

CABINET MEMBER FOR ENVIRONMENT – 27 FEBRUARY 2014

AMENDMENTS TO PROPOSED RESIDENTS PARKING SCHEME CUTTESLOWE AREA, OXFORD

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers responses to a formal consultation on proposals to amend a residents parking scheme covering the Cutteslowe area which has previously been approved but not yet introduced.

Background

2. At the Deputy Leader of the Council's decisions meeting in March 2013 a report was approved to allow the introduction of a residents parking scheme (CPZ) in the Cutteslowe area of north Oxford. The approved scheme, the costs of which were to be met from Councillor Fooks Area Stewardship Fund allocation, was intended to deal with both commuter parking and also parking by users of Cutteslowe Park (where car parking charges have been introduced). Subsequent changes to the DfT rules on approvals for non-standard signs mean that the approved scheme can no longer be introduced and further consultation has now been undertaken on a revised scheme which will comply with standard sign rules.

Previously approved scheme

3. The approved scheme recognised the different issues to be addressed on the west side of Banbury Road (the 'Five Mile Drive' area) and the east side (the 'Cutteslowe' area) in that the restrictions would apply on Mondays to Fridays only on the west side, but every day on the east side. The restriction on the west side would be 2-hour maximum stay (with permit holders exempt) whilst on the east side some roads would be permit holders only and some 2-hour maximum stay (with permit holders exempt). The times of all the restrictions would be 10am-4pm and parts of Linkside Avenue/Lakeside and the western section of Templar Road would have no restrictions.
4. To reduce the visual impact on the area the approved scheme was intended to be a Minimum Impact Zone; whereas traditional CPZs require extensive road markings, a Minimum Impact Zone allows permitted vehicles to park anywhere on the street (except where there are existing double yellow lines), so no bay markings are required. Whilst this makes a CPZ less visually intrusive and less expensive to implement, it may require special signing to be approved by DfT.

5. Signs for the 2-hour maximum stay (with permit holders exempt) parking are non-standard and so require specific approval from DfT. During 2013 it was announced that such approvals would no longer be considered as resources were being redirected to a major re-drafting of the legislation for road signs and markings. It was therefore necessary to revise the scheme to meet this new constraint.

Consultation on revised scheme

6. In autumn 2013 Councillor Fooks hosted a public meeting for residents to discuss the options and to seek feedback. As a result of the comments received then (and subsequently) a revised scheme was devised which was the subject of formal consultation with residents in January 2014. Plans illustrating this revised scheme are at Annex 1.
7. Over 110 responses were received from the 1200 properties in the area covered by the CPZ. These are summarised at Annex 2 (the west side of Banbury Road) and Annex 3 (the east side of Banbury Road). Apart from issues that had previously been dealt with in approving the scheme in 2013 the key points raised in this consultation were:-
 - (a) requests from many residents of Linkside Avenue and Lakeside (including a petition from 46 residents of Linkside Avenue) for both roads to be included in the scheme;
 - (b) requests from many residents of the western section of Templar Road for the CPZ to be extended to cover the whole of the road;
 - (c) requests from several residents of Harbord Road for an additional parking bay in the section of road nearest to Banbury Road.
8. In the light of the strength of response from Lakeside Avenue/Linkside and separately from Templar Road it is recommended that scheme be amended to incorporate these roads into the CPZ. The request for an additional parking bay on Harbord Road has been the subject of further local consultation and agreement has been reached for a bay with a 2-hour maximum stay (with permit holders exempt) 10am-5pm daily. Other minor changes arising out of the consultation are discussed in the relevant Annex.

Financial and Staff Implications (including Revenue)

9. The cost of the works described in this report will be met from County Councillor Fooks Area Stewardship Fund allocation.

RECOMMENDATIONS

10. **The Cabinet Member for the Environment is RECOMMENDED to approve the revised parking restrictions in the Cutteslowe area as advertised and amended as set out in this report.**

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MARK KEMP










Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation – January 2014
 Report to Deputy Leader of the Council Decisions
 Meeting 21 March 2013

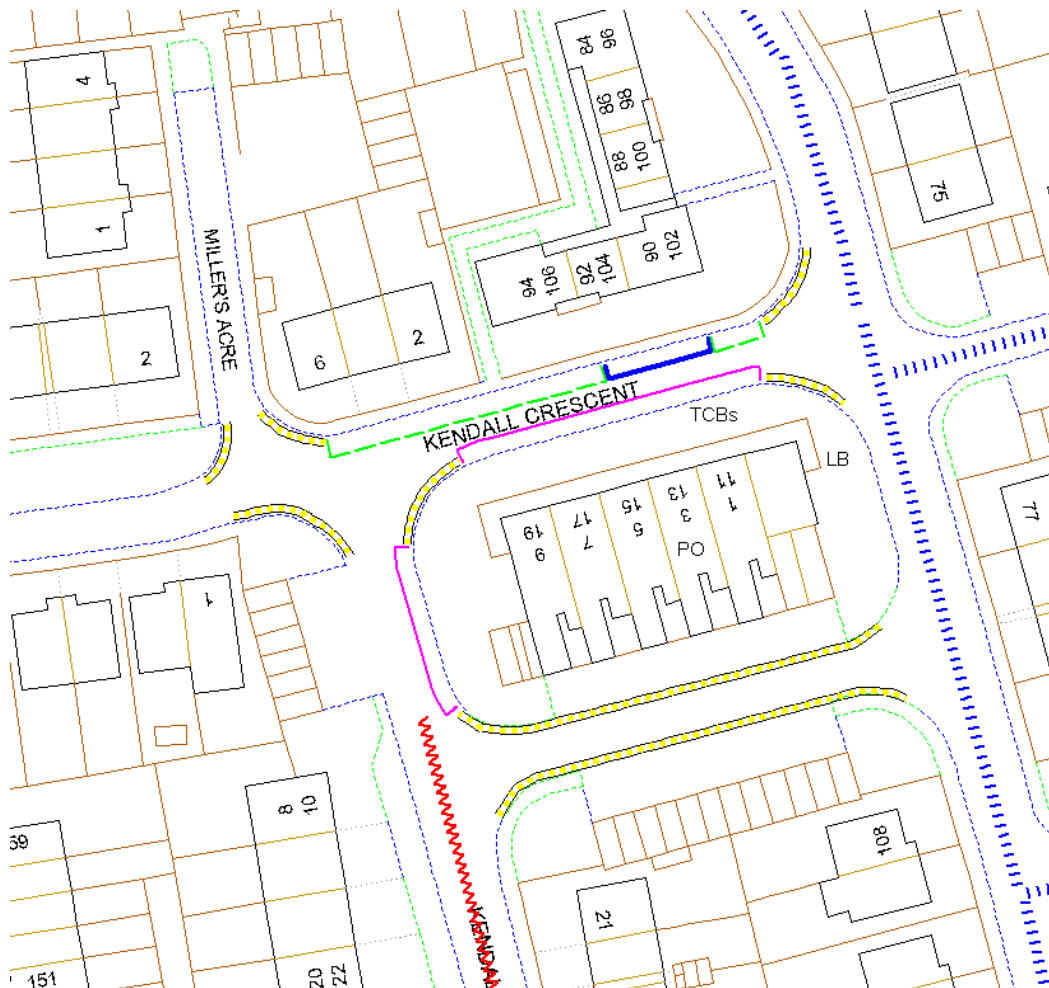
Contact Officers: Jim Daughton 01865 323364

February 2014

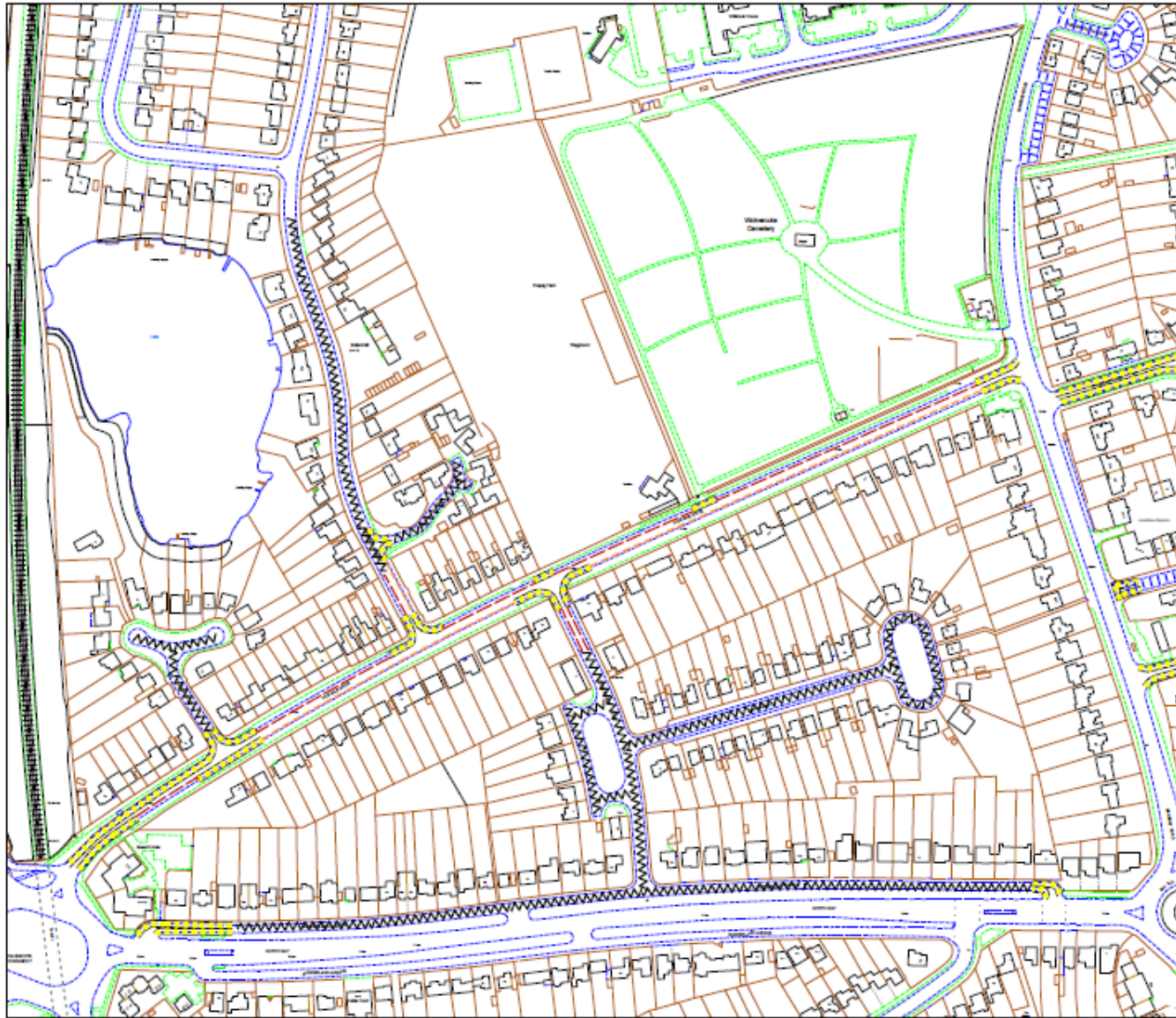
KEY TO ALL PLANS

-  No waiting at any time
-  No waiting Mon-Fri 10am-3pm
-  Parking limited to a maximum of 2 hour (permit holders exempt) Mon-Fri 10am-3pm
-  Permit holders parking only Mon-Fri 10am-3pm
-  Permit holders parking only Mon-Fri 10am-5pm
-  Permit holders parking only daily 10am-5pm
-  Parking limited to a maximum of 1 hour daily 10am-5pm
-  Parking limited to a maximum of 2 hour (permit holders exempt) daily 10am-5pm
-  Disabled parking

DETAIL OF KENDALL CRESCENT AREA



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**PROPOSED
RESIDENTS
PARKING
SCHEME
AND
ASSOCIATED
RESTRICTIONS**

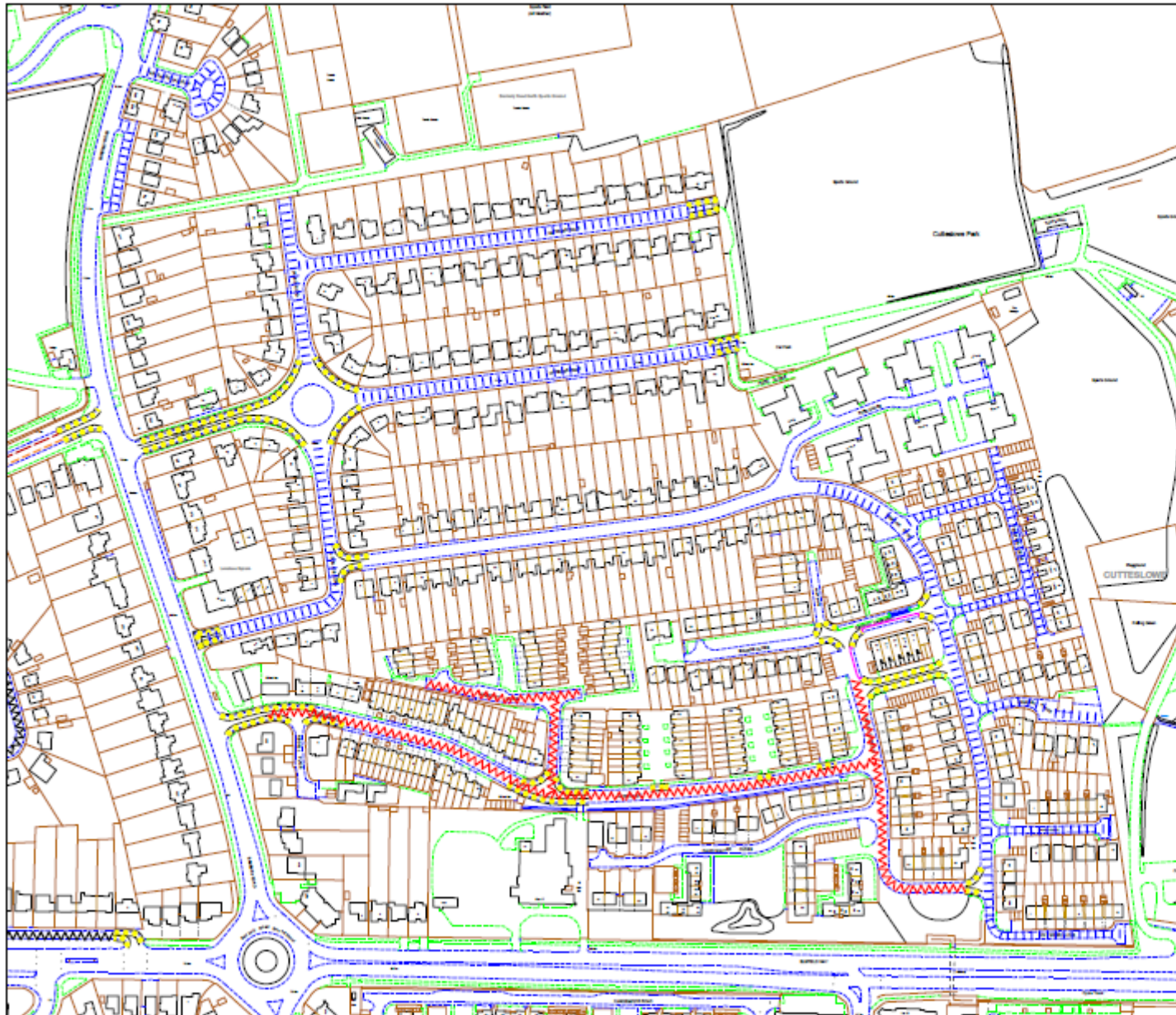
**FIVE MILE DRIVE
& CUTTESLOWE
AREAS**

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DRAWING TITLE
**REVISED PROPOSALS
WEST SIDE**

<small>SCALE</small>	1 : 2200
<small>DATE</small>	01/2014
<small>DRAWING No.</small>	
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**PROPOSED
RESIDENTS
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**FIVE MILE DRIVE
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RESPONSES TO CONSULTATION – WEST SIDE OF BANBURY ROAD

RESPONDENT	COMMENT	OFFICER RESPONSE
Petition from 46 residents of Linkside Avenue (some have also responded separately)	<p>Are of the opinion that the whole of Linkside Avenue should be included in the CPZ and the proposals should be amended accordingly.</p> <p>Believe that having only part of the Avenue in the scheme will encourage drivers to park unchecked in the other sections of the Avenue to the detriment of residents who may well find access to property impeded.</p> <p>Urgently request that the County Council considers the above and amends the proposals accordingly.</p>	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	<p>Recommends that the restrictions be extended to the full length of Linkside Avenue as was proposed by many residents at the October meeting. The reason was explained that many of those parking in the area are people with cycles in the boot of their cars and cycling on to their destination. By finishing the restrictions at No 17 this will just push the parking further down Linkside, as cycling a few yards down the road will mean nothing to those people.</p> <p>It is already apparent that the Five Mile Drive area has shown an increased volume of all day parking since the Water Eaton Park and Ride has been made a paying facility.</p>	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	<p>Pleads to extend the scheme to the northern end of Linkside Avenue (beyond Lakeside), otherwise commuters (with bicycles) debarred from the southern end and Five Mile Drive will take themselves up here. Gather that a handful of neighbours voted against this last time round (perhaps because of the permit fees). Some voted in favour. The majority will not have responded at all - as is usually the case in these situations — but will be up in arms once the cars park outside their houses.</p>	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	<p>Would wish that the restrictions should be applied to whole of Linkside Avenue for the following reasons:</p> <ul style="list-style-type: none"> • Since parking charges have come into force at Water Eaton Park and Ride, the whole of Five Mile Drive, together with Rotha Field Road has become totally congested with parked cars during working hours. 	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.

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	<ul style="list-style-type: none"> •As it is therefore obvious that the cost of parking is the major factor, the motorists using Five Mile Drive and other surrounding streets are going to look for alternatives when these roads are not available to them. •Making the southern part of Linkside Avenue a 'Permit holders parking only' zone will just move the problem further north — to the northern end of Linkside Avenue ,in fact. •It has been suggested that motorists will not be prepared to walk to bus stops from the top of Linkside Avenue. A ten-minute walk would save around £10 per week. Also, this does not take into account the number of car owners who park their vehicles and then cycle onward to their destinations. It is also a fact that workmen leave their cars all day and are picked up by vans to take them on to their current jobs. •Feel that if it is considered that local roads are not suitable for all-day parking of commuters; this should apply to all the roads, and not just to a selected few. 	
<p>Resident, Linkside Avenue</p>	<p>Clear support for the extension of the scheme to include the entirety of Linkside Avenue and Lakeside.</p> <p>As a daily cycle commuter I'm very aware of the large number of people who park in the areas around Linkside and travel the remainder of their journey by bike. If they have made the commitment - whether for financial or health reasons - to commute in this way then an extra few hundred metres (around 30 seconds' travel time) will not deter them from using any available parking space.</p> <p>Having experienced the benefits of the permit scheme at a previous address, it seems nonsensical to allow a small area of permit-free parking spaces to be taken up by eager-eyed commuters. The cost of a permit would be a small price to pay to avoid the remaining few parts of Linkside/Lakeside becoming a daytime car park.</p>	<p>Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.</p>
<p>Resident, Linkside Avenue</p>	<p>Requests additional double yellow lines at junction with Five Mile Drive.</p>	<p>It is anticipated that the introduction of the CPZ will reduce the level of on-street parking and hence the need for additional restrictions at this</p>

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		location.
Resident, Linkside Avenue	<p>Objects, in the strongest terms, to the proposals as restricted parking is not to be put in place here. The current proposals do not have restricted parking in this part of Linkside Avenue and what that will mean is that all the current 'park and riders' (and there are a great many, every day) will park their cars further along Linkside Avenue where they will be allowed to park, including outside my house.</p> <p>Can you please change the plans to extend the restricted parking to go all the way along Linkside Avenue? As well as not wanting the parked cars of strangers outside our houses we also do not want people with no connection to this road driving too fast and endangering the lives of our children, many of whom enjoy the privilege of currently being able to safely play outside.</p>	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	<p>Feels that the proposed scheme for Linkside Avenue would be highly inconvenient for people living and visiting Linkside Avenue. Thinks that Linkside should have the same parking restrictions as Five Mile Drive where the proposed parking restriction is parking limited to a maximum of 2 hours (permit holders exempt) Mon-Fri 10am-3pm. The current proposal for permit holders parking Mon-Fri 10am-3pm would cause a lot of inconvenience for the many visitors arising from having three small children and have frequent short visits from other parents dropping children off or picking up children, etc. Using the visitors permits for these types of visits would be impracticable and would use up our visitors permits quickly.</p> <p>The residents parking scheme for our area was proposed to stop people parking all day on residential streets. If the same parking restrictions as Five Mile Drive (parking limited to a maximum of 2 hours (permit holders exempt) Mon-Fri 10am-3pm) applied then this would solve the problem of people who don't live in the area parking all day without having a detrimental effect on the residents of Linkside Avenue.</p>	<p>The restriction previously approved was for 2-hour shared use parking throughout, but this requires specific authorisation from DfT and (as explained in the report) is no longer possible.</p> <p>One of the key desires of residents expressed at various times throughout the numerous consultations has been to have restrictions that are designed to be visually unobtrusive (by avoiding the need for parking bays etc).</p>
Resident, Linkside Avenue	<p>Believes that the drivers who currently park in Linkside Avenue near Five Mile Drive will almost certainly go beyond the lake into the northern part of the road. Many of them have small bikes kept in the boot of their cars, and it would be easy to cycle a few extra metres in order to avoid park and ride charges.</p> <p>Beg reconsideration to include the whole of Linkside Avenue.</p>	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.

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	If Lakeside went to be excluded, so be it.	
Two residents, Linkside Avenue	Very pleased with the parking plans for Five Mile Drive and the southern part of Linkside Avenue. However, believes that when the new restrictions have been implemented, car commuters will start parking in the Northern part of Linkside Avenue. Strongly urges extending restrictions to the whole length of Linkside Avenue.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Request that the north side of Linkside Avenue is included in the parking scheme.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Expresses strong support for the inclusion of the north side of Linkside Avenue in the parking scheme.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	A significant number of commuters at present park in Five Mile Drive, or nearby, and then finish their journey on a bicycle carried in the boot. Others apparently are collected in a van. Obviously the distance to the nearest bus-stop is a disincentive to parking at the northern end of Linkside Avenue. However, if commuters are using these other methods they are not nearly as likely to be deterred. It is surely not the council's intentions simply to transfer the nuisance of commuters parking from one group of council-tax payers to another. Therefore request that the whole of Linkside Avenue be included in the controlled zone.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Prefer the northern part of Linkside Avenue to be included within the proposed Residents' Parking Scheme, because of the threat of possible displacement parking. For consistency it would also be advantageous for Lakeside to be treated similarly.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Feel very strongly that the whole of Linkside Avenue and Lakeside should be included in the proposed parking restrictions. If they are not included the pressure which these proposals are trying to resolve will be pushed into the	Following comments made in response to this consultation it is now proposed that the whole of

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	remaining areas where there are no restrictions. Commuter parking would be an added danger with restricted view on exiting driveways, putting in danger young children, parents with pushchairs/prams, cyclists, cyclists with extensions for young children and the mobility scooter.	Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Would like the north side of Linkside Avenue to be in the Parking Scheme proposed for the area. It seems likely that long term parking, now going on in Five Mile Drive, could easily transfer to Linkside and feels it would be better if all the streets are part of the same scheme.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ,
Resident, Linkside Avenue	A large number of cars currently parking in Five Mile Drive are by commuters with bicycles in their boot or who are collected by company vans. Under the proposal it would mean nothing to them to park slightly further up the road in Linkside Avenue and Lakeside where there would be free parking. At present the remainder of Linkside Avenue and Lakeside are free of such commuters but predicts, as has happened elsewhere, that if the current proposal is agreed upon then the problem merely transfers to the remainder of the Linkside and Lakeside circle. Therefore suggests that it would be prudent to include and extend the 'Permit Holders Parking Only Mon-Fri 10am-3pm' restriction to both sides of the road for the whole of Linkside Avenue and Lakeside, with the prime intention of driving the commuters cars to the two Park and Rides already provided for them.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Wish our part of the street to be included in the scheme now envisaged only for the southern part of Linkside up to No 17. We feel very strongly about this.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Firmly in favour of residents parking in Linkside (north). Feels it would be ridiculous to stop it half way up as this will only be pushing the problems further along. There are a large number of people who park and get bikes out of their boots or people are collected by work vans.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Two residents, Linkside Avenue	Welcome this opportunity to comment further on the proposals, as views on the scheme have changed somewhat since the original consultation a year	Following comments made in response to this consultation it is

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	<p>ago. On the basis of what we have observed of parking trends over the past year and what we have heard from different households in the southern end of Linkside Avenue and Five Mile Drive, we now feel that the new residents parking scheme should be extended to cover the northern end of Linkside Avenue as well.</p>	<p>now proposed that the whole of Linkside Avenue is included in the CPZ.</p>
<p>Two residents, Linkside Avenue</p>	<p>Disagree with the proposal to exclude part of Linkside Avenue and Lakeside from the CPZ for the following reasons:</p> <ol style="list-style-type: none"> 1. The whole of the Linkside-Lakeside street system is part of an integral neighbourhood. To split it will fragment the neighbourhood into two segments. 2. Daytime parking by commuters will not stop north of the Linkside-Lakeside junction once the new regulations are in position. Many commuters who park south of the junction will merely move north of it. We see them now parking, then unloading their bikes and cycling into the city. Moreover shuttle vans pick up and drop workers heading for the city. To move a few metres or even hundred metres north to the non-regulated zone will not pose any difficulty for them. Imposing the new regulations as they stand, therefore, does not resolve the problem; it merely shifts it further northward. 3. The road is already narrow enough and cars lining it for eight hours a day will constrict it even further, making entering and leaving properties a difficult process. 4. This situation is compounded by the fact that many or most driveways, constructed in the 1950s, are already rather narrow for modern cars to enter and leave. 5. This neighbourhood is coming under increasing pressure with the imposition of parking permits across to Cutteslowe Park, charges at the Water Eaton Park and Ride and the forthcoming erection of the railway station on the Oxford-Bicester line. Given these important changes in the character of the area as a whole, we need to take protective measures for the neighbourhood now. This may be our only opportunity. <p>Asks therefore to reconsider the decision and treat the Linkside-Lakeside Avenues street system as serving an integrated community and to extend</p>	<p>Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ,</p>

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	the parking regulations to cover it as a whole.	
Resident, Linkside Avenue	<p>Would like to add voice to all those asking that the proposed parking scheme around Five Mile Drive be extended to include ALL of Linkside and Lakeside. Can't help but notice the large amounts of cyclists who park their cars and cycle the remainder of their journey; an extra hundred yards of bike travel would mean very little given what they would save in parking fees across a year.</p> <p>Fully supports the scheme's extension and feel that the annual permit charge is a very small price to pay to avoid my wonderful road becoming a daily commuter's car park.</p>	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Lives in the northern part of Linkside Avenue in Oxford and is very concerned that this area is excluded from the scheme. Five Mile Drive and the surrounding areas become full with commuters who leave their cars and either cycle or are collected in vans and buses. If those areas are restricted to permit holders but the northern section of Linkside Avenue is not, those commuters will simply begin parking in our area. Does not want to become victims of the kind of parking and traffic congestion that have plagued Five Mile Drive. Strenuously urges the entirety of Linkside Avenue be included in the parking permit scheme.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Linkside Avenue	Agree that there must be a parking scheme in this part of the road to avoid lots of cars in our area when they start the scheme at Five Mile Drive and the other parts.	Following comments made in response to this consultation it is now proposed that the whole of Linkside Avenue is included in the CPZ.
Resident, Lakeside	We are happy with the proposal that Lakeside is not included in any permit parking. No residents park on the road so if commuters want to park there then we are happy for them to do so.	Noted – however it is clear from the responses received that there is a strong desire from other residents that the CPZ is extended to include Lakeside.
Resident, Lakeside	Strongly supports excluding Lakeside and part of Linkside Avenue from the proposed scheme. Does not think there is at present any problem in Lakeside and considers that imposing the restrictions in Linkside and certainly in Lakeside would serve no useful purpose and is unnecessary. Considers that the commuter parking complained of is generally	Noted. However it is clear from the responses received that there is a strong desire from other residents that the CPZ is extended to include Lakeside.

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	<p>opportunistic, and that once the scheme as outlined is put into effect, commuters are likely simply to disappear from this area.</p>	
<p>Resident, Lakeside</p>	<p>Glad that Lakeside and upper Linkside Avenue have been omitted from the scheme in the latest revision.</p> <p>Still believes the whole scheme to be a mistake that has come about as a consequence of introducing charges at the Park-and-Ride and Cutteslowe park car parks. It is very costly for residents affected by the scheme and if it costs £50 to issue a permit then there must be something wrong with the efficiency of administration in the Council.</p>	<p>Noted. However it is clear from the responses received that there is a strong desire from other residents that the CPZ is extended to include Lakeside</p>
<p>Resident, Lakeside</p>	<p>In favour of some form of restriction of car parking in Lakeside. Concerned that the daytime parking now seen in Five Mile Drive will move around the corner once restrictions have been introduced there. In addition, the new train station may also encourage more local parking and it may become difficult to park outside my house.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
<p>Resident, Lakeside</p>	<p>Thinks the road should be included in the CPZ as doesn't want a Five Mile Drive situation in Lakeside.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
<p>Two residents, Lakeside</p>	<p>Have noticed the increase in the number of cars parking all along Five Mile Drive, into Rotha Field Road and Linkside Avenue and have seen drivers taking folding bicycles out of their cars to continue their journeys. Are concerned that if Lakeside and half of Linkside Avenue are not included in the parking restriction scheme, it will not be long before these drivers start to park in these areas to avoid charges at the Park and Ride sites. Consequently would now like these roads to be included in the proposed scheme.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
<p>Two residents, Lakeside</p>	<p>Concerned about the isolation of residents who live in roads that are not included in the parking restrictions. Residents on northern Linkside and Lakeside will be restricted in their parking on Five Mile Drive. Many sport activities for the elderly (in Summertown, in particular), daytime adult education courses (in the University) and lectures, as well as for shopping trips into Oxford, require between 2 and 3 hours, but parking will only be permitted for up to 2 hours in the proposals. Making it much more difficult for us, a predominantly ageing population, the opportunity to engage readily in</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ. As a result these residents will be eligible for permits which will enable them to park on Five Mile Drive without time limit.</p>

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	<p>these activities, is causing upset and stress for some in our roads. Additionally, it is very clear that those commuters who have currently decided not to use the P&R for their journeys to work by bicycle, and these are many, will now simply park on Lakeside and Linkside, and clog up our streets.</p> <p>Request that the parking on Five Mile Drive be extended from 2 hours at a time to 3 hours, as a matter of priority or extend parking to Lakeside and Linkside.</p> <p>Foresee that traffic will move more quickly along Five Mile Drive when there are fewer cars parked on it (this is currently a self-regulating number due to the limited amount of space), then other traffic calming measures will be imposed (speed humps), and the residents in Five Mile Drive who first asked for these restrictions, will deeply regret their initial requests, not having thought through all the implications.</p>	Noted.
Two residents, Lakeside	<p>Believe that the latest proposal for parking restrictions in this area will make life even more difficult. As it is, access to the bus services in the Banbury Road is sometimes impossible, since we cannot park near enough.</p> <p>Believe that congestion would only get worse if traffic which fails to park in Five Mile Drive and adjoining roads, were to park even further into the cul de sac of Linkside and Lakeside, where the car owners leave their cars, and pull out their bicycles from the boot to continue their journeys to town.</p> <p>Urge the extension of the CPZ proposals to include the whole of Linkside and Lakeside.</p>	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Resident, Lakeside	Would like Lakeside to be included in the Controlled Parking Zone.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Resident, Lakeside	Would like to be included in the Parking Permit scheme.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Resident, Lakeside	Strong support for including Lakeside and Linkside in the new CPZ being established in North Oxford, and doing so contemporaneously with this being done for Five Mile Drive and other areas north of Sunderland Avenue.	Following comments made in response to this consultation it is now proposed that Lakeside is

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	Concerned that the increasing misuse of street parking in this area by day commuters into Oxford has been evident over the last few years, and is likely to continue growing into a major problem, unless measures are taken. If this is done in a piecemeal way, the negative knock-on effect for Lakeside and Linkside Ave will be very significant.	included in the CPZ.
Two residents, Lakeside	Support including Lakeside and the northern end of Linkside Avenue in the new CPZ at the same time as Five Mile Drive and other areas north of Sunderland Avenue. Keenly aware of the use, by day commuters, of the area north of Sunderland Avenue and that it is a growing problem unless something is done to alleviate the situation.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Two residents, Lakeside	Welcome the creation of a CPZ in our neighbourhood. Because of the risk of displacement commuter parking, are in favour of including Lakeside and the whole of Linkside Avenue in the CPZ.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Resident, Lakeside	Is in agreement with proposals with two exceptions. Firstly, requests the double yellow lines on Five Mile Drive be extended to include the south side of the road opposite Linkside Avenue to assist exit from Linkside Avenue Secondly, with the increase in people cycling into Oxford from their parked cars in Five Mile Drive and Linkside Avenue believes that with the proposed scheme those vehicles will instead be parked in Lakeside unless the parking zone is extended there too. Therefore request that the Council are long sighted and extend the proposals for Linkside Avenue to include the rest of the road and Lakeside in a similar manner.	Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.
Two residents, Lakeside	Wants additional double yellow lines on Five Mile Drive to assist vehicles egressing Linkside Avenue and nearby on Linkside Avenue. Requests that the CPZ include the whole of Linkside Avenue and also Lakeside.	It is anticipated that the introduction of the CPZ will reduce the level of on-street parking and hence the need for additional restrictions at this location. Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.

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<p>Two residents, Lakeside</p>	<p>Want to have restricted parking and be included in the CPZ many thanks.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
<p>Two residents, Lakeside</p>	<p>Note that parking in Five Mile Drive has been becoming a real problem in recent years, and since parking charges were introduced at Water Eaton Park and Ride this problem has escalated. Recently commuter parking has extended into Linkside Avenue. Concerned that if the proposal is implemented as suggested uncontrolled commuter parking would be pushed even further out in Linkside Avenue and Lakeside. Feel that it would be better to extend the proposed restrictions to the whole of the Linkside-Lakeside loop.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
<p>Two residents, Lakeside</p>	<p>Definitely want our part of Lakeside to be included in the Controlled Parking Zone and to have parking permits. We certainly do not want to become a commuter parking area as it would make backing out of our drive difficult and dangerous and would be very inconvenient if our visitors could not park.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
<p>Two residents, Lakeside</p>	<p>Feel strongly that the proposed parking restrictions for Five Mile Drive and Linkside Avenue need to be extended to the whole of Linkside Avenue and Lakeside. See many people parking who then get bikes out of their boots or who are parking to then be collected by minibus. Feel that moving a few hundred yards down the road (to an area with no parking restrictions) will not deter them, meaning that the whole of Linkside Avenue and Lakeside could be clogged up with non-resident's parking.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
<p>Two residents, Lakeside</p>	<p>Strong preference for the whole of Linkside Avenue and Lakeside to have the same parking restrictions introduced as is proposed for the neighbouring roads. See no sense in excluding part of Linkside Avenue and the whole of Lakeside from the scheme; if the proposal goes ahead unchanged then the moment parking restrictions are imposed on surrounding roads indiscriminate commuter parking will simply spread to the empty space in Linkside Avenue and Lakeside. Lived in Lakeside for 30 years and over this time have observed the parking practices of those working nearby where their workspace parking provision is inadequate, those of commuters who will take any measures possible to</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>

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	<p>ensure they don't pay for the privilege of parking their cars all day and those with part time or temporary need to park – i.e. users of the cemetery and users of Five Mile Drive recreation park.</p> <p>The local parking situation will come under even more pressure once the new railway station has been constructed at Water Eaton.</p> <p>There is also a safety issue. Lakeside has four right angled bends with junctions on two of them. While residents park sensitively, commuters desperate to park have few considerations for other road users and will park in any available space.</p> <p>It seems pointless to put parking restrictions on several miles of local roads and then to leave just a few hundred metres unprotected to be fought over by commuters desperate to leave their cars for the day. It will be much cheaper to deal with the whole locality now than to be petitioned a few months down the line by desperate residents.</p>	
Two residents, Lakeside,	<p>Very much in favour of proposals as have for some time had problems with parking issues in their location. Recommends that all of Linkside Avenue and Lakeside are included in the proposed New Residents Parking Permit Proposal. Believe it would benefit the neighbourhood as many working people already park all day in the area and they will simply move to the nearest convenient area to park up.</p>	<p>Following comments made in response to this consultation it is now proposed that Lakeside is included in the CPZ.</p>
Resident, Sunderland Avenue	<p>Does not want a residents parking scheme. It is not necessary, will detract from my convenience and will cause cost to the council. Would prefer the money to be spent on something else.</p> <p>Likes the fact that friends, visiting relations and tradesman can park near the house without needing to pay for a parking permit.</p> <p>Cannot see how this scheme benefits anyone, except perhaps as a way of earning revenue for the council, which is unlikely to be great as most of the houses have plenty of off road parking.</p>	<p>The proposal for including Sunderland Avenue in the CPZ was approved in 2013.</p>
Resident, Sunderland Avenue	<p>Very happy with revised proposals</p>	<p>Noted.</p>
Resident, Queensgate	<p>Concerned whether residents will be eligible for permits to park on Sunderland Avenue or Five Mile Drive</p>	<p>This property will be eligible for permits.</p>

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Sunderland Avenue		
Resident Summers Place, Sunderland Avenue	Concerned about the proposed restrictions on Sunderland Avenue as the design of Summers Place provides insufficient parking on-site. As a 3 car household, if we have visitors we have to use Sunderland Avenue for vehicles of visitors. This proposal may affect property values and will add to our cost of living if we have to purchase permits.	This property will be eligible for permits.
Two residents, Summers Place, Sunderland Avenue	Concerned about the proposed restrictions on Sunderland Avenue as the design of Summers Place provides insufficient parking on-site and visitors have to use Sunderland Avenue to park. Concerned about the effect on property values.	This property will be eligible for permits.
Resident, Kirk Close	Believes the Council simply uses the parking scheme for generating revenue and there is nothing good for the residents. Strongly opposes the charge for residents' permits and at least the resident's permit for the first car should be free on all roads. Furthermore, the number of free visitors' permits should be increased to 50 per year.	The cost of permits and the number of visitor permits applies across the whole of Oxford and reflects the costs incurred.
Resident, Kirk Close	States that it will be necessary to keep the need for controls on Saturdays under review, even though (so far) the P&R charges seem to have made little difference here.	Noted.
Resident, Rotha Field Road	Thank you for having done all that you can to preserve the 'low impact' concept. Requests that the location of proposed 2-hour shared use bays on Rotha Field Road be adjusted to ensure clear egress from nearby garages Requests that any signing is placed on lamp-posts rather than lots of new posts	Noted. This matter will be addressed at the implementation stage.
Resident, Five Mile Drive	Has seen the evolution of these proposals and they seem to go from bad to worse. The real problem on Five Mile Drive is the speed at which people, who take a short cut, drive through the road. At present the cars parked on both sides of the road, in particular at the western end, have an important traffic calming effect. It is in fact clear that cars drive significantly faster in the eastern end of Five Mile Drive, where fewer cars are normally parked. Introducing restricted parking and especially allowing only parking on one side of the road will make Five Mile Drive into a 'Bypass' where people race	The issue of the speed of through traffic on Five Mile Drive is noted; it is for this reason that most of the places where parking currently occurs will remain available, albeit for short-stay rather than commuter parking. The developing proposals for the

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	<p>through to avoid queues on Sunderland Avenue. Sees no need to restrict parking on Five Mile Drive – even where the parking is most concentrated never need to go more than one or two houses down the road in order to find a parking spot. It is therefore not true that a resident parking scheme is required to make sure that residents can find a place to park.</p>	<p>Northern Gateway may provide some assistance with the issue of through traffic.</p>
<p>Resident, Five Mile Drive</p>	<p>Objects to the proposed parking bay at the western end of Five Mile Drive as this would block vehicular access to property, which is currently protected by double yellow lines on the south side of Five Mile Drive. The current double yellow lines are poorly enforced with the result that minicabs often park up illegally with engines running; concerned that this problem will worsen if parking is legitimised at this end of Five Mile Drive. Notes that previous proposals have retained all existing double yellow lines at the western end of Five Mile Drive, suggesting that hitherto there has been no significant demand to increase parking in this area.</p>	<p>In the light of the comments received it is suggested that this parking bay does not proceed and the existing double yellow lines remain.</p>
<p>Two residents, ,Five Mile Drive</p>	<p>Requests that the proposed parking bay at the western end of Five Mile Drive does not proceed and the current double yellow lines remain, as these protect several property entrances and provide some deterrent against taxis waiting. States that this stretch of road is not a good one for parked cars, as there are cars queuing at rush hour times to get onto the roundabout and traffic coming off and accelerating into Five Mile Drive. It is also a school run area from the Wolvercote Primary School. Suggests that it would be a good idea to have a series of road bumps on Five Mile Drive, particularly at the Woodstock Rd end before Carey Close. It is used as a traffic cut through and will be even worse when the railway station is built at Water Eaton. The 20mph signs seem to have no effect on the speed of cut through traffic.</p>	<p>In the light of the comments received it is suggested that this parking bay does not proceed and the existing double yellow lines remain.</p>
<p>Resident, Five Mile Drive</p> <p>On behalf of residents at 8 other properties</p>	<p>Requests that the parking bays west of the park be for permit holders only rather than the 2-hour shared use being proposed. Suggests that additional 2-hour bays could be located on part of Rotha Field Road so not in front of any houses.</p>	<p>The previously-approved restrictions would have introduced 2-hour shared use parking throughout Five Mile Drive and the current proposals continue that principle. Individual</p>

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on Five Mile Drive	Feels that enough parking is provided by the cemetery and park frontage for funerals and certainly enough for very infrequent large funerals by including part of Rotha Field Road.	driveways can be protected with white access protection markings.
Two Residents, Five Mile Drive	I am writing to say that we are broadly in agreement with the latest proposals for the residents parking permit scheme for Five Mile Drive as these are an improvement on the previous proposals.	Noted.
Resident, Five Mile Drive	This is simply to say that what is now proposed seems to me an excellent solution to complex problems. I fully support.	Noted.

ANNEX 3

RESPONSES TO CONSULTATION – EAST SIDE OF BANBURY ROAD

RESPONDENT	COMMENT	OFFICER RESPONSE
Resident Harbord Road	Just a word to thank you for the immense time and effort you have put into the business of parking regulations in and around our area. Your proposals seem, to me at least, very reasonable and helpful. It is very hard to meet everyone's demands and you have really tried to listen to individual concerns, while keeping the overall good in sight. Not an easy job.	Noted.
Resident, Harbord Road	Strongly opposes the proposed restrictions. Is not sure what the drive or who's requirement it is to impose parking restrictions on Harbord Road. Would have to purchase a permit to park car in front of house at the weekend. In addition when I have visitors, they do not have a place to stop their car.	In the previous consultation there was significant support for restrictions to be introduced in Harbord Road.
Resident, Harbord Road	Many thanks for your continuing work on this. I believe that the new time restrictions for non-residential parking are much more appropriate in this road than the original proposals.	Noted.
Secretary of The Harbord Road Area Residents' Association	Requests some one-hour parking / residents only parking bays on the stretch of Harbord Road between the roundabout and the Banbury Road as this would <ul style="list-style-type: none"> • help to avoid "boy-racer" issues along that bit of road (this is a problem) • would provide some short term parking areas for non-residents • would provide parking spaces for visitors to this part of Harbord Road • would provide parking for the significant number of cars which currently park on the roundabout which will be displaced by the double yellow lines 	Following comments made in response to this consultation it is now proposed that a short length of 2-hour shared use parking is introduced on the south side of this section of road, in a location that will not interfere with any driveways.
Resident, Harbord Road	Offers continued support of the scheme and hope that its implementation will be able to proceed shortly after completing the consultation process. Is particularly in favour of the proposal to extend double yellow lines up to and including the roundabout in Harbord Road. Believes that the decision to provide permit holders only parking in Hayward and Talbot Roads and the	This resident has subsequently been consulted on the proposal to introduce a short length of 2-hour shared use parking on the south side of this section of road,

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	<p>remainder of Harbord Road will give further peace of mind to residents who are currently experiencing parking difficulties since parking charges were introduced in Cutteslowe park and the Water Eaton Park and Ride and who continue to use these residential roads as a free alternative to the park and ride given their proximity to the bus stops on Banbury Rd.</p>	<p>and is content for this change to proceed.</p>
<p>Resident Harbord Road</p>	<p>Appreciates the significant task to take account of everyone's' views. In particular thinks there is a good solution for the area near to Templar Road shops. No solution is likely to get universal approval but thinks we have developed a good solution to provide adequate parking for the shops.</p> <p>Disturbed to observe that the proposals still include double yellow lines for the length of Harbord Road from Banbury Road to the exits from the roundabout. This will be a road safety issue. It is recognised that clear roads encourage higher speeds because there is no perceived risk of obstruction. Cars will exit the roundabout at speed and this will endanger pedestrians crossing the side roads and slower moving cars which are leaving the side roads. Some 1 hour parking spots would serve to control speeds on this section of road, allow a limited area for general parking for visitors to, say, Artweeks, give parking spaces for the Harbord Road residents who currently park in that area and a safe place for the coach to park.</p>	<p>Noted.</p> <p>Following comments made in response to this consultation it is now proposed that a short length of 2-hour shared use parking is introduced on the south side of this section of road, in a location that will not interfere with any driveways.</p>
<p>Resident, Harbord Road</p>	<p>Would like to see a very few (one or two) residents or one hour parking places between the Banbury Road and the mini roundabout in Harbord Road, which would also act as a traffic calming measure.</p>	<p>Following comments made in response to this consultation it is now proposed that a short length of 2-hour shared use parking is introduced on the south side of this section of road, in a location that will not interfere with any driveways.</p>
<p>Resident Harbord Road</p>	<p>Is wholly in favour of the proposals for Harbord Road subject to two reservations A) will it happen at once and not be subject to further quest for the ideal solution? B) the proposed closing time of 5p.m is not really satisfactory and fails to recognise Harbord's special problem from the charging system in the park.</p>	<p>It is not intended that there will be further consultation. The choice of 5pm represents a compromise between the competing requests of residents</p>

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	Why does your proposal of 5 pm cease to protect us from then to 9pm?	across the area.
Resident, Harbord Road	Only criticism is the time that people are not allowed to park in Harbord Road between 10am – 5 pm. Dog walkers will still park here before 10am and after 5pm.Has grass in front garden and is constantly having to clear “dog droppings” from it. Could the time be extended to perhaps 8am – 6pm?	The choice of 10am-5pm represents a compromise between the competing requests of residents across the area.
Two residents, Harbord Road	Wish to have the parking restrictions 8am – 6 pm. There has been a marked increase in early dog walkers who let their dogs out into the road running loose, whilst they change shoes etc. The dog fouling on pavements, roads and gardens is unacceptable. Most dog walkers are local and could walk to the park if they wished to avoid the 50p charge.	The choice of 10am-5pm represents a compromise between the competing requests of residents across the area.
Two residents, Harbord Road	Pleased that these parking restrictions are coming into effect but feel that it would be much more beneficial though if the proposed times could be extended say, to an hour either side eg 9am until 6pm as there will be a vast turnover of parked cars visiting the park up until 10am and after 5pm. Ideally it would actually be better to extend the parking restrictions until 7pm as members of football teams participate in training and take advantage of the free parking available in Harbord Road. Or alternatively could a 30 minute waiting time be imposed before and after the restrictions apply for non-permit holders only?	The choice of 10am-5pm represents a compromise between the competing requests of residents across the area.
Resident, Harbord Road	Asks that the parking restriction be extended to apply from 8 am to 6 pm daily. Suffers from dog fouling, caused by people coming to walk their dogs by car from far and wide. This is very unacceptable and very unpleasant for residents who have to clear excrement from their entrances and gardens.	The choice of 10am-5pm represents a compromise between the competing requests of residents across the area.
Resident, Templar Road	Would like to thank Councillor Fooks for listening and being prepared to adapt the scheme, since the parking issue, is NOT the same in all roads in the area and consequently some residents are more affected than others. In the case of the upper part of Templar Road we are not affected and would prefer not to have parking restrictions with the attendant permit costs, matters of enforcement and resulting change to the residential road character which this creates. Thinks it would be a very sad step indeed if we were to have parking restrictions. It would be a form of coercion for the wrong reasons. Why	The scheme approved in 2013 specifically excluded the western section of Templar Road from any restrictions. However, it is clear from the responses to this (2014) consultation that a significant number of residents in this part of Templar Road now wish for restrictions to cover the whole road. It is therefore

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	<p>should we have to have it when the root cause of the problem in other roads is not acknowledged and not addressed (refers to the City Council imposing parking charges in Cutteslowe Park, which deter road users and encourages them to park in Harbord Road)?</p> <p>Furthermore, concerning casual commuter parking; this is as a result of road users seeking to avoid County Council charges at Park and Ride car parks. Again a doubly complicit issue significantly compounded upon innocent residents by Councils that should understand, help and seek better for their rate payers than charge them for the problem.</p> <p>Considers any parking restriction should be of the minimum time period and time of day possible, to deter others and meet users' needs. Does not think the restrictions in Kendal Crescent do neither as presently proposed.</p> <p>Double yellow lines have been long promised for the corner of Lovelace and Templar road, where there are navigation dangers at night. Where are they? The double yellow lines on the entrance to Harbord Road are never enforced.</p>	<p>proposed that the scheme be so amended.</p>
<p>Resident, Templar Road,</p>	<p>Lives in section of Templar Road, opposite Park Close. Has never had problem with anyone parking outside house as has a drive so it is left clear. Hopes home is not included in the proposals and will strongly fight any resident parking permits.</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>
<p>Resident, Templar Road</p>	<p>Occupant of property close to where the parking permit scheme is proposed to start. Doesn't see the benefit of introducing such parking at this location given that all parking west of our house is to remain normal there is no reason for permit parking.</p> <p>Location is some distance from public access to the park and to be charged to park outside our home on the basis that the public 'may' park in our area is something that just simply doesn't make sense.</p> <p>Strongly believes that the parking should be introduced from the grass verge</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>

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	<p>on the right hand side of our homes opposite Pennywell Drive. If this is not achievable wants some explanation as to why he should pay and our neighbours west of us should remain unaffected. With all things considered, thinks that charging people to visit a public park is something that has caused disruption on a number of levels. The expense of this parking plan both socially and economically are a direct result of this bizarre money making scheme and feels grieved that we are to be needlessly dragged in to this issue.</p>	
Resident, Templar Road	<p>Feels it essential that the Permit Holders parking only daily 10am-5pm should extend to the western end of Templar Road. If this does not happen fears that the commuters currently using the surrounding roads will merely move to Templar Road.</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>
Resident, Templar Road	<p>Are very very much in favour of the remaining section of Templar Road being included in the same restrictions as in the plan for the rest of the area, as proposed in the above mentioned letter.</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>
Two residents, Templar Road	<p>Live in the part of Templar Road which currently won't be getting the parking permit scheme. Would like to take the opportunity to convey that they are very against this and strongly in favour that all of Templar Road should have the same parking permit/restrictions as surrounding roads. As most of the other roads in the Cutteslowe and Five Mile Drive area will have parking restrictions it will inevitably attract many city centre and park goers to park in the unrestricted section of Templar Road and leave residents on Templar Road with very little parking options. Further, would like to point out that the No 17 bus also comes down Templar Rd and if the road is fully parked by cars it will mean that the bus won't be</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p>

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	able to come down the road if there is oncoming traffic. Some sort of traffic control system would need to be in place to allow the bus to avoid oncoming traffic as oncoming traffic will find it difficult to find free parking spaces to divert to so that the bus can safely pass.	
Two residents, Templar Road	<p>In the current proposals our section of Templar Road has no parking restrictions and is surrounded by roads that do have restrictions. Therefore, it seems very likely that many of the commuters who currently park in Five Mile Drive will view our road as a convenient car park, as will some users of Cutteslowe Park. Are concerned that they will be unable to park within a reasonable distance of our house at keys times of the day. Therefore, are very much against the proposal not to have any restrictions in Templar Road</p> <p>Ask two questions: (a) don't see why the western end of Templar Road should be viewed as a single, rather arbitrary, constituency just because some (one?) resident(s) decided to drum up opposition to the proposals along this stretch of road. Is it not possible to allow residents to opt into (or out of) the parking permit scheme? Understands that this creates some extra complication, but it might be better than having to revisit the issue at a later date; (b) if it quickly becomes apparent that residents in Templar Road are hugely inconvenienced by cars parking outside their houses is it possible for the issue of parking restrictions to be revisited? Has heard a rumour that this would not be possible, but very much hope that this is not the case.</p>	<p>It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.</p> <p>The constraints on the way in which CPZs can be signed mean that such an approach would not be possible.</p> <p>It is very unlikely that funding would be available for such a change in the future.</p>
Resident, Templar Road	Deeply concerned that house will be on the only road with "free" car park which will attract no doubt many commuters and create a risk for kids on their way to school due to increased traffic and additional cars parked in the street. Asks that the proposal is reconsidered and fully include Templar Road in the permit holder only area, at least for the weekdays, for the safety on our kids.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Two residents, Templar Road	Dismayed to see that the western end of Templar Road has been left free of any restriction. Wish to reiterate the fact that we feel it essential that the Permit Holders parking only daily 10am- 5pm should extend to the western	It is clear from the responses to this consultation that a significant number of residents in the

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	end of Templar Road. If this does not happen, fear that the commuters currently using the surrounding roads will merely move to Templar Road.	western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Very concerned to see that part of Templar Road may be excluded from this scheme. Personally would prefer 'permit holders parking only daily 10am - 5pm' in accordance with adjacent roads. Believes that excluding Templar Road will encourage a lot of extra traffic as commuters will search for spaces to avoid paying for parking. Believes it will also attract those visitors to Cutteslowe Park who wish to avoid the parking fee there. This increase in traffic and, with it, the likelihood of driveways being obstructed, will obviously be to the inconvenience of residents.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	As a resident in the western end of Templar Road it is of the opinion that the restrictions proposed for the eastern end of Templar Road should be extended to encompass the whole of Templar Road, otherwise parking is likely to be displaced towards the western end.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Would like to state strong concern and opposition to these proposals. Has recently moved into the area and now lives on one of the few streets (Templar Road west of Park Close) that would not be subject to any restrictions. Based on the current proposal, it is highly likely that our street would be subject to significantly increased traffic and parking from non-residents, making it difficult for the actual residents to find parking close to home. Would be more than happy to be subject to the same restrictions as the other streets in the neighbourhood and pay for 2 parking permits.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Sadly Templar Road is still omitted from the scheme which will make life difficult for the family and some of our neighbours. It is difficult to understand why it is one small area and one small group of residents who are left without protection. Clearly this will be a magnet for commuters and park goers and those of us who rely on street parking both during the week	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover

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	and at weekends are going to find life becoming difficult. If there are people in the street who are genuinely against a scheme then why not leave their places as free parking and simply allocate permit spaces outside those houses who would like them. This would raise additional revenue for the council and would assist those who need street parking.	the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Concerned about the proposal not to include parking restrictions in the majority of Templar Road. Thinks that, due to the restrictions being placed in neighbouring roads, people will park their cars on Templar Road. People going to Cutteslowe Park may also decide to park on Templar Road which will cause congestion.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	As a resident of Templar Road would like to request that this road also has Parking permits to prevent the road being used as a free parking zone. This seems to be the only solution, since all the surrounding roads will have restrictions; otherwise all cars will use it as a free parking area.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Two residents, Templar Road	Live in the section of Templar Road in the zone that is to remain unrestricted and have grave concerns about this. Certain that the knock on effect of the proposed restrictions is that we will not be able to park outside the property as non-residents will rapidly use all the free spaces. If there are to be parking restrictions further up our street then feel that they should be treated in the same way as the overspill of cars would impact on our part of the street making it impossible to ensure we could park outside our house.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Live on Templar Road and am extremely concerned that once the many surrounding roads have enforcement, the commuters will use Templar Road to park every day, causing a serious amount of additional traffic and cars parked outside our houses. Would like to join with the other roads in our surrounding area in having parking restrictions and a resident permit	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover

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	scheme in place to avoid people using our road as a cheap park and ride alternative.	the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road	Opposes the suggestion of excluding Templar Road between Lovelace Road & Park Close from any restrictions. This would certainly lead to congestion & blocked driveways when all the surrounding roads are restricted.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Resident, Templar Road.	Certainly does not want Templar Road to become a commuter parking area, so under the circumstances there seems no alternative but to ask that they have parking restrictions.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Two residents, Templar Road.	Certainly do not want Templar Road to become a commuter parking area, so under the circumstances there seems no alternative but to ask that we, too, have parking restrictions.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so amended.
Two residents, Templar Road	Would like to express in the strongest terms our disagreement at excluding Templar Road from parking restrictions. This exclusion is not logical in the context of restrictions being introduced in the roads around us and we will simply face the probability that cars excluded from parking in these roads will seek space where there are no such restrictions. At our end of Templar Road during the day there are already a number of cars parked from outside the neighbourhood and this will only get worse.	It is clear from the responses to this consultation that a significant number of residents in the western part of Templar Road now wish for restrictions to cover the whole road. It is therefore proposed that the scheme be so

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	<p>If current proposals go ahead without Templar Road the Council will no doubt face a campaign at a later stage to introduce restrictions. Would it not be better to make the changes now?</p>	<p>amended.</p>
<p>Resident, Park Close</p>	<p>Asks for confirmation about the status of Park Close, in so much as, whether the Close is deemed a private road or not and in any way different in its status from the surrounding roads. For a very long time notices to the cul de sac and the side entrance access from Cutteslowe Park/Harbord Road, have indicated that it is a Private close and that access is limited to residents only. Is, or was, the Close so protected or is the notice merely aspirational in its statement?</p> <p>Notes that currently the number of vehicles parking in the Close is at an ever higher level, presumably reflecting the number of multi occupation flats. Those areas of the Close not used by residents and with much of the remaining on road parking areas naturally restricted by also being spaces in front of residents' garages etc there would be few areas technically available for others to use under the proposed new scheme. Park Close is very narrow and particularly so on the bend at the opening of the road. Is there any scope in this proposal to prevent parking on the narrow entrance to the Close, by means of yellow lines, for instance?</p>	<p>Resident has been provided with information on the extent of adopted highway.</p> <p>This matter will be reviewed once the controls are in place</p>
<p>Resident, Haslemere Gardens</p>	<p>As a resident of Haslemere Gardens I am content with the scheme.</p>	<p>Noted.</p>
<p>Resident, David Walter Close</p>	<p>Notes that David Walter Close has been omitted from the proposals. Concerned that as soon as parking restrictions are introduced, other residents in the area would take advantage of David Walter Close's unrestricted parking to avoid paying for a parking permit, thus making it difficult to park in the street. Most residents have no option but to park on the street. It would be greatly obstructive for people to be unable to park on the street because the road was already full - we would presumably be ineligible for the parking permits, but also be unable to park anywhere else due to the residents parking restrictions on the nearby streets.</p> <p>There are numerous elderly people of limited mobility living on David Walter Close who do not own cars, but require vehicular access for transportation</p>	<p>There is a potential for increased parking on this road when permits are required elsewhere. However, there is no change in these proposals from the scheme previously approved when this road was not included in the CPZ and no other resident has commented on the matter.</p>

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	<p>e.g. hospital transport, is also a consideration should David Walter Close become 'parked-out' by other residents' cars. In the case of residents with their own cars, they would mostly defend their own parking space by their mere presence, but in the case of intermittent transportation requirements, the elderly would be adversely affected by the new permit scheme.</p> <p>A logical alteration then, should the parking permit scheme proceed would be to include the handful of roads in the eastern block of the parking zone which are not currently covered in the proposal. It's not at all clear why we should have been excluded, and is quite clearly open to abuse by the residents of other streets.</p>	
Resident, Marriott Close	<p>Particularly pleased to see the following inclusions:</p> <ul style="list-style-type: none"> • Maximum of 2 residents' permits per dwelling. There are many multi-occupancy properties in Harefields, so limiting the number of permits is essential if the scheme is to be successful. • Restrictions of 10am-5pm Monday to Friday. This seems reasonable, given that it is the period that parking is most problematic due to Oxford commuters, etc., using the roads as a free car park. However, I would mention that evenings can be difficult too (i.e. finding a space when returning from work), as we already have problems with displacement parking from Harefields. 	Noted.
Resident, Lovelace Square.	<p>This is to endorse the revised proposals for residents' parking permit scheme. We in Lovelace Square are delighted, especially that Lovelace Road restrictions will apply every day and that there will be two sections of double yellow lines. All this is essential to stop the road being used as a 'park and ride'.</p>	Noted.
Two residents, Harefields	<p>Concerned by the lack of on-street parking now in place after double yellow lines were placed outside our property leading up to the intersection with Banbury Road. Since then there has been a noticeable shortage of parking available for residences down our street. Agree this has made the system of getting in and out of the street a lot easier but we believe there is room for a few additional car parks to be placed along one side of the road without obstructing traffic flow. Can it please be considered that one or two parking spaces to be made available again outside 1 Harefields?</p> <p>Would prefer if it wasn't made permitted parking in Harefields due to the</p>	<p>In the light of these comments a small adjustment to the double yellow lines in the vicinity of this property will be made.</p> <p>There is a widespread view in</p>

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	<p>extra cost involved in applying for the permits for the property which is an additional expense we can't afford in our current financial situation. Also with the social economic area around us we feel many others may be in a similar situation.</p> <p>If parking restrictions were to go in place, we would prefer hours between 10am-4pm Monday to Friday (excluding public holidays) to stop the problem of city workers parking in our street during work hours and bussing to work.</p>	<p>the area that parking problems exist and need to be addressed.</p>
<p>Resident, Harefields</p>	<p>Interested in long term solution of parking problems that we have been experiencing for years. We (3 adults in my household) and many of my neighbours that I had chance to speak to, are having very serious objections on your proposal for traffic and parking regulation in our road.</p> <p>Request that the current proposal is replaced with:-</p> <ul style="list-style-type: none"> • Marking parking bays along Harefields • Restriction of parking - Resident only, 24 hours, seven days a week • Several randomly positioned parking bays for free up to 1 hour parking (not at the front of houses facing Harefields). • Extended duration of permitted parking in bays from "c" on Saturday & Sunday up 2 hours 	<p>The main intention of the CPZ is to address problems arising from parking by non-residents in the area. At the request of other residents in the Harefields area the restrictions proposed here will apply Monday-Fridays only as the key problem is seen as commuter parking. Similarly the times when the restrictions will operate are intended to be sufficient to deter commuters whilst not causing too much disruption for residents.</p>
<p>Resident, Harefields</p>	<p>One concern with the proposals for a residents' parking permit scheme is that there are two privately-maintained courtyards (offshoots of the main Harefields road) which may become subject to rogue parking when the permit scheme begins. Each property in the courtyards has its own driveway, which is part of the individual property and not communally owned. At the moment there is also some parking in the central, communally owned part of the courtyard (e.g. where a property has more than one car - in some cases because some of these properties are divided into two flats). Once the permit scheme begins, how will you ensure that these courtyards will only be used by the residents who live in them, not by people trying to avoid paying charges? And what measures will be in place to avoid cars parking in the middle of the courtyard and blocking access to driveways?</p>	<p>As these courtyards are private the control of parking within them is not a matter for the County Council</p>

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<p>Chief Financial Officer OPP Ltd Elsfield Hall Harefields</p>	<p>OPP Limited occupies Elsfield Hall on Harefields and are directly affected by the new housing development that will drastically reduce the number of parking spaces available onsite for staff and visitors. In order to mitigate the shortfall we were hoping to use parking on Harefields and surrounding roads.</p> <p>The current proposals will restrict parking to permit holders only – can you confirm or not whether OPP Limited would qualify to hold resident parking permits and how many would that be?</p> <p>If we are not entitled to parking permits we would request that Harefields and surrounding roads have some non-permit holding spaces available to accommodate any onsite shortfall for our staff.</p>	<p>It is for the promoters of the proposed housing development to show that there will remain sufficient parking on the site for OPP Ltd, such that it will not overflow onto the surrounding residential streets.</p> <p>Permits will not be provided for OPP staff.</p>
<p>Resident, Harefields</p>	<p>Asks if the double yellow lines outside the courtyard areas will extend inside and/or become permit holders' car parking? Because if it is permit holders then neighbours will be able to park outside our parking area and will block our car.</p>	<p>As these courtyards are private the control of parking within them is not a matter for the County Council.</p>
<p>Resident, Hayward Road</p>	<p>Very much against the proposed restrictions as has never seen the need for parking restrictions in Hayward Road. While one does occasionally see someone leave their car for a bit (mostly to walk dogs) the intrusion seems to me to be minimal. There appears to be no uninvited "outsider" parking further away from the park. Therefore, for most of the residents having to supply tradesmen, friends, and visitors with parking permits will be a totally unnecessary nuisance and expense.</p>	<p>Noted. However the principle of introducing controls in Hayward Road was approved in 2013.</p>
<p>Resident, Hayward Road</p>	<p>Is deeply unhappy at the introduction of parking restrictions 7 days a week in the road which is seen as imposing both charges and inconvenience on the social lifestyle of residents who have chosen to live miles away from the city centre. Weekends are when people tend to receive visits from friends and family members during the day and also when family come to stay. This will rapidly use up the free allocation of permits for the residents who have any kind of family or social life. If 3 couples visit for Sunday lunch then that is 3 permits gone in one go. Should not be paying a levy on family or social life.</p> <p>Understands that the weekend restrictions are to do with usage of Cutteslowe Park as opposed to use of sideroads by commuters, but if this goes ahead some consideration should be given to increasing the allocation</p>	<p>Noted. However the principle of introducing controls in Hayward Road was approved in 2013.</p>

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	<p>of free visitors' permits for the areas where the parking restrictions cover the weekend since it is at weekends when people tend to have most of their visitors. Otherwise the residents of Hayward and Harbord Road will be at a disadvantage compared with the areas where parking restrictions are lifted at weekends (eg Five Mile Drive).</p> <p>Suggests the simplest solution would be to impose a 3 hour limit in Hayward and Harbord Roads Monday to Friday during the working day so as to stop commuter parking (this would allow for social visits of a reasonable length) then take the restrictions off at the weekends. The side roads have not been noticeably filling up with park users since the charges were put in by the City Council and most visits tend to be brief ones from dog walkers who do not stay parked long.</p> <p>It could have been predicted that when parking restrictions started in roads nearer the city centre they would spread outwards like ripples in a pond until they reached the outer limits of the city. It could also have been predicted that when the City Council imposed parking charges in Cutteslowe Park there would be park users who would use the side streets to avoid parking charges. A lot of money is going to be made by the county/city out of all this, and both local residents and city residents who use the park are all going to suffer due to these policies.</p>	
<p>Resident, Hayward Road</p>	<p>Wishes to object to the CPZ restrictions in Hayward Road in their present form. It is not clear that any serious statistical analysis has been done on parking habits across the whole affected area. It appears that the restrictions have been instigated on the basis of a small minority of residents in Harbord Road whose problems are real but over-exaggerated. Each road with vociferous enough residents seems to have had its own way – this gives the impression of a political decision to appease certain elements rather than a serious decision based on a sensible overview.</p> <p>On the vast majority of days in Hayward Road there is very unlikely to be a problem with parking for the residents or their visitors, even if there are restrictions imposed in Harbord Road and Five Mile Drive. There is</p>	<p>Noted. However, the principle of introducing controls in Hayward Road was approved in 2013.</p>

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	<p>absolutely no reason to impose a seven-day ban of the type imposed in busy city centre areas. The evidence suggests that this road could in fact manage with NO restrictions.</p> <p>For the sake of a few sunny weekends in the summer when there might be a little backflow from the park I would be prepared to leave things as they stand.</p> <p>A sledgehammer is being used to crack a nut.</p>	
Two residents, Pennywell Drive	<p>It appears that parking would be allowed all along Pennywell Drive – if this is allowed, and cars are parked on the opposite side of the road to our garage, this would prevent us from getting our car in or out as we require. There is not enough room to turn the car round to get it in or out. On several occasions we have had to ask quite a number of cars to move, and they have moved on to the grass corner. With the number of cars belonging to the residents of the Flats – in Pennywell Drive – there are going to be many cars parking.</p>	<p>The introduction of the CPZ should reduce the parking pressure in this area. However, the issue will be reviewed once the controls are in place</p>
Resident, Bourne Close	<p>Although I have private parking at the end of Bourne Close, the introduction of parking permits (in whatever form) is going to have a negative effect on me or my visitors</p> <p>What problems are you are seeking to address. If it is the knock-on effects of the council (City Council?) charging for parking in Cutteslowe Park, then the answer would seem to be obvious - that is to remove those charges, or reach a financial agreement between the two councils. It should not be resolved by imposing inconvenience and expense on the residents.</p>	<p>The effect of the CPZ on surrounding roads will be kept under review.</p> <p>The issue of the removal of charges in Cutteslowe Park has been raised with Oxford City Council by Councillor Fooks but without success.</p>
Two residents, Sparsey Place	<p>Requests a 'Keep Clear' zone or Double Yellow Lines in the lower bend of Pennywell Drive leading into the park to discourage parking in front of the gates leading into rear gardens of Sparsey Place properties.</p>	<p>This matter will be reviewed once the controls are in place.</p>
Practice Manager Summertown Health Centre Kendall Crescent branch	<p>Seeks information about how the scheme will affect staff who work from the surgery at 9 Kendall Crescent.</p> <p>In a typical week there are 4 doctors, 3 nurses and 4 or 5 reception staff who work at the Kendall Crescent surgery. Additional members of the team work there to cover sickness and holidays. The staff that work at the surgery vary from day to day and working patterns mean that staff may not meet colleagues for a few days.</p> <p>Requests sufficient generic (i.e. not registration plate specific) parking</p>	<p>Permits are available for NHS staff to use to visit patients etc, but no specific provision is made for staff parking within a CPZ. There are places nearby where parking will be available without the need for permits.</p>

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	<p>permits to be held at the surgery for the doctors and other staff to use them on the days when they are working there. Assumes that staff would be eligible for parking permits.</p>	
<p>Resident, The Meadows Banbury Road</p>	<p>Resident of The Meadows, a development of 13 flats, with one visitor's space for the whole site. As parking in the adjacent service road is very limited (2 car lengths) and it services 3 properties in addition to the 13 flats at 'The Meadows', it is sometimes necessary for visitors to park in either Haslemere Gardens or Five Mile Drive. Asks whether they will be able to purchase residents parking permit for either of these two roads, or will these be limited to those with addresses in these roads?</p>	<p>This property will be eligible for permits.</p>