

### Most common objections to proposal for CPZ in the Magdalen Road (South) area

Objection	Officer response
<p>Objection that there is no need for a CPZ in the area – residents rarely have a problem finding a space to park.</p>	<p>CPZs are an important part of the county council's strategy to tackle congestion by removing unlimited, free on-street commuter parking, thereby reducing the number of car journeys into and within Oxford.</p> <p>Whilst there is currently enough space for residents to park during the day and in the evening in most of the streets across the Magdalen Road (South) area, the latest parking surveys show that there are 80 non resident cars parked in the area during the day. Put together with the 199 cars parked in the Magdalen Road (North) area, this amounts to a very significant number of commuter car trips into the area which cause transport related problems in doing so.</p> <p>If the Magdalen Road (North) area CPZ were introduced but the Magdalen Road (South) CPZ was not it is likely that many of the commuters currently parking in the Magdalen Road (North) area would simply relocate into the Magdalen Road (South) area. This would mean the Magdalen Road (North) CPZ would not be as effective in tackling the transport problems caused by commuter car trips and that problems of over parking in the Magdalen Road (South) area would worsen. In some streets, emergency service access could be compromised further and the conditions for pedestrians could worsen as unregulated pavement parking becomes more widespread.</p>

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<p>Objection to paying for permits, some seeing it as an unfair 'tax' on residents.</p>	<p>The permit fees cover CPZ administration and enforcement costs, and are not used to fund other council services. CPZ costs are not paid for by council tax, so there is no double payment. Residents' permits bring benefits for local residents, including protecting their streets from unsafe parking, and reducing pressure on parking spaces in their streets. The permit fee for one car amounts to less than £1 per week.</p>
<p>Objection that the CPZ would make it difficult for customers of businesses to park and so trade will suffer.</p>	<p>The public transport and cycling routes in and to the area are excellent so not all visitors should need to drive to the businesses in the area. However, it is recognised that some will always need to drive for a variety of different reasons. That is why the proposals include a number of short term visitors parking bays, many of which are located near the businesses e.g. Magdalen Road. Some of these are available to residents with parking permits without time limit. But many of the short term spaces closest to the businesses would be time restricted to all so residents are unlikely to park in them during the day, making them more available to customers.</p>
<p>Objection to partial pavement parking.</p>	<p>Where we are proposing this it is necessary to ensure emergency access and to help control the encroachment of vehicles on the pavement.</p> <p>If cars were parked on the road on both sides, there would be a high risk of emergency vehicles not being able to pass, because the road space would be too narrow. In some streets that currently do not have pavement parking, this is already the case, and the Fire and Rescue Service have told us they are concerned about the risk.</p>

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	<p>Parking bays would be marked to allow sufficient width on the footway for wheelchairs to pass. Wherever possible a minimum width of 1.2m would be provided with an absolute minimum of 1m at pinch points. Where possible wider pavements would be provided.</p> <p>This is an improvement on the current situation in many streets where parking frequently takes up nearly all of the pavement so that people have to walk in the road. Wherever possible, the designs allow for a completely clear pavement on one side of the road and frequent gaps in the parking bays to allow for passing and crossing the road.</p>
<p>Objection to only two resident parking permits being available to each household – this would be overly restrictive on houses in multiple occupation where more than two people need a car to get to work.</p>	<p>Space on the street is very limited, and we believe this to be the fairest way to ration permits to the available space. Public transport in Oxford is excellent and provides a viable alternative to car ownership for many people. A car club has been launched in the area and already is working well. Car clubs may be a cheaper alternative to owning a car for some residents.</p>
<p>Objection to the restricted number of visitors' permits, which are allocated per person over 17. People said that this would be overly restrictive, particularly as the parking restrictions would operate at all times. Some saw this as particularly unfair on single adult households.</p>	<p>The scheme would not work as intended without some restriction on visitor parking in the area. The proposed allocation of visitor permits is consistent with all other Oxford CPZs, but could be seen as more restrictive on residents of this proposed CPZ than some others, due to the fact that the restrictions are proposed to operate at all times and relatively few people have off street parking. Officers consider that visitor</p>

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	<p>permit allocations should be included in any future review of permit arrangements across Oxford.</p> <p>Having said that public transport and cycle routes to the area are excellent so not all visitors will need to arrive by car.</p>
<p>Objection that introducing a CPZ in the area will create overspill parking problems in the nearby uncontrolled streets e.g. Ridgfield Road, Cricket Road</p>	<p>By removing free long-term on-street parking in the Magdalen Road (South) area, the CPZ will encourage the use of alternative sustainable transport modes, which will reduce the potential for overspill of parking from the CPZ. However, some relocation is possible even if it would not be on the same scale as cars moving from the Magdalen Road (North) area to the Magdalen Road (South) area. This is due mainly to the extra walking distance it would add to people's journeys.</p> <p>Conditions in the streets outside of the CPZ will be monitored to identify any minor remedial action that is needed in the short term to minimise the impact of any cars that do overspill to those streets e.g. double yellow lines around corners and at junctions, white access protection lines across driveways and other vehicular accesses.</p>