corners of certain roads to stop large vans and cars parking an obstructing views e.g. Arnold Road and Freelands Road opposite Donnington Recreation Ground. However, I am not in favour of parking permit zones being implemented. This would be another expense to local residents and will have an adverse effect on visitors accessing the local riverside and local recreation ground (particularly away teams playing against the respective Donnington FC youth teams).</p> <p>Parking restrictions – Object I do not agree that waiting restrictions need to be massively increased in the area, particularly after the implementation of this in nearby roads (e.g. Donnington Bridge Road, Iffley Road etc.).</p>

(17) Member of public, (Oxford, George Moore Close)	<p>CPZ – Object The cost of living is high enough to start paying for parking space also at home. No thanks</p> <p>Parking restrictions – Object It's fine as it is</p>
(18) Member of public, (Oxford, Maidcroft Road)	<p>CPZ – Object There are not enough Double Yellow Line (DYL) restrictions. The DYL on Boundary Brook Road at the footpath to Howard Street needs to be extended to 10m in each direction, to improve visibility for people coming from that footpath. There need to be DYLS opposite the entrance to Larkrise School. There need to be DYLS at all junctions for 10m in all directions. Entries to Pipkin Way (north) and Quartermain Close need these. The junctions of Swinbourne Road with Arnold Place and Addison Crescent need these. The DYLS at the traffic filter between Freelands Road and Radcliffe Road should extend 10m in all directions. The DYLS at the junction of Radcliffe Road with Iffley Road should extend 10m. Nixon Road needs DYLS along the whole length on at least one side of the road.</p> <p>Parking restrictions – No opinion no opinion</p>
(19) Member of public, (Oxford, Pipkin Way)	<p>CPZ – Object After all the traffic restrictions implemented in Oxford in the last few years, Oxford become impossible to move around. You expect people to cycle to the city centre but then there is nowhere to lock your bike. Buses are very expensive and now you are telling me that I can only have two permits for my house.</p> <p>Parking restrictions – Object No comments</p>

(20) Member of public, (Oxford, Pipkin Way)	<p>CPZ – Object I object this proposal. I have always been able to park outside my home without any problems. This will not improve safety in the area. It's just a money maker for the council. The recent LTNs have had an negative impact on local business having CPZ will only make things worse.</p> <p>Parking restrictions – Object There is space for cars to wait. People need to drop and pick up their children from schools</p>
(21) Member of public, (Oxford, Radcliffe Road)	<p>CPZ – Object It is unfair that residents have to pay for permits if they have more than one vehicle (as if road tax aint enough) . People who abuse our street space to park and ride on buses should be penalised with fines/permits not us who live on these streets. I feel this is the councils scheme to make money through unfair means from citizens who live peacefully in these streets. We work hard and with the rise of living crises you cant just decide to slap us with restrictions that involve additional expenses in this time of impending recession. Its extortionate, unfair and greedy. My counter proposal is leave us alone in peace and register our vehicles on your database against our home addresses and have people patrolling streets to fine those who shouldn't be abusing resident street space.</p> <p>Parking restrictions – Object See previous comments</p>
(22) Member of public, (Oxford, Radcliffe Road)	<p>CPZ – Object I live in Radcliffe Road and do not believe that the proposed parking restrictions are necessary. There is never a problem for cars to park in the road, or in Freeland's Road. A few cars do park at the top of Radcliffe Road for commuters who then get the bus into town. These cars are not parked outside entrances to any property and do not prevent residents from parking in the street.</p>

	<p>The suggested times for parking restrictions to apply are excessive. Restrictions in the Florence Park zone are 9-5 Monday to Friday, I can see no reason why Donnington zone should be more than this.</p> <p>The proposed double yellow lines on the whole of one side of Radcliffe Road and Freelands Road would severely limit the space for residents to park even as permit holders.</p> <p>Parking restrictions – Object</p> <p>I live in Radcliffe Road and do not believe that parking restrictions are necessary. There is never a problem for cars to find space to park in the road, or in Freelands Road. A few cars do park at the top of Radcliffe Road for commuters to then catch a bus into town. These cars are not parked outside entrances to any property and do not prevent residents from parking in the street.</p> <p>The suggested times for restrictions to apply are excessive. Restrictions in the Florence Park zone are 9-5 Monday to Friday; I can see no reason why the proposal for the Donnington zone should be more than this.</p> <p>The proposed double yellow lines on one side of the whole of Radcliffe Road and Freelands Road would severely limit the space available for residents to park.</p>
<p>(23) Member of public, (Oxford, St Andrews Road)</p>	<p>CPZ – Object</p> <p>Frequently use fields for community activities. Cpz will make these activities unworkable</p> <p>Parking restrictions – Concerns</p> <p>Unclear how this will be enforced</p>
<p>(24) Member of public, (Oxford, Stephen Road)</p>	<p>CPZ – Object</p> <p>Yet another example of the war on the car.</p> <p>Parking restrictions – Object</p> <p>Yet another example of the war on the car.</p>
<p>(25) As part of a group/organisation, (Oxford, Swinburne Road)</p>	<p>CPZ – Object</p> <p>Objecting because the overwhelming majority of residents in Donnington are strongly against the proposed CPZ but now understand that their objections will be ignored. Your party is hell bent on introducing the CPZ with nodoubt further draconian measures in the future [steadily increasing charges for one example]. if you really knew your ward you would know that there are large numbers of unemployed and also numerous students, these voters do</p>

	<p>not rely on a car unlike working residents who are struggling with the cost of living crisis, having to purchase more fuel to go miles out of their way to complete a journey which now takes considerably longer to complete. these proposals will pit neighbour against neighbour in their attempt to park outside their home as witnessed since Donnington bridge road residents have been denied parking in their own street and are forced elsewhere. As for planting trees in the road, that will only lead to more maintenance issues and cost e.g. leaves blocking drains, roots damaging underground services, repairing vandalised trees. Donnington residents will be forced to cut down hedges and turn front gardens into car parks. Residents will not be carrying their shopping bags on bicycles or queuing in the rain and cold for a bus when the bus companies are cutting services all over due to low demand and shortage of drivers, this will not improve. Ambulance crews from Headington are cut off from E. Oxford and cannot access callouts in a reasonable time and the Police find LTNs e.t.c are impacting on their ability to carry out their duties. Unfortunately they have been told not to voice any objections. I could go on but time is short.</p> <p>Parking restrictions – Object As above.</p>
(26) Member of public, (Oxford, Swinburne Road)	<p>CPZ – Object The cost of residents parking permits. This is just an additional tax to raise money for the council which is unlikely to be spent wisely.</p> <p>Parking restrictions – Object Unnecessary</p>
(27) Member of public, (Oxford, Arnold Road)	<p>CPZ – Object It is absolutely not necessary and quite frankly very inconvenient for residents and also the parents that take their children to the many activities in the Cavell Road Park. Most houses do not have parking facilities in these roads.</p> <p>Parking restrictions – Object I work from home, and I can see the roads are really quiet all day long and weekends. These are not necessary.</p>

<p>(28) Member of public, (Oxford, Donnington Bridge Road)</p>	<p>CPZ – Object I have been struggling with cancer for 2 years and am unable to work me and my husband are both struggling financially and this would make things harder I rely on friends and family to help me round the house and to do daily activities we have no parking access and would struggle even more if they had to have permits or have to park far and I struggle to walk to the car</p> <p>Parking restrictions – Object This area never is busy except when football is on the parents should be able to take there kids football with out having to worry about a ticket</p>
<p>(29) Member of public, (Oxford, Freelands Road)</p>	<p>CPZ – Object I live down this area and have family from all over who come and visit me if the parking is restricted I would not be able to afford many permits and there for would not be able to see my family often or my grandchildren what would ultimately lead to bad mental health</p> <p>Parking restrictions – Object There road is not that busy only at the weekends what is fine people should be able to park Freely and Visit people and go down the canal it's a cost of living crisis and people need to go out and do things that are free and by waiting zones you are stopping this</p>
<p>(30) Member of public, (Witney, Freelands Road)</p>	<p>CPZ – Object I see that both our surveys that you sent us before have been disregarded and now you are sending a third request for opinions. Surely it is clear now that nobody wants a cpz and most definitely not in Freelands Road where on most days there are practically no parked cars in the street between 8 and 8. Besides, I feel sorry for people who can't park anywhere and have to choose our street – why shouldn't they? Don't all of us feel relieved when on a necessary journey we are given an opportunity to park?</p> <p>I am 75 and I cycle most places but I have to transport my wife to hospital and other appointments due to broken bones in her foot following an accident at home. Plus many of my friends are disabled or have severe walking difficulties and it is really unhelpful to restrict their inability to get somewhere by car especially with no parking spaces at all. And some events take more than 2 hours. And I'm sure you must agree it is good for our mental health for older folk to mix together but it is getting more and more impossible to transport ourselves, and some of</p>

	<p>our friends are missing out on events which could benefit them and can no longer get there. That's not a very encouraging to myself as an organiser of some of those events.</p> <p>I took another family member to a hospital appointment last week and it took me an hour to get home from Headington, and with the ltns the traffic has multiplied hugely, and it's no good taking a bus because the buses were equally stuck in traffic. And also regarding the ltns it is heartbreaking to see shops close such as Silvester's in Hurst Street which has been open since the Second World War, and custom has dropped by 40% since the day the road blocks were installed – it is a local hardware shop which we are all very dependent on and it provides a warm welcome and a friendly venue for people, a real institution in our neighbourhood, and I really feel that this is tragic and damaging to the neighbourhood.</p> <p>I have spoken to many people and many of us would be very very grateful if you could stop asking people's opinions and then disregarding them. Please make life a bit easier for us. I appreciate that cpz's can bring in money for the council but surely there are other ways the council can raise money. And as I explained in my last letter to you, with old age coming on, one day I am going to forget to give somebody a visitors permit and then a big fine will be will have to be paid.</p> <p>Why not go back to how it used to be, when you can park anywhere reasonable and nobody need worry about it.</p>
<p>(31) Member of public, (Oxford, George Moore Close)</p>	<p>CPZ – Object Asking for people to pay to park by their homes with no alternative parking locations nearby during a cost of living crisis, in an area with no drives and high levels of social and sheltered housing and a VERY highly proportion of folk on fixed income (which barely covers heating costs now) is an absolute outrage. I object in the strongest possible terms. There is no parking problem in this area so this is completely unnecesary, after 2 years of people working from home it is clear the issue is 100% the parents for boundary brook driving in, this where you should focus your efforts, not on stretching the budgets of folks who have no slack to spare at an incredibly tight time</p> <p>Parking restrictions – No opinion There is no parking and waiting issue in this area</p>
<p>(32) Local Cllr, (Oxford, Pipkin Way)</p>	<p>CPZ – Object I live in one of the streets mentioned. There is no need for pipkin way to have CPZ. What we have currently works well. This is just the council finding new ways to make money from the residents. I/We already pay council tax on</p>

	<p>top of tax and NI. The cost of living is going through the roof, vehicle tax has gone up, everywhere in oxford parking is taken away for cyclists. I don't want another payment to make and the residents don't need something that we have being doing well without just for the council to make a buck. I live on a school street, yet we manage well and the parents at drop off/pick up and the residents have no problem with the parking. End of the line, we don't need this. I want to save the CPZ permit cost for my energy bill.</p> <p>Parking restrictions – Object</p> <p>I live in one of the streets mentioned. There is no need for pipkin way to have CPZ. What we have currently works well. This is just the council finding new ways to make money from the residents. I/We already pay council tax on top of tax and NI. The cost of living is going through the roof, vehicle tax has gone up, everywhere in oxford parking is taken away for cyclists. I don't want another payment to make and the residents don't need something that we have being doing well without just for the council to make a buck. I live on a school street, yet we manage well and the parents at drop off/pick up and the residents have no problem with the parking. End of the line, we don't need this. I want to save the CPZ permit cost for my energy bill.</p>
<p>(33) Member of public, (Oxford, Swinburne Road)</p>	<p>CPZ – Object</p> <p>With the new cost of living I'm struggling to pay the bills I have let alone having to pay for my own car to be parked every year my daughter lives in London and visits with my two granddaughters most weekends I would struggle to afford the extra permits and won't be able to see them every weekend I will just have to limit them to once a month and even that would be a struggle financially with the extra permit costs.</p> <p>Parking restrictions – No opinion</p> <p>This will not effect me</p>
<p>(34) Member of public, (Oxford, Radcliffe Road)</p>	<p>CPZ – Object</p> <p>I object to having to having the CPZ imposed upon us I believe it is a costly thing, I believe it is unnecessary, I believe it is harmful to the community and its own sense of responsibility and capability to organise itself. The Organisation of parking in our street and all the streets around Donnington - with the possible exception of Meadowlane (because of high frequency of visitor parking to River facilities) Is better regulated by residents who may simply exercise good neighbourliness and take responsibility for their own lives. The prospect of being required to make payments to a bureaucracy, the prospect of having to watch the clock and be fearful of being fined for errors and minor transgressions, the additional stress that it introduces into your lives makes me shudder.</p>

	<p>I get very little sense, following the introduction of the LTNs in the teeth of very strong local opposition, that the consultation is really in good faith rather than exercise to cover for the settled intention on the part of those with the power, to impose the restrictions in any case.</p> <p>The younger suburban streets in Radcliffe Road, Freelands Rd and the like, and in Florence Park area, are much less densely populated than the cramped tiny terraced house Streets Of the earlier east Oxford. There is plenty of room for the number of cars regularly parked here, and even some spare room for one or two commuters who may park during the day, and then take the bus into their work. Why make their lives more difficult, there is no harm in it?</p> <p>I do not approve of the proposal, I do not want to see it implemented, I believe we are capable of organising our own community and getting along without a ghastly bureaucracy imposing itself in our lives.</p> <p>Rules, regulations, fines, appeals procedures, add a level of societal coercion that we can do without. Yellow lines, white lines, Road signs, will all make our residential streets less attractive.</p>
<p>(35) Local Carer, (Kidlington, Evans)</p>	<p>CPZ – Object</p> <p>As has been the case with other such initiatives of late the proposals are short sighted and make life a lot harder for those who need to access the area for genuine purposes. I grew up in this area and over the 40+ yrs of being in and around it, I've never know such levels of disruption with travelling in from other parts of Oxford.</p> <p>Putting these restrictions in here will have a knock on effect nearby, making it even harder to get to this area.</p> <p>Stop trying to control everything, its not working folks!</p> <p>Travel time of 90mins by car from the JR to Donnington Bridge rd is now a reality and affecting the health of elderly folks in the area who rely on carers such as I.</p> <p>Parking restrictions – Object</p> <p>As has been the case with other such initiatives of late the proposals are short sighted and make life a lot harder for those who need to access the area for genuine purposes. I grew up in this area and over the 40+ yrs of being in and around it, I've never know such levels of disruption with travelling in from other parts of Oxford.</p> <p>Putting these restrictions in here will have a knock on effect nearby, making it even harder to get to this area.</p> <p>Stop trying to control everything, its not working folks!</p> <p>Travel time of 90mins by car from the JR to Donnington Bridge rd is now a reality and affecting the health of elderly folks in the area who rely on carers such as I.</p>

<p>(36) Member of public, (Witney, Swinburne Road)</p>	<p>CPZ – Object I often visit my elderly father in Swinburne Road and I think having restrictions will cause issues</p> <p>Parking restrictions – Object I often stay with him all day and in doing so I would be limited on how long I could stay</p>
<p>(37) Member of public, (Oxford, Argyle Street)</p>	<p>CPZ – Concerns Is the CPZ really going to be affordable in this area? I fear it could make a significant number of people's lives unnecessarily more difficult.</p> <p>Parking restrictions – Support It might help reduce the displacement of people parking cars for short period from other CPZs into Donnington</p>
<p>(38) Member of public, (Oxford, Arnold Road)</p>	<p>CPZ – Concerns I don't see any evidence of a parking problem on my street. I don't want more traffic signs cluttering up the pavement, which is already difficult to maneuver. I don't own a permanent vehicle (I am in a car club or rent vehicles when required) and don't understand the process of applying for a permit to be used by a variety of different temporary cars.</p> <p>Parking restrictions – No opinion It isn't clear from the proposal where these would apply.</p>
<p>(39) Member of public, (Oxford, Arnold Road)</p>	<p>CPZ – Concerns Broadly support greater parking controls in the area but concerned that it will have an effect on the feel of the area to be more 'city centre' and less community.</p> <p>Parking restrictions – Support Seem sensible. Would like better enforcement of existing double yellow lines though! Those eg at top of Arnold Road are frequently ignored.</p>

<p>(40) Member of public, (Oxford, Boundary Brook Road)</p>	<p>CPZ – Concerns All our opinions should matter. Consultations should be acknowledged and engaged with. If we work together, then we can make Oxford a better place for everyone.</p> <p>Parking restrictions – Concerns I do object to having to pay £65 p.a for permits to park outside my own home. We are not offered the option of 'off road' driveway parking. Could this be an option in the future - to convert gardens into parking bays? In terms of costs, I pay road tax & we pay council tax - these taxes should already contribute towards highway/parking enforcement costs. I am concerned the parking and waiting restrictions will not be enforceable regularly enough - will ANPR cameras be in force as well as wardens - to justify the added costs? I am concerned about the 'temporary' residency permits, allowing parking due to work purposes. No indication of time restrictions are given in the letter for temporary permits. Are they granted for 1 week, 1 month - up to year? This time allowance could have an impact on parking availability otherwise. Does the limit of 2 per household also include HMO's? I note that students/persons studying in Oxford - for our controlled zone - will not be allocated a permit. This should help with the students currently parking in our area. I am not sure where the double yellow lines will be placed, so I cannot comment further about this and the waiting restriction times. In theory, it sounds okay, but we will have to wait and see how the scheme is managed and controlled. Will there be a consultation after a trial period so you can receive constructive feedback on how the scheme is working.....I hope so.</p>
<p>(41) Member of public, (Oxford, Boundary Brook Road)</p>	<p>CPZ – Concerns I am an 80 year old widow and pensioner who depends on my family to care for me and need regular care visits as I am also registered disabled. These restrictions will make it very difficult for my family to care for me.</p> <p>Parking restrictions – Concerns This will make it difficult for my care needs to be met</p>
<p>(42) Member of public, (Oxford, Boundary Brook Road)</p>	<p>CPZ – Concerns 0800 to 2000 7 days per week is to long. Should be 3 hour window Monday to Friday (1000-1300) to allow traffic wardens to fine long term non resident parkers. But allow the community to operate effective (visitors / caterers). Also no provision to enable Larkrise Primary school teachers to park. We must facilitate them getting to school and parking to teach the communities children. Penalising teachers penalises local children. All corners on boundary brook road should have double lines on the insides to ensure clean line of site into the turn.</p>

	<p>Parking restrictions – Object 0800 to 2000 7 days per week is to long. Should be 3 hour window Monday to Friday (1000-1300) to allow traffic wardens to fine long term non resident parkers. But allow the community to operate effective (visitors / caterers). Also no provision to enable Larkrise Primary school teachers to park. We must facilitate them getting to school and parking to teach the communities children. Penalising teachers penalises local children.</p>
(43) Member of public, (Oxford, Chester Street)	<p>CPZ – Concerns there is nowhere to park to take kids to play or relatives to park since all the car parks are now closed to the public.</p> <p>Parking restrictions – Concerns I dont know what the Waiting restrictions are?</p>
(44) Member of public, (Oxford, Freelands Road)	<p>CPZ – Concerns My property has a driveway with space for two cars but only has a dropped curb on one side of the driveway, will the other side of my driveway be blocked by a parking space so I can no longer access it?</p> <p>Parking restrictions – Support I think they are needed but would like to know where they are planned to be added</p>
(45) Member of public, (Oxford, George Moore Close)	<p>CPZ – Concerns We live in George Moore Close, the proposed no non resident parking at all times will affect uswhen we have visitors or workmen as the non resident parking permits are limited and if exceeding the annual amount we have to pay for them. Better to have 2 hour limited parking for non residents as in other areas of the Donnington zone.</p> <p>Parking restrictions – Support it will reduce the amount of cars at drop off and pick up times near Larkrise school</p>

<p>(46) Member of public, (Oxford, Iffley Road)</p>	<p>CPZ – Concerns I support controlled parking in this area. However I live in the cul-de-sac next to the Howard St co-op, containing 299, 299a, 299b, 299c and 301 Iffley road which I note is not on the proposed map of controls. It is currently a double yellow line but rarely enforced and frequently used as a pit stop by customers of the co-op. I would appreciate if this area was included in the proposal and enforced. I hope I will be able to get a resident permit for myself in one of the new zones. A resident parking spot could also be painted here, or perhaps a car-club spot could be considered?</p> <p>Parking restrictions – Support Less cars is good! Less waiting will improve air quality</p>
<p>(47) Member of public, (Oxford, Iffley Turn)</p>	<p>CPZ – Concerns I am a resident of Iffley Turn and my house is on the part of Iffley Turn that runs East to West and includes the junction with Anne Greenwood Close. Parking in this part of Iffley Turn has become increasingly worse over the years with people from outside the area using it as a park and ride, vans and cars being parked and left here for months on end and people regularly parking over my drive. Since the introduction of the CPZ zone in Florence Park is has become even worse (pretty much over night), as more people are forced to look for places to park in other areas without CPZs - namely Iffley Turn. I regularly see people parking in Iffley Turn who are clearly commuters (they take bikes out of their boots) and as I know all the people in the area, having lived here a long time, I know that the cars parking here are not from the surrounding houses. I currently have two cars in front of my house that have been parked there now for weeks. By about 8-8.30am in the morning, Iffley Turn is choc full of cars as people use it as a car park/park and ride. At weekends, it is just as bad as it is during the week with people either using it as a park and ride to then catch the bus into town or to go walking from here into the village. I have also noticed an increase in litter around Iffley Turn which may be due to all the cars parked here now. It is frequently the case that friends and family visiting my property have nowhere to park or that tradespeople coming to the house to do any work have nowhere to park and are forced to park a long way away - or as was the case the other day a friend contacted me to tell that they had come to see me but couldn't stop as there was nowhere to park! At nearly 80 years old and recently having had an operation, having friends being able to visit is very important for me. Another issues is that because both sides of Iffley Turn are now always full of cars, it means the road is now reduced to a single traffic lane which causes congestion in the morning and afternoon at peak commuter hours. If yet another CPZ is put in the Donnington area this will only make the problem even worse (if that is possible!!) I am aware that residents of Iffley Village are opposed to CPZs in their area however this is a problem very specific to Iffley Turn and as such, in my opinion, a sensible way forward would be to include Iffley</p>

	<p>Turn in the Donnington CPZ area, otherwise if this continues residents of Iffley Turn will be unable to park in their own street or have any visitors/tradepeople visit. If this continues residents of Iffley Turn may be forced to start parking in Iffley Village!</p> <p>Parking restrictions – Concerns Please see my previous comments.</p>
<p>(49) Member of public, (Oxford, Owens Way)</p>	<p>CPZ – Concerns Adequate short-term parking provision needs to be made in Meadow Lane North for parents who work outside Oxford and who are dropping off their children at St Mary and St John Primary School. Many of the properties on the right hand side have driveways so 2 hour spaces need to be made available on the left hand side adjacent to the river also. This is currently all proposed to be covered by a double yellow line.</p> <p>Parking restrictions – Concerns Adequate short-term parking provision needs to be made in Meadow Lane North for parents who work outside Oxford and who are dropping off their children at St Mary and St John Primary School. Many of the properties on the right hand side have driveways so 2 hour spaces need to be made available on the left hand side adjacent to the river also. This is currently all proposed to be covered by a double yellow line.</p>
<p>(50) Member of public, (Oxford, Swinburne Road)</p>	<p>CPZ – Concerns Swinburne Road is very rarely so busy that there are no parking spaces on the road, and the vast majority of houses on this road have driveways with a least one off-road parking space already. There are some long-established small businesses on this road with vans, and the proposed CPZ would increase their costs. Several of the houses are undergoing long-term renovations, and would need to pay for contractor permits. It's possible that if a CPZ is introduced in neighbouring roads but not Swinburne Road, then Swinburne Road will become very busy often. However, even since the removal of parking options on Donnington Bridge and Iffley Road, that has not yet happened.</p> <p>Parking restrictions – No opinion No opinion as this is not proposed for my road.</p>

<p>(51) Member of public, (Oxford, Townsend Square)</p>	<p>CPZ – Concerns If Townsend Square (where I live) is made a double yellow line area/zone, how will this affect deliveries (e.g. groceries) and people coming to do work (e.g. cleaner plumber etc) or visit specially? Will they still be able to park outside our flat/block?</p> <p>Parking restrictions – Concerns see previous answer</p>
<p>(52) Member of public, (Oxford, Townsend Square)</p>	<p>CPZ – Concerns We live here, but don't own a car which means we frequently borrow a friend's car, use car club or hire a car and need to go to park it. As with other CPZs there is no way for us to get a permit for the case. We would be able to get by with the 50 visitors permits +2 hour slots, but that might not leave us with any permits for actual visitors! It is unfair that we actually have *less* access to parking when we are helping to reduce car usage and street clutter in Oxford! Households without a resident permit should be entitled to increased numbers of visitors permits.</p> <p>Parking restrictions – Support There are some vehicles which seem to be parked here on Townsend Square for long times which aren't residents cars.</p>
<p>(53) Member of public, (Oxford, Freeland Road)</p>	<p>CPZ – Concerns I am objecting because I live in this area and do not want a controlled parking area where I live. There is no need for it. I do not want to unnecessarily pay £130.00 a year (2 x £65.00) for something I already get free.</p> <p>Parking restrictions – Object I do not want double yellow lines on Freeland Road. I think this is unnecessary,</p>
<p>(54) Member of public, (Oxford, Meadow Lane)</p>	<p>CPZ – Concerns There's no other CPZ around we could possibly be eligible for as we're simply opposite 309/311 Meadow Lane, but we are lucky to have a reasonably big driveway. We do have carers and district nurses visiting on a daily basis though. I'll check with them whether they are entitled to park in controlled parking zones, if not we may need to apply for permits.</p>

	<p>Please can you confirm whether the controlled parking will be limited to residents from 8pm to 8am, as on the adjoining streets? If not, we are likely to face evening and night-time influxes of cars, given all the activities that take place in clubs and pubs nearby.</p>
<p>(55) Member of public, (Oxford, Howard Street)</p>	<p>CPZ – Concerns</p> <p>as a Howard Street homeowner with rear access to their property via Boundary Brook Road, I don't recall receiving any postal notification of this proposal. (This is different from the recent School Streets consultation, where we were informed by post.) From reading the CPZ notifications displayed around Boundary Brook Road, it seems as if residents of Howard Street that this proposal directly affects (roughly 2 Howard Street to 72 Howard Street, who have rear access) have not been considered, as I can see no mention of Howard Street in the list of affected roads. I am sincerely hoping that neighbours have been in touch with similar queries to the ones I am raising with you in the email below within the allocated timeframe. However, if not, I would suggest it is because communication to Howard Street residents about the proposed changes has been subpar, as this proposal will have a significant impact on many of us.</p> <p>We currently have one family car, which we park behind our garage on a small stretch of concrete that I would presume to call our drive. This backs onto Boundary Brook Road, which is the road we invariably use for access to our property. Whilst I am assuming that this area of land will not be subject to the new CPZ parking restrictions, I would appreciate reassurance of this fact. I'm also concerned that – once the CPZ is in place – we will face the problem of those without parking permits taking advantage of this space and parking on our drive. This is actually already a problem for us, but currently we can typically find an alternative space on Boundary Brook Road until we can reclaim our space. Going forward, if the CPZ goes ahead, this will no longer be possible without a permit.</p> <p>Given that you don't seem to be considering allowing Howard Street residents with rear access the opportunity to purchase parking permits for the Boundary Brook Road CPZ, I foresee a common scenario whereby we are not able to park behind our house on our drive, but are also unable to park on Boundary Brook Road. I would therefore like to know what would happen in these circumstances. Who would be responsible for preventing cars from parking on our land as a result of restrictions the Council have imposed? What will be the repercussions for those that do? Will we ourselves being fined if we cannot park on our drive, and have to park within the CPZ without a permit (even though this will be through no fault of our own)?</p> <p>I acknowledge that – as a resident of Howard Street – we are eligible to purchase permits for the Howard Street CPZ. Up to this point, we haven't had a need to do this. However, considering this as an option, I do have</p>

	<p>concerns, as I would argue that this CPZ is already at capacity. I would prefer to be given the option to opt into the Boundary Brook Road CPZ. I would also argue that allowing us to do this will prevent creating parking issues on Howard Street.</p> <p>If the proposed CPZ for Boundary Brook Road goes ahead, I would like to request that those residents of Howard Street who have rear access via Boundary Brook Road are considered as part of this, and consulted with going forwards. I would also like to propose that – in additional to continuing to be able to park on the drives behind their properties without the need for a permit – they are given the option to purchase permits for this zone. This would be of benefit to those households with more than one car or those who would like the use of occasional guest permits (we fall into the latter category). As mentioned above, it will also prevent creating new parking issues on Howard Street.</p>
(56) Member of public, (Oxford, Addison Crescent)	<p>CPZ – Support Uncontrolled pavement parking everywhere. Danger for cyclists and pedestrians alike. Student HMOs putting pressure on permanent residential needs for occasional parking.</p> <p>Parking restrictions – Support Safety</p>
(57) Member of public, (Oxford, Addison Crescent)	<p>CPZ – Support Far too many cars vans and trucks clogging up Addison Crescent.</p> <p>Parking restrictions – Support I am a resident and find the crescent too congested</p>
(60) Member of public, (Oxford, Arnold Road)	<p>CPZ – Support Think it may have a small impact on reducing traffic</p> <p>Parking restrictions – No opinion No strong view</p>

<p>(61) Member of public, (Oxford, Badger's Walk)</p>	<p>CPZ – Support There are too many cars parked on pavements, cycle lanes, near a school.</p> <p>Parking restrictions – Support Support but there need to be double yellow lines outside Larkrise school on both sides of the road round the corner.</p>
<p>(62) Member of public, (Oxford, Boundary Brook Road)</p>	<p>CPZ – Support Streets in the Donnington area are currently the wild west for parking, with residents from nearby CPZ areas using my street (Boundary Brook Rd) as free parking. I believe that there should not be any free and uncontrolled parking in Oxford at all!</p> <p>Parking restrictions – Support In areas like Boundary Brook Rd, we do introduce restrictions that do not allow waiting at any times on corners. This should be done for safety (e.g., visibility). This is especially important given the very welcome increase in active travel modes adopted by children travelling to Larkrise Primary School. However, there are some areas that have not been marked for waiting restrictions that need them — Danny Yee has identified these.</p>
<p>(63) Member of public, (Oxford, Boundary Brook Road)</p>	<p>CPZ – Support I live on Boundary Brook Road and it's covered in cars. I've seen people park up in the morning and then walk towards the centre, wearing work lanyards. I'd prefer a CPZ because it will be cleaner and safer and easier for residents.</p> <p>Parking restrictions – Support It will be cleaner here for locals.</p>
<p>(64) Member of public, (Oxford, Boundary Brook Road Resident)</p>	<p>CPZ – Support Boundary Brook Road has become a car park for Howard Street residents, parents & teachers from Larkrise School & commuters going to work in Oxford.</p> <p>Parking restrictions – Support</p>

	See reply to question 3.
(65) Member of public, (Oxford, Bullingdon Road)	<p>CPZ – Support There are a huge amount of parked cars and we need to restrict parking by non residents in the area to improve the public amenity.</p> <p>Parking restrictions – Support Cars should not be parked in these areas for the safety of more vulnerable road users.</p>
(66) Member of public, (Oxford, Chester Street)	<p>CPZ – Support Cos it's a car park at the moment! We mainly need to stop the private school kids and parents form entering Oxford</p> <p>Parking restrictions – No opinion What are waiting restrictions</p>
(67) Member of public, (Oxford, Chester Street)	<p>CPZ – Support We need to reduce the amount of cars and car driving in Oxford</p> <p>Parking restrictions – Object I'm in favour of allowing people the freedom to wait - picking up/dropping off etc</p>
(69) Member of public, (Oxford, Donnington Bridge Road)	<p>CPZ – Support I am a disabled resident. My local streets need controlled parking restrictions due to people who are not residents often parking their cars and leaving them, including using my private off street parking slot. My carers visit daily and need a parking space. A CPZ will be welcomed by myself.</p> <p>Parking restrictions – Support</p>

	The waiting restrictions will hopefully stop people parking and leaving their vehicles for long periods of time.
(70) Member of public, (Oxford, Fairacres Road)	<p>CPZ – Support Too many cars curently using it to park and go into town.</p> <p>Parking restrictions – Support In line with rest of city</p>
(71) Member of public, (Oxford, Florence Park Road)	<p>CPZ – Support The whole city needs CPZ. Donnington area is currently car storage for commuters and households with excessive car ownership.</p> <p>Parking restrictions – Support Need to go further, particularly in the area around the Howard Street 'snicket' cut-through on Boundary Brook Road. This is a high-traffic route for active travellers, visibility is greatly reduced by cars parked near the alleyway.</p>
(72) Member of public, (Oxford, Freelands Road)	<p>CPZ – Support i live in Freelands Road and CPZ will help improve parking for residents improve health & well being, and stop non residents parking there and commuting into the city and prevent futher pollution which is bad in ourt area.</p> <p>Parking restrictions – Support i beleive some waiting restrictions need to be on place for people visiting their relatives and for carers and nurses.</p>
(73) Member of public, (Oxford, Freelands Road)	<p>CPZ – Support I am a resident of Freelands Road and I support the CPZs for my road as I can never park anywhere close to my house due to other people leaving their cars here and walking into the city centre! Which is unfair for the residents</p> <p>Parking restrictions – Support</p>

	I have noticed the areas where are Waiting restrictions are actually safer than having vehicles parked there
(74) Member of public, (Oxford, Freelands Road)	<p>CPZ – Support I live in Freelands Road and I am annoyed by other households having numerous cars and parking on the street, not their drives.</p> <p>Parking restrictions – Concerns There are visitors and football teams who come to Donnington and they need to be able to park for short periods of time.</p>
(75) Member of public, (Oxford, Freelands Road)	<p>CPZ – Support I agree with the CPZ because of the number of vehicles parking in the area.</p> <p>Parking restrictions – No opinion Restrictions could</p>
(76) Member of public, (Oxford, Freelands Road)	<p>CPZ – Support I wish to reduce unauthorised parking by non-residents so the locals will find space to park their cars on their roads. Additionally, to reduce the number of cars each house hold has since many have multiple cars.</p> <p>Parking restrictions – Support These restrictions ensure the safety of pedestrians, childrens and cyclists.</p>
(77) Member of public, (Oxford, George Moore Close)	<p>CPZ – Support I am supporting the proposals because of the major parking issues in our area</p> <p>Parking restrictions – Support Because of the major problems of parking in our area</p>

(78) Member of public, (Oxford, George Moore Close)	<p>CPZ – Support As a resident I've noticed the rise in cars and vans parking for long periods, often making it difficult to drive around (e.g., the entrance to George Moore Close is often reduced to a single-track road by parked vehicles).</p> <p>Parking restrictions – Support Visibility around corners on Boundary Brook/George Moore Close is often very bad due to parked vehicles. I'd very much like to see the double yellows on the corners extended.</p>
(79) Member of public, (Oxford, Harold Hicks Place)	<p>CPZ – Support Support, but needs far more double yellow lines to protect children around the school!</p> <p>Parking restrictions – Support Support more waiting restrictions - but need *far* more double yellow lines (on every corner at least, and wider & both sides by the the passage to Howard Street. At present to proposals are far too limited and fail to keep children safe when getting to school :-)</p>
(80) Member of public, (Oxford, Howard Street)	<p>CPZ – Support A Donnington CPZ is necessary to prevent parking which endangers people walking and cycling in the streets covered. Unfortunately the scheme proposed doesn't prevent parking in key areas - most obviously on bends and junctions on Boundary Brook Rd and Swinburne Rd. Double yellow lines should also be included to stop parked vehicles blocking visibility for and off people using the lane from Boundary Brook Rd to Howard St, and to remove parking from both sides of Boundary Brook Rd immediately outside Larkrise Primary School.</p> <p>Parking restrictions – Support Again, these don't go far enough. All bends and junction corners should be "No waiting at Any Time", on safety grounds, as should anywhere where foot or cycle paths join the road.</p>

<p>(81) Member of public, (Oxford, London Road)</p>	<p>CPZ – Support Parking is bad and the way many people disrespect pavements and peoples drives when parking on Meadow Lane as they go to the rowing and other clubs is also dangerous. Since the Council allowed Falcon Rowing Club to have sole use of the car park on Meadow Lane, which I found a misuse of what should be a public space, things have got worse. We ned a CPZ on all of Meadow Lane to protect children, pedestrians and resident in that area.</p> <p>Parking restrictions – Support For the safety of all who use the pavemnts and roads in that area.</p>
<p>(82) Member of public, (Oxford, London Road)</p>	<p>CPZ – Support Its long over due to sort out parking and keep the streets safer in Donnington especially in Meadow Lane</p> <p>Parking restrictions – Support Needs to be a coherent coordinated plan since the other CPZs were introduced there have been more problems. Its also should have been introduced before Falcon Rowing Club was given the car park off Meadow Lane this has caused more problems to residents and also safety for pedestrians who use Meadow lane a lot.</p>
<p>(83) Member of public, (Oxford, Magdalen Road)</p>	<p>CPZ – Support This cannot come soon enough! Donnington has been blighted with excessive numbers of badly parked cars since the adjoining CPZs were introduced, and it will be great to reclaim the pavements, grass verges etc for pedestrians and wildlife. I strongly urge the council to mark out parking bays on the roads - to avoid the issue in neighbouring streets like Rymers Lane or Fairacres Road where the pavements remain unusable by pedestrians despite the CPZ, because everyone parks half on them.</p> <p>Parking restrictions – Support Larkrise has done some excellent work to encourage parents to bring their kids to school by means other than driving, and should be supported to keep it up.</p>

<p>(84) Member of public, (Oxford, Meadow Lane)</p>	<p>CPZ – Support We live on meadow lane and the parking situation is out of control. Since the closing of Falcon rowing club's car park to the public the road has been double parked the whole way along Every day we watch people parking up for free to walk through to Iffley fields via Fairacres road where a CPZ exists . Our drive way has been blocked countless times by cars parking over it or partly over it . We fully support this proposed CPZ and it cannot happen soon enough Please pass it through!</p> <p>Parking restrictions – Support As per previous notes</p>
<p>(85) Member of public, (Oxford, Meadow Lane)</p>	<p>CPZ – Support I live in Meadow Lane, where we urgently need controlled parking</p> <p>Parking restrictions – Support Much needed, proposals also need tightening</p>
<p>(86) Member of public, (Oxford, Meadow Lane)</p>	<p>CPZ – Support I live at on Meadow Lane. It's frequently difficult for me to get my car in or out of my property because non-residents have parked on the grass verge, over my dropped kerb, or generally inconsiderately. This is greatly worsened when there are rowing or other events on: I've even had people park directly across my drive so I'm unable to move my car at all. I strongly support the introduction of a CPZ; this will make it much easier for residents of the street to access their properties.</p> <p>Parking restrictions – Support I live at 301 Meadow Lane. The opposite side of the street, which will have a 'no waiting at any time' restriction under the proposals, is frequently full with cars and vans and it leaves the street very narrow. This makes it difficult to manoeuvre my car out of my drive - generally I have to reserve from my drive down to Ferry House and turn there, often with little space to either side as I move.</p>

	<p>What really worries me is that Meadow Lane is a busy thoroughfare for walkers, cyclists, and runners - and they tend to go down the middle of the road, especially as cars are forced to park on the kerb. Moreover, children and young people use the road to access the Sea Scouts, rowing clubs, and SS Mary and John school. There is frequent conflict between vehicles and other road users and I worry that someone will be hurt: poor visibility, a narrowed road, and non-motor traffic moving down the street in both directions is a very dangerous combination when residents are driving in and out.</p> <p>I strongly support the introduction of double yellow lines along the side of the street nearest to the river. This will prevent people from obstructing or narrowing the street and will reduce the risk to all road users.</p>
<p>(87) Member of public, (Oxford, Meadow Lane)</p>	<p>CPZ – Support</p> <p>As a resident of Meadow Lane (section between Donnington Bridge Rd and Fairacres Rd) I am frustrated by the high number of non-resident vehicles using the road daily. This has caused the destruction of grass verges and regularly causes obstructions for vehicles trying to use the lane. During the week these appear to be day visitors using the lane as a park and ride, or residents of nearby streets using the lane for permit-free parking. At the weekend, we get a large number of vehicles parking to use the river or the skate park.</p> <p>Parking restrictions – Support</p> <p>It is fair to enable leisure visitors to park in the lane to use the river, as long as these are in 'on-street' parking bays and not on the grass verges.</p>
<p>(88) Member of public, (Oxford, Meadow Lane)</p>	<p>CPZ – Support</p> <p>I 100% support the CPZ. Since the closure of the car park on meadow lane and the yellow lines on Donnington bridge road, the parking has become horrendous, we are luckily enough to have a drive way but we are blocked in or out on most occasions, people double park on both sides of the road which is incredibly dangerous for cyclists and pedestrians, this is a school route as well so there are lot footfall down meadow lane and having lots of cars parked on the pavements is a hazard as adults and children have to walk on the road.</p> <p>Also with the amounts of cars parked I have seen how difficult it is to get an ambulance down the road to someone who needs it, let's hope it's not a fire engine as they would have no hope of getting down!</p> <p>Parking restrictions – No opinion</p> <p>No opinion</p>

<p>(89) Member of public, (Oxford, Meadow lane)</p>	<p>CPZ – Support A cpz is needed to control the parking situation on Meadow lane</p> <p>Parking restrictions – Support This is needed to remove unauthorised waiting in the area and vans parking</p>
<p>(90) Member of public, (Oxford, Monmouth Road)</p>	<p>CPZ – Support The Donnington area has received lots of non-resident commuter parking since the areas surrounding it became CPZs. This makes active travel journeys of children to Larkrise school much more dangerous than they need to be. There is a disappointing lack of new double yellow lines at various places near the school, but this CPZ is better than the status quo.</p> <p>Parking restrictions – Concerns This CPZ would be an improvement, but we really need more double yellow lines than this in the Boundary Brook Road Area. In particular, the area part of the road directly opposite Larkrise School should have double yellow lines to provide better line of sight for children crossing to get to school, and similarly, there should be longer double lines next to the Howard Street cut through and double lines on the opposite side of the road from it.</p>
<p>(91) Member of public, (Oxford, Quartermain Close)</p>	<p>CPZ – Support I'm a resident of Quartermain Close and i support the CPZ entirely</p> <p>Parking restrictions – Support These need to be in place in order to deter vehicles from parking there</p>
<p>(92) Member of public, (Oxford, Rivermead Road)</p>	<p>CPZ – Support CPZs are a necessary part of the overall traffic management for Oxford city. They make LTNs, quickways, quietways, bus filters, etc work by removing free long-term parking, and reducing the incentive to drive part of the way into the city, then switch to walking or public transport. Commuters from outside Oxford should use park & ride.</p> <p>Parking restrictions – Support</p>

	<p>I generally support no waiting restrictions, and would like to see stronger enforcement, especially outside schools & shops and along cycle routes.</p>
<p>(93) Member of public, (Oxford, Rymers Lane)</p>	<p>CPZ – Support CPZ help prevent commuter and rogue parking, it works well in other areas of Oxford so brings Donnington in line with the neighbouring areas.</p> <p>Parking restrictions – Support overall I feel the waiting restrictions are a bit too loose (not just for Donnington but other CPZs) and often there is a lack of enforcement (there used to be parking disks to indicate arrival time, why is this not the practice any more), but I am overall supportive. SPECIFICALLY I feel there is an inconsistency in how DYL are planned to be applied throughout the CPZ, in Boundary brook they need to be applied to all bends and junctions (there are often cars parked there, obscuring visibility for pedestrians, specifically children)</p>
<p>(94) Member of public, (Oxford, Silver Road)</p>	<p>CPZ – Support The parking, as it stands, is a hazard.</p> <p>Parking restrictions – Support The current lack of waiting restrictions is a hazard</p>
<p>(95) Member of public, (Oxford, Southfield Park)</p>	<p>CPZ – Support Donnington is one of the few areas in Oxford where no CPZ is in place, which attracts parking by drivers from other areas - often on pavements! - itself encouraging extra car journeys.</p> <p>Parking restrictions – Concerns As a parent at Larkrise Primary School, I support the restriction of parking in Donnington in general. This is necessary to improve safety for children walking and cycling, to reduce car movements and to improve visibility. However, I have been made aware of errors and omissions in the plan. In particular, there need to be double yellow lines around the entrance to Larkrise, including the entrance to the path which leads to Florence Park.</p>

	<p>Double yellow lines need to be extended a significant distance on both sides of Boundary Brook Road at the entrance to the path which leads to Howard Street, which is a major pedestrian route with limited visibility. Finally, there should be double yellow lines at each junction on Swinburne Road/Arnold Road/Addison Crescent to match the junctions on Freelands Road/Townsend Square.</p>
<p>(96) Member of public, (Oxford, Swinburne Road)</p>	<p>CPZ – Support I don't own a car and I have a drive that visitors can park on. I think there are far too many cars in the street. If the cpz can help reduce them I would be happy.</p> <p>Parking restrictions – No opinion I'm not sure what this would mean for me</p>
<p>(97) Member of public, (Oxford, Swinburne Road)</p>	<p>CPZ – Support The Donnington estate and Boundary Brook Road areas are currently badly-managed free car parks, where pavements are blocked most of the time by parked cars (many left there long-term by non-residents) and there is far more traffic than there should be in small residential streets, making walking and cycling in the area (including journeys to and from Larkrise Primary School) at best unpleasant and frustrating, and at worst actively dangerous. I believe the CPZ will help to make the streets safer, cleaner, and quieter, reducing traffic in the area and reducing the number of cars blocking pavements.</p> <p>Parking restrictions – Support Generally support the reduction of private parking on public streets. Additional DYs are also needed on Boundary Brook opposite the school, and on Howard Street at the end of the cycle/footway through from Boundary Brook Road (in both cases because the current permanent parking there severely reduces visibility when crossing the road).</p>
<p>(98) Member of public, (Oxford, Swinburne Road)</p>	<p>CPZ – Support For a road where the majority of houses have off-street parking there are far too many cars parked on the road. Cars are often left for long periods by non-residents, presumably as it is the first area away from the centre of town without a CPZ. Furthermore, almost every single car that is parked also takes up space on the pavement, meaning pedestrians are less able to walk freely. In fact, a large proportion of pedestrians simply walk down the middle of the road due to the obstructions (i.e. cars) on the pavement. A CPZ would reduce the volume of parked cars both</p>

	<p>on the road/pavement, to the benefit of residents and pedestrians using the road as a cut-through from Iffley Rd to Donnington Bridge/Meadow Lane.</p> <p>I would like to add that a CPZ will address some of the issues with pavement parking by simply reducing the volume. However, it will still mean that residents with permits may continue to do so. If measures could be put in place to reduce this it would make using the road as a pedestrian that much better.</p> <p>One concern I have is that having a '2-hour stay for non-permit holders' allowance without specific bays for this will largely be unenforced or harder to enforce. Would it not be better to have designated 2-hr parking spaces so it's easier for traffic enforcement to see what cars are coming and going? I.e. if a non-resident wanted to leave their car for, say, 5-6 hours, they could probably feel quite safe to do so if they knew it would be one of dozens of on-street cars in the entire area, rather than one of a small handful parked in the marked bays, which is most likely where they would park if they were included in the plan.</p> <p>Parking restrictions – Support</p> <p>As I understand, the bulk of the new waiting restrictions apply to Meadow Lane (the rest is to small sections of roads, mostly at the corners). I support this mainly because there are too many cars that are effectively dumped on that side of Meadow Lane. Right now, there is one with a wheel clamp on. For parents who use Meadow Lane as a route home from school (including myself), freeing that side of the road to foot traffic will be of benefit.</p>
<p>(99) Member of public, (Oxford, Townsend Square)</p>	<p>CPZ – Support</p> <p>My street is filled every day by parked cars by people who work in the city centre and commute their using our bus service which is close to the city centre leaving no on-street parking for residents & their guests.</p> <p>Parking restrictions – Support</p> <p>I would like to see my street a parking permit only zone which would reduce cars travelling into the city if they cannot park so close to city centre and use our quick bus routes.</p>
<p>(100) Member of public, (Oxford, Boundary Brook Road)</p>	<p>CPZ – Support</p> <p>I live on Boundary Brook Rd and am frustrated at the amount of on street parking that there is. I believe that people from outside of Oxford use us for free parking (although I can't prove it), and I know that people on Howard St park here.</p> <p>We need to make car ownership less appealing, and making parking more difficult/expensive is a crucial part of it. I'm about to go car free.</p>

	<p>Parking restrictions – Support I fully support anything that makes the roads safer and it harder to have a car. I'm very pleased to get more double yellow lines on Boundary Brook Rd as it is unsafe in places (around Larkrise and the path to Howard St in particular, as well as the corner of Pipkin Way near Howard St end).</p>
<p>(101) Member of public, (Oxford, Boundary Brook Road)</p>	<p>CPZ – Support I live on Boundary Brook Road and parking is becoming increasingly difficult for residents because residents from other streets park on our estate to avoid the CPZs in their own areas. This makes things particularly difficult for Boundary Brook estate residents with mobility issues, disabilities and young children.</p> <p>Parking restrictions – Support I recognise there will always be some people with valid reasons for driving to school.</p>
<p>(102) Member of public, (Oxford, Donnington Bridge Road)</p>	<p>CPZ – Support Support the consultation in principle but think the time frames could be looked at</p> <p>Parking restrictions – Support Need to be policed better</p>
<p>(103) Member of public, (Oxford, Freelands Road)</p>	<p>CPZ – Support Our street, Freelands Road, is used as a free car park and a used car sales lot, the local people struggle to park their own cars on their own street.</p> <p>Parking restrictions – Support Parking dangerously.</p>
<p>(104) Member of public, (Oxford, Freelands Road)</p>	<p>CPZ – Support As, many people park & leave their cars in our road, in front of my house blocking access to my driveway, who are not local. Some residents of one household have multiple cars, sometimes as much as 7-8 cars, filling up the road.</p>

	<p>Parking restrictions – Support It will protect the safety and viability for pedestrians, cyclists and motorists. Double yellow lines are necessary to be kept clear.</p>
(105) Member of public, (Oxford, Meadow Lane)	<p>CPZ – Support There is terrible parking issues on Meadow Lane 7 days a week</p> <p>Parking restrictions – Support</p>
(106) Member of public, (Oxford, George Moore Close)	<p>CPZ – Support George Moore Close is already being used as a dumping ground for many cars. Very often they are left here for weeks at a time. They may be used one day a week but are then returned to GMC for more weeks. The owners do not live in GMC.</p> <p>As a power chair user living in GMC I have to travel in the road from part-way down Boundary Brook Road to just past Larkrise School entrance. There is a bend to the left and no traffic can see me, nor I see them which makes life very difficult and dangerous for me.</p> <p>There is no dropped kerb on the pavements to the left and right of the entrance to the School so I have to go in the road if I am to go ‘round the back’ to Florence Park avoiding Iffley Road area which pollutes my already damaged lungs.</p> <p>Mobility car owners/tenants are rarely able to park in GMC where they live and we have some very disabled tenants in this sheltered housing block of 20 flats.</p> <p>If GMC was “resident only parking” all day – except school opening and closing times – then parents could park in George Moore Close for those specific times only thereby leaving the rest of Boundary Brook Road almost vehicle free.</p> <p>Although I sent you my above thoughts (20th May 2021) re Larkrise School/ Boundary Brook Road proposals I hope they are also pertinent to CPZ</p> <p>I would like to say that George Moore Close is still inundated with “dumped” cars and visitors/carers etc cannot find a space. Carers in particular need parking space as they are usually on a tight time line.</p>

	I hope something is sorted very soon.
(107) Member of public, (Oxford, Arnold Road)	<p>CPZ – No opinion I live on Arnold Road so this will have an impact on me. I don't have a car but I am a member of a car club. Sometimes I want to park outside my house for more than 2hrs whilst using a rented car, and it seems unfair that I am being penalised for not owning my own car. It seems I should be able to register a residents permit for a car club car.</p> <p>I originally understood the purpose of the CPZ was in response to the presumed increase in parking pressure following the changes to Donnington Bridge Road and Iffley Road. Since those changes have been made I have not witnessed an increase in parking pressure on Arnold Road specifically so this is perhaps not required (at least not yet).</p> <p>The only parking challenge Arnold Road faces is in the weekends when there is football or other sports being played at the end of the road in the rec. Ideally a combination of suitable parking provisions plus working with the club and the attendees to reduce the number of people driving would help. Currently a number of people park illegally for the duration, so I doubt a CPZ would help.</p> <p>Parking restrictions – No opinion The proposals do not cover where the double yellow lines will be added and so I cannot provide feedback on the suitability of the proposal.</p>
(108) As part of a group/organisation, (Oxford, Meadow Lane)	<p>CPZ – No opinion</p> <p>Parking restrictions – Support The extra Meadow Lane restrictions will help ease relations with our neighbours on Meadow Lane; commuters who used to park in the Falcon Car Park now park on the verges on the west side of Meadow Lane.</p>
(109) Member of public, (Oxford, Boundary Brook Road)	<p>CPZ – No opinion It's not my case at the moment but, what if people have more than 3 cars and need to apply for more than 2 residents parking permits?</p> <p>Parking restrictions – No opinion</p>



Oxfordshire County Council

Equalities Impact Assessment

Donnington – Controlled Parking Zone (CPZ)
January 2023

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Section 1: Summary details

Directorate and Service Area	Highways and Operations – Network Management
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Donnington – Controlled Parking Zone (CPZ)
Is this a new or existing function or policy?	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county’s recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>CPZs are areas where on-street parking is subject to restrictions. In deciding on whether to introduce a CPZ both residents support and policy implications are considered. CPZs give residents preferential treatment when parking in the street around their home. Permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, usually for up to two hours. Disabled badge holders may park free of charge in CPZs.</p> <p>Large parts of Oxford are already covered by CPZs and where these have been implemented, they have been extremely successful in removing commuter parking. CPZs help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in CPZ areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor’s vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits.</p> <p>Households that don’t have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.</p>
Completed By	Vicki Neville – Technical Officer
Authorised By	Jim Whiting – Parking Manager
Date of Assessment	January 2023

Section 2: Detail of proposal

<p>Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county’s recently adopted Local Transport and Connectivity Plan (adopted in 2022) and Oxford City Council’s Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives:</p> <ul style="list-style-type: none"> ▪ 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; and ▪ 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; <p>Demand management measures being developed by the County and City Councils – particularly a workplace parking levy – also means further expansion of CPZs is required in the city to ensure that parking is not just displaced to residential streets.</p>
<p>Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Officers at the County Council have worked with local County Councillors to develop the proposed CPZ for Donnington. The proposed operational hours of the CPZ are 8AM – 8PM (7 days a week) permit holders and 2 hours no return within 2 hours 8AM – 8PM (7 days a week) for non-permit holders.</p> <p>The proposed CPZ would be subject to a formal public consultation and approval of a Traffic Regulation Order by the Council following formal consultation.</p> <p>The proposed scheme has been designed as a Permit Parking Area (PPA) which uses entry and repeater signs to inform motorists of the restrictions in place (e.g. no bay markings). This affords residents the flexibility of where they can park and reduces the amount of sign and line clutter.</p>
<p>Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups</p>	<p>Formal consultation has been carried out (November 2022) on the proposed CPZ for Donnington. Several factors are considered when deciding whether to approve and implement a CPZ including local support and existing and future parking pressure and other policy considerations. All CPZs are subject to formal consultation. Outcomes of formal consultations will be used to update this interim assessment. Any objections to the formal consultation will be reported to the Oxfordshire County Council Cabinet Member for Highways Management’s decisions meeting – these are public meetings, which members of the public may apply to address.</p>

<p>and our ability to deliver our climate commitments.</p>	
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Targets to reduce private car travel form part of the county's Local Transport and Connectivity Plan.</p> <p>Controlled parking zones work alongside other strategy proposals (see Central Oxfordshire Travel Plan) to manage travel by private car (traffic filters, workplace parking levy) and encourage more sustainable modes of travel (for example public transport, cycling or walking) by managing the availability and demand for parking. This is traditionally achieved by on street parking schemes with controls on who is able to park, for how long and a charge to do so.</p> <p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p> <p>Doing nothing is not an option because existing parking issues would remain and potentially worsen, because of housing and economic growth, and displaced parking is likely to occur with the roll out of other recently introduced CPZs and should proposals for a city-wide workplace parking levy be approved and implemented.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children.</p> <p>No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.</p>	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC Project Team	Post implementation engagement including with Local Member

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in CPZs unlimited.</p> <p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.</p>	OCC Project Team	Post implementation engagement including with Local Member
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			

Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and with infants may require home support from a medical or other professional who need to park on street.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.</p>	<p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property.</p> <p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p>	OCC Project Team	Post implementation engagement including with Local Member
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately in terms of sexual orientation.			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any religious groups.			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Removes free on-street commuter parking in the city, which is mostly likely to impact on those travelling from outside the city. Parts of Oxford are highly accessible by public transport including Park & Ride.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any armed forces groups.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property.	OCC Project Team	Post implementation engagement including with Local Member

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Areas of deprivation	□	□	□	<p>Parking permit charges may affect low-income households. The most deprived LSOA in Oxford is Northfield Brook (Blackbird Leys). Areas of The Leys, Rose Hill, Barton, Carfax and Littlemore are amongst the most deprived 20% in England. Nationally, those on lower incomes have lower levels of private car ownership, with 40 per cent of those in the lowest income households having no access to a car or van.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution. This is important as deprived areas can also have the worst health outcomes. Where CPZs have been previously introduced, including in places where deprived residents live, they have improved on street parking for local residents and businesses. CPZs can also help to boost active travel and public transport modes which also benefit from less traffic.</p>	<p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property.</p>	OCC Project Team	Post implementation engagement including with Local Member

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff will not be disproportionately impacted.			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential need for some council services e.g. social services, to use a car and park in residential streets.	<p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property.</p>	OCC Project Team	Post implementation engagement including with Local Member
Providers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A reduction in commuter parking and/or the removal of obstructive car parking from residential		OCC Project Team	Post implementation engagement

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.			including with Local Member

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	December 2023 – as part of post implementation scheme monitoring
Person Responsible for Review	Vicki Neville
Authorised By	Jim Whiting – Parking Manager