

Division(s): Iffley Fields and St Marys; St Clement's and Cowley Marsh
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## **CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020**

### **OXFORD – COWLEY MARSH AREA – PROPOSED CONTROLLED PARKING ZONE**

**Report by Director of Community Operations, Communities**

#### **Recommendation**

The Cabinet Member for the Environment is RECOMMENDED to approve proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Marsh area, noting that local consultations may be carried out in respect of changes to proposals for part of Barracks Lane and also in respect of minor changes to proposals for no waiting at any time restrictions.

#### **Executive summary**

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

#### **Introduction**

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

#### **Background**

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

#### **Informal Consultation**

4. Following allocation of the above funding, an informal consultation seeking the opinion of residents on current parking pressures and whether they supported in principle the introduction a CPZ scheme was carried out in the autumn of 2018 and the early part of 2019. This was reported to the Cabinet Member for Environment on 25 April 2019 when the inclusion of this scheme in the programme of funded schemes was approved.

## Formal Consultation

5. Formal consultation on the above proposals as shown at Annex 1 was carried out between 6 February and 6 March 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. A letter was sent directly to approximately 1,500 properties in the area which included formal notice of the proposals, details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
6. One hundred & nine (109) responses were received. These are summarised in the tables below:

Response to CPZ	Businesses / other organisations	Residents	Overall Percentage
Object	3	42	41%
Support	2	57	54%
Neither/Concerns	1	4	5%
No Opinion	-	-	-
<i>Total</i>	<i>6</i>	<i>103</i>	<i>109 (100%)</i>

Response to Parking Restrictions	Businesses and other organisations	Residents	Overall Percentage
Object	3	27	27%
Support	2	53	51%
Neither/Concerns	1	9	9%
No Opinion	-	14	13%
<i>Total</i>	<i>6</i>	<i>103</i>	<i>109 (100%)</i>

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

**Summary of responses of members for the public by road**

<b>Road</b>	<b>Object</b>	<b>Support</b>	<b>Neither / No opinion</b>	<b>Total</b>
Barracks Lane	4	1		5
Belvedere Road		5	1	6
Bhandari Close	3			3
Cowley Road	10	1	1	12
Cricket Road	7	9	1	17
Cumberland Road	2	2	1	5
Cwley Road		1		1
Don Stuart Place	2	5		7
Dove Acre		1		1
Gillians Way		1		1
Glanville Road	2	2		4
Hall Road	1			1
Kenilworth Avenue	1	3		4
Magdalen Road		1		1
Marshall Road		1		1
Morris Crescent	5			5
Reliance Way	7	5		12
Ridgefield Road	1	17		18
Shelley Road		2		2
<i>Based Elsewhere</i>		2	1	3
<b>Total</b>	45	59	5	109

8. The individual responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.
9. Thames Valley Police expressed no objections.
10. The Oxford Pedestrian Association expressed support in principle for CPZs but noted that these should not regularise pavement parking to the detriment of pedestrians.
11. The remaining responses were from members of the public. Those expressing an objection cited concerns over the cost of the permits, the limit of two vehicle permits per property (mostly on the grounds that this was too restrictive), though some respondents considered that properties should only be eligible for one vehicle permit) and the visitor permit allocation. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the

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permit costs and visitor permit allocation are as apply in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, this is consistent with the adjacent CPZs.

12. Many of the objections also cited concerns that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents and businesses and their customers.
13. Objections and concerns were also raised in respect of the proposed double yellow lines. Officers will review the scope to make minor amendments to accommodate the suggested changes but it will be important to ensure that junctions are kept clear of parked vehicles.
14. Some objections and concerns were in respect of the omission of Cowley Road itself from the proposed scheme. In response to this it is confirmed that this will be a high priority for a future scheme which will take account the effect of the current proposals, if approved, and also the major improvement proposals for the Cowley Road; although this project is currently unfunded. When progressed it will require significant changes to the current parking provision on the road.
15. In respect of the proposed 4 hour waiting in Barracks Lane to accommodate users of the allotments, subsequent to the start of the consultation, discussions with the Department for Transport on technical matters relating to the signing of minimum impact CPZs such as proposed for this CPZ may require this element of the scheme to be amended. If it is decided to do so, a local consultation will be carried out and the results reported, if necessary, to a future meeting.

### **Monitoring and evaluation**

16. It is suggested that a review of the scheme is carried out approximately 12 months after the implementation of the CPZ should it be approved, but with a review of its impact specifically on the Cowley Road being carried out within six months of its implementation.

### **How the Project supports LTP4 Objectives**

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

### **Financial and Staff Implications (including Revenue)**

18. Funding for the proposed speed CPZ has been provided from the County Council's Capital Programme and from developer contributions.

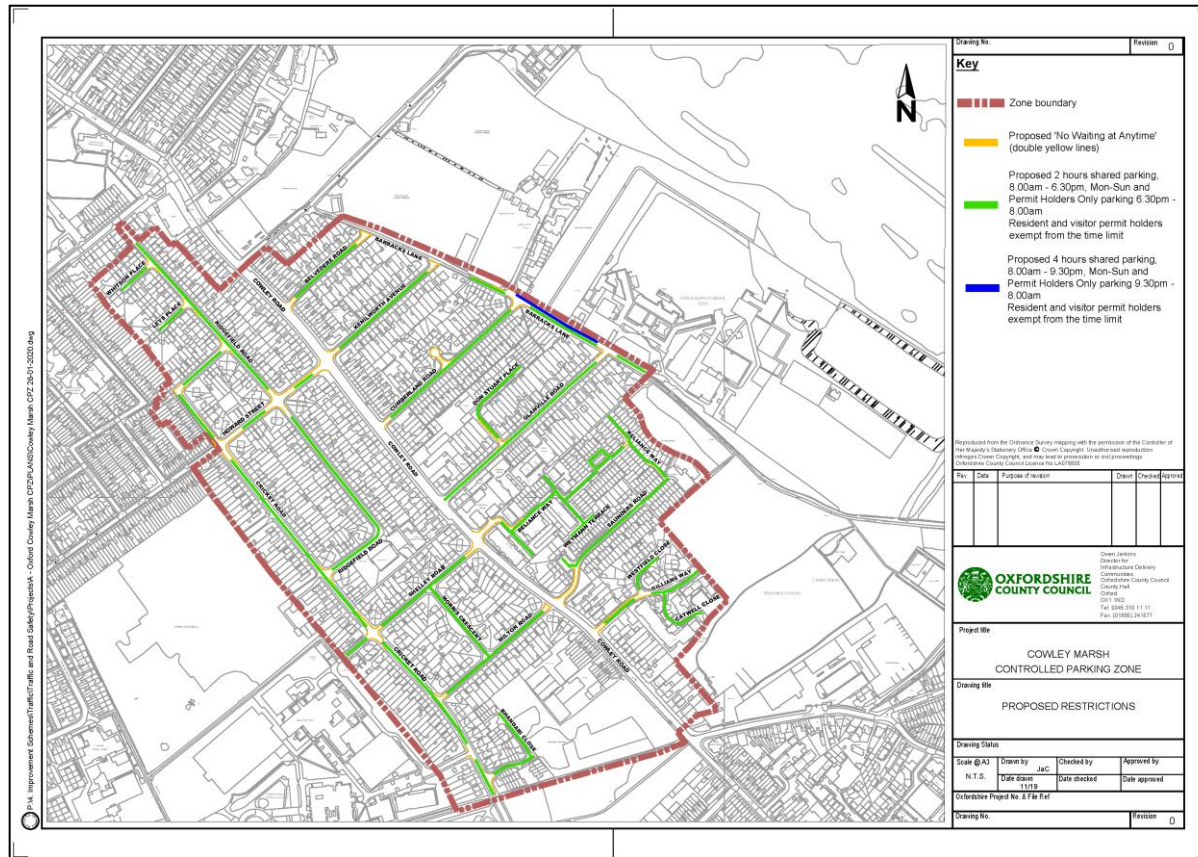
JASON RUSSELL  
Interim Director of Community Operations

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Background papers: Plans of proposed Controlled Parking Zone  
Consultation responses

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March 2020



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – These restrictions place no burden upon Thames Valley Police in terms of enforcement as they fall within an area of Civil Parking Enforcement .
(2) Oxford Pedestrians Association	<b>Support</b> – OxPA is generally in favour of CPZs because they regularise and control car parking so supports all three proposals; however we do not support and have been disappointed by the painting of lines on pavements to regularise vehicle parking on footways or on part of footways as CPZs are brought in. This has been done to date in many CPZs and has led to much reduced pavement space for walkers and wheelchair users, without room for two wheelchair users to pass one another. (Given also that vehicles cross over the lines, and that vegetation hangs into pavements from gardens, the space is often less than the minimal amount thought to have been allowed.) And also, the practice of pavement parking should not be regularised because it supports the idea that parking means getting two wheels onto a footway, prioritising the needs of drivers over non-drivers, which can be seen widely in Oxford. Looking at the maps we cannot see the detail of what is proposed, so wish to have our thoughts about pavement parking taken into account when the CPZs are being decided on. Given that the County's policy is to put the needs of pedestrians at the top of the hierarchy of road users, we hope to see this policy put into practice by ending the slicing of footways into parking places and unfriendly narrow single-file walking spaces.
(3) Local Resident, (Oxford)	CPZ - <b>Object</b> - There have never been parking problems in Cricket Road and, as far as I'm aware, not many in the Cowley Marsh area. So no need for parking restrictions.  Parking Restrictions - <b>Object</b> - I don't think that there should be any parking restrictions in this area. Parking has never been a problem except for Rhymers Lane which does, occasionally, cause bad traffic jams because of parking on both sides of the road and traffic caused by the school pick up and park users.
(4) Local Resident, (Oxford)	CPZ - <b>Object</b> - The roads around the area are not overcrowded and i do not want my guest to pay for their parking. It's a bad idea.  Parking Restrictions - <b>Object</b> - No comments.

(5) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - The original informal consultation did not show support for a CPZ. The resident permit cost is excessive and additional taxation and that the Council has not demonstrated there is additional benefit to residents especially given there is no unsafe parking currently A CPZ will encourage more residents to pave over their front gardens. The Council has not put any additional funding in place to improve public transport or cycling</p> <p>Parking Restrictions - <b>Neither</b> - No comments.</p>
(6) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - I'm very much in favour of the parking Zone and was looking forward to being able to finally park near the house. But I see it's only the side roads. Can I please request that this is also for the houses 510,508,506,504,502 and 500? The houses opposite have drives but we do not . I have spoken to my neighbours in the past about this and they too were looking forward to some parking permits. As permits will now be required for side roads this will make it even harder to park on the Cowely road where we live. Pushing all the commuter cars to park on the main road. I had been hoping to go for an electric car soon but this would be impossible- given I can rarely park by the house even now. I'm very saddened indeed by this decision which I had set a lot of hope by. It seems desperately unfair to the residents on the Cowley road by these side roads. Please can I ask the council reconsider. Most of us in the strip from 500 to 510 have just one car. At the weekends it is more possible to park- but not during the week. I can understand if you want to leave the spaces by the bus stop free to park as there are no houses there but I'd like to reiterate that we would really like permits for our part of the Cowley road.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(7) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - I am concerned about the impact of the proposal on parking in Reliance Way. It is not clear from the proposal whether the numbered parking spaces in Reliance Way, linking spaces to particular properties, would require their owners to obtain permits to use them. My understanding is that the two spaces assigned to my home came with the Deeds of the property. I would be grateful for clarification of this. Such parking spaces are already under pressure from the number of HMO properties in Reliance Way, drivers from homes with more than two vehicles often use spaces allocated to other properties. In my opinion the proposed CPZ will only exacerbate this problem.</p>



	<p>Parking Restrictions - <b>Object</b> - No comments.</p>
<p>(8) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - As a member of a shared, rented property in Reliance Way, I object to the proposed CPZ within Cowley Marsh. Reliance Way itself is congested with cars (as many of these houses are shared rental properties with multiple, separate individuals living within who don't have the luxury of sharing cars), but despite this, as a household we have never had trouble finding somewhere to park our cars. Further to this, we have never experienced trouble at weekends with people coming to visit Oxford and leaving their cars around; in fact, the roads tends to be more quiet as people living in Reliance Way leave Oxford to visit elsewhere.</p> <p>The previously proposed CPZ regulations did not place a limit on the number of permits per household, and so did not penalise groups of people (not families) living within one house for having no choice but to rent in a shared property. However, the newly proposed regulations limit our house of five individuals to only two parking permits, which will not be possible as we have four individuals using cars to get to work or elsewhere.</p> <p>It is unfair for the effects to be felt mainly by one group of people, this being groups of individuals renting shared houses. I'm certain that we would all much prefer to not be paying someone else's mortgage for them but unfortunately we would never be able to afford to rent alone, let alone even think about purchasing any property.</p> <p>It is ridiculous to consider that the car usage of a house of five individuals that share one property will be similar to that of a family in the area; we do not have the luxury of being able to share cars to get to individual work places and not surprisingly lead completely separate lives.</p> <p>If the proposed CPZ goes ahead, many professionals renting around this area will be forced to move elsewhere. The transport links in and around Oxford are not good enough for you to consider carrying this out exactly as proposed.</p> <p>Parking Restrictions - <b>Object</b> - The parking is not a problem around Reliance Way enough to put in yellow lines.</p>
<p>(9) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - No comments.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>

<p>(10) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - No comments.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
<p>(11) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - As an apprentice who has moved to Oxford from over 100+ miles away, the need to drive is unavoidable, for work (driving to Luton once a week for University) and leisure (to see family). The County Council already has an agenda to eradicate the use of all motor cars from Oxford, which will only marginalise people on low incomes like myself!</p> <p>I am strongly against the introduction of a CPZ for proposed areas due to these reasons:</p> <ul style="list-style-type: none"> <li>- As I am sure you are aware that rent prices are phenomenally high in Oxford - so the only properties I can afford to live in are HMOs. A maximum of 2 permits per household is enforced. This may be satisfactory for a HMO housing students with no/little vehicles; however it marginalises working professionals like myself. Myself and fellow apprentices often find HMO's for professionals have 2+ car users.</li> <li>- Roads such as Hurst Street which already have a CPZ in place have some houses with zero cars. Despite this, other houses on the street utilising the maximum number of spaces are unable to obtain another permit. This teases those who cannot apply for another space because their HMO uses the maximum number of permits.</li> <li>- A subset of shoppers choose to travel by parking on the side streets of Cowley Marsh and then walking (either to Cowley Road, or further into the City centre). Although 2 hours free parking will be available (and is even further North), this will not provide satisfactory time for shopping. These shoppers who choose not to use public transport due to its impracticalities, expense, and lack of service may instead decide to pay for parking in the city centre, exacerbating traffic conditions (which the Council seem keen to get rid of completely). On the other hand, such a change may make Oxford even more of an unattractive shopping destination, meaning those individuals travel to out-of-town retail parks.</li> <li>- Simply put this feels like a fine on those at the lower end of society. Renters like myself, who have no means of clearing out a garden to make space for a driveway; who's flatmates cannot all apply for permits; who already contribute to what seems like expensive council tax and road tax will be impacted the most! Oxford is quickly becoming a place for only the wealthy/students to comfortably live.</li> </ul> <p>I will end by mentioning how Oxford is becoming a very hostile place for those driving motor vehicles. The County Council should reconsider their negative outlook on motor vehicles, as they are lifeline for some in the community, and</p>

	<p>also heavily relied upon by businesses. If current plans to ban vehicles continue, Oxford will become an unattractive place to conduct business, potentially costing the jobs of 1,000's in the local area!</p> <p>If you got this far thanks for reading - I hope you seriously consider the points raised above!</p> <p>Parking Restrictions - <b>Object</b> – <i>See comments above.</i></p>
(12) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - I have been living here four months now and have never once had a problem getting a parking space outside or near my house. The only time it is occasionally a problem is between 3 and 3:30 when the school lets out and I'm at work then anyway. I have seen a car that was dumped here but don't feel a CPZ would really solve this as people that dump their cars do it wherever they feel like anyway. I feel the introduction of a CPZ would over complicate things and make it more difficult for my visitors to park when they are here and potentially prevent me from having such easy access to a parking space. I would also have to pay £65 a year for something I currently have for free.</p> <p>Parking Restrictions - <b>Object</b> - Double yellow lines in Barracks Lane, Cumberland Road and Glanville Road would severely limit the places I am able to park my car and generally be a complete nuisance. I do agree that some people park insensitively but that happens whatever you do.</p>
(13) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - There is no problem in being able to park my car outside my house. Why should I now start having to pay £65 per year to do what I can currently do for free?</p> <p>Parking Restrictions - <b>Neither</b> - No comments.</p>
(14) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - Commuter parking is not a problem in Reliance way. The streets are empty during the day as they are residential not business streets, meaning people drive away from them at the start of the day, and back to them at the end of the day. You are pitching this as a solution to a problem that does not exist in this street. Instead, it will make people pay for parking which was included as part of their houses when they moved in, and will disproportionately affect multiple occupancy houses given the limits on permits. This will cause problems without solving any problems.</p> <p>Parking Restrictions - <b>Object</b> - There are already restrictions on parking on double yellow lines. If you cannot enforce those, why add more</p>

(15) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - I strongly object to the proposed control parking zone. It would severely disrupt my everyday life as a student that must bring my car to uni as all my lectures are at Harcourt Hill Campus.</p> <p>As a student paying for a parking permit both for uni parking and at my place of living is unacceptable.</p> <p>One of the reasons we chose to live here was because there was free on road parking and we have already renewed our contract because of that. If this controlled parking zone begins we will be extremely upset.</p> <p>There are more people in my house who have cars that make accessing uni easier and there is not enough space on our driveway to park these cars. The input of a controlled parking zone would be really inconvenient.</p> <p>Parking Restrictions - <b>Object</b> - I strongly object to the addition of parking restrictions. It would severely disrupt my everyday life as a student that must bring my car to uni as all my lectures are at Harcourt Hill Campus.</p> <p>As a student paying for a parking permit both for uni parking and at my place of living is unacceptable.</p> <p>One of the reasons we chose to live here was because there was free on road parking and we have already renewed our contract because of that. If parking restrictions begin we will be extremely upset.</p> <p>There are more people in my house who have cars that make accessing uni easier and there is not enough space on our driveway to park these cars. The input of parking restrictions would be really inconvenient.</p>
(16) Local Group, (Oxford)	<p>CPZ - <b>Object</b> - I do not believe there is a severe enough degree of parking issues to constitute applying a controlled parking zone down this road as I have encountered no issues at my time living here and believe it would be an unnecessary cost.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>

<p>(17) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - Most properties on Don Stuart Place already have parking spaces for residents. I'm not against residence permits in other streets necessarily, I just don't think Don Stuart Place needs to be included in the zone.</p> <p>Parking Restrictions - <b>Support</b> - The junction of Don Stuart Place and Glanville Road is quite dangerous; the amount of cars parking too close to the junction really restricts your vision when pulling out onto Glanville Road. Cars shouldn't be parking within 10 feet of a junction anyway, so double yellow lines should be there regardless.</p>
<p>(18) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - Object to 7 days per week restrictions. I currently park on Morris Crescent as I do not have a driveway but feel the reduced speed limit and narrower roads down Shelley and Cricket Road contribute well towards traffic calming.</p> <p>As someone who uses these roads daily and at different times I infrequently encounter hazards compared to other parts of the city.</p> <p>Parking Restrictions - <b>Neither</b> - No comments.</p>
<p>(19) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - Is this a straight forward "measure" for the Council to exploit its residents by charging them to park on their own street? Why otherwise would the residents' parking permits be charged?</p> <p>Parking Restrictions - <b>Support</b> - Why aren't yellow lines considered Glanville Rd corner to Cowley Rd? Taxis often block the flow of cars coming onto/off of Glanville Rd</p>
<p>(20) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - As a resident, I do not believe that there is a parking problem in Bhandari Close which necessitates a Controlled Parking Zone. In addition, I do not think the proposals take into account the access required for the Elder Stubbs Allotments.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
<p>(21) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - Cricket Road doesn't currently have an obvious need for parking control. I am concerned that a CPZ will incentivise residents to pave over the remaining front gardens. This will be a loss for air quality, habitat and appearance of the road. Paving is very likely to increase water run-off and flood risk.</p>

	<p>This unnecessary CPZ will be costly and will clutter the street with additional signs.</p> <p>Parking Restrictions - <b>Support</b> - Double yellow lines to maintain access and safety would be valuable. On Cricket Road extra lines near the corner shop would be valuable. Cars frequently park badly on that corner creating risk for other road users.</p>
(22) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - My house on Reliance Way already has two labeled (painted "47") parking spaces included in our monthly rent from the landlord. My housemates and I see no benefit in being subjected to a parking permit fee and no reason why we should need one given our circumstances. With only two people owning cars in the house, and two spaces included with the house, we are happy with our current situation would like to keep things as they are.</p> <p>Parking Restrictions - <b>No opinion</b> - As a vehicle driver living just off Cowley Road, I would much rather have any roadworks budget put towards maintaining and fixing the terrible road conditions that plague east Oxford than any new line painting or road signage. Cowley Road is currently in deplorable condition and with near constant roadworks on gas and sewage lines, yet it never seems to get any smoother. The roadworks completed last year on the western end of Cowley Road made a significant improvement, but the majority of the road still leaves much to be desired in terms of surface quality. Please help reduce wear and tear on suspension components by making the roads smoother!</p>
(23) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - No comments.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
(24) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - No comments.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
(25) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - There are simply too many cars for too few spaces, a permit system will not aid this. I would be extremely in favour of a permit system should additional parking be made available or, if the permitting was sufficiently specific as to allow parking immediately outside the property of residence.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>

<p>(26) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - There is currently no parking problem. We are far from the train station and I haven't seen any widespread parking by non-residents.</p> <p>It a time when rents are sky high, it's inappropriate to charge residents to park their own car outside their own home.</p> <p>Parking Restrictions - <b>No opinion</b> - No comments.</p>
<p>(27) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - No comments.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
<p>(28) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - No comments.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
<p>(29) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - In reliance way, we have allocated parking for each houses and it works really well. They are part of the property</p> <p>Parking Restrictions - <b>No opinion</b> - No comments.</p>
<p>(30) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - I have no problems parking outside my house. As far as I have seen, Morris crescent is rarely used by non-residents. In addition to this, the proposed CPZ only allocates 2 residents parking permits per house. I live in a HMO of 7 people, all of whom may need a vehicle, independently of each other. Currently there are three residents in the house who own vehicles (already too many by the proposal's standards) and there is no reason there couldn't be more in future. The CPZ would result in me having to pay to park in front of my own home, or not be able to park at all if I am not one of the two residents who can get a permit - there is no upside. I get encouraging people to find other means of transport around Oxford but removing people's ability to own a car seems like the wrong solution. I already don't travel around Oxford in my car because it costs too much to park anywhere and traffic is terrible. I commute out of oxford and there is no way to make that journey by public transport, otherwise I would. Make bus travel cheaper, improve cycle lanes - these things are useful.</p>

	<p>Parking Restrictions - <b>Object</b> - Again, I don't see the need. People parking does not affect the flow of traffic enough to warrant parking restrictions.</p>
<p>(31) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - I have never had difficulties finding parking on our street or on barracks lane in the 6 years we have lived on this street.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
<p>(32) Unknown, (Oxford)</p>	<p>CPZ - <b>Object</b> - No comments.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
<p>(33) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - I object to being charged £65 for the right to park outside my own house. I view this as another stealth tax. We deliberately bought a house on cricket road because of the free parking. Allowing visitors to come and go as they please without the administrative burden and cost of registering them under the visitor permit. The proposal will simply lead to less flexibility, more cost and more administration, all without any tangible benefit</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
<p>(34) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - No comments.</p> <p>Parking Restrictions - <b>Object</b> - No comments.</p>
<p>(35) Local Group, (Elder Stubbs Charity Allotments)</p>	<p>CPZ - <b>Object</b> - Bhandari Site is situated on this street. This proposed CPZ will make it very hard for our allotment holders to park during the day time. Also, there are plenty of car parking spaces on this street, thus not making it a priority.</p> <p>Parking Restrictions - <b>Object</b> – <i>See comments above.</i></p>



<p>(36) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - I think that installing a CPZ in our street or adjacent ones won't help anybody but only put extra-financial pressure on Oxford residents (who are constatly facing increase in rent prices which are pushing people further out). My girlfriend and I have been living here for a couple of years now and have bought a car. I am completely against any sort of measure of this type in our area as this would mean impossibility for us and so many other people like us (not garage owners) to find parking spots near our house and incurring in new additional costs.</p> <p>To be fair I have never struggled to find parking in my area throughout whole day so I am not quite sure where the complaints are coming from.</p> <p>Parking Restrictions - <b>Object</b> - <i>See comments above.</i></p>
<p>(37) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - This is not necessary as there is normally space to park as many of the properties have drive ways. This is not an affluent area and this will cause difficulty for some families, particularly those with large families who receive a lot of visitors. This is simply a way to raise money for the council.</p> <p>Parking Restrictions - <b>Support</b> - Where this is related to safety and visibility at junctions I think it is appropriate.</p>
<p>(38) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - In years living here we've seen no evidence the strip of Barracks Lane running west from the junction with Cumberland Road is frequently used by anyone other than residents and users of the Barracks Lane Community Garden, so as far as this area is concerned the CPZ would simply be an expense for residents and would have little impact.</p> <p>We are also aware that introducing a CPZ in other areas could mean that people searching for spaces begin to use this stretch of road. In principle we do not support the CPZ but would reconsider our opinion if it was likely to impact our ability to park outside our house.</p> <p>Does the council have any evidence on what the positive environmental impact would be of a CPZ in this area? With evidence we would also reconsider our opinion.</p> <p>Parking Restrictions - <b>Neither</b> - It is hard to give a definitive opinion on this without seeing where the restrictions are.</p>

<p>(39) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - It is wrong to have to pay to park in your own street. In addition, many households will have more cars than the number of permits that are allowed.</p> <p>Parking Restrictions - <b>Object</b> - It is already hard enough to find somewhere to park.</p>
<p>(40) Local Group, (Elder Stubbs Allotment Charity)</p>	<p>CPZ - <b>Object</b> – the allotment site lies between Bhandari Close and Cowley Road, with an entrance off Bhandari Close. Many of our allotment holders are elderly and drive to their allotments, and will be adversely affected by the CPZ proposals. Our allotment managers also need to park nearby, often for several hours, and they will be severely affected by this. I note that you have made special arrangements for the Barracks Lane allotments, where 4-hour waiting slots have been allocated nearby, but you have made no such consideration for our allotments. Because of time I will keep this brief, but I will write longer before your Council meeting.</p> <p>Parking Restrictions - <b>Object</b> – <i>See comments above.</i></p>
<p>(41) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - I would like to oppose the CPZ for Cricket Rd on the grounds that the small print states will not be guaranteed a place to park on our street even after paying £65.00 per car.</p> <p>The issue we face is the increasing number of HMO properties in this area, which require an urgent review. The amount of drop pavements being put outside homes as people build drives, lessening the street parking. Plus the number of students parking here as they aren't paying for permits in the areas they live in so move on to this street.</p> <p>By permitting more streets you are simply moving the problem on to other un permitted streets. This is not the solution.</p> <p>Parking Restrictions – <b>No opinion</b> – No comments.</p>
<p>(42) Local Resident, (Oxford)</p>	<p>CPZ - <b>Object</b> - The concern is that, you are unable to guarantee that i will have a parking space with the new parking zones in place. I have noticed that a lot of property in my area have dropped their curbs in order to get around the parking zone charges. Especially the HMO properties this also mean less space for on street parking once the curbs have been dropped!</p> <p>Sometimes there are 3 extended HMO houses in a row with dropped curbs. Once you add yellow lines on corners there</p>

	<p>will be much less spaces to park and again a reduction of on road parking spaces. As a single female I want to feel safe late at night going to and from my car! Parking in front or very close to my house is essential . Cricket road has one of the highest crime rates in Oxford!</p> <p>Reduce the HMO in certain areas, this will help with parking, especially with the student HMOS! Why are students allowed cars When they come to Oxford. Especially in East Oxford? The university is 2 miles up the road, the bus service is extremely good! The university should be stricter and make it clear that cars are not allowed! Fine the students and the universities that allow this!</p> <p>Also controlled parking is almost like an extra tax, especially for poorer households who already struggle. The more wealthy and HMO households tend to get around not paying for parking by putting in off street parking.</p> <p>Parking Restrictions – <b>No opinion</b> – No comments.</p>
(43) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - I am writing to you to oppose the proposed Cowley Marsh parking scheme on the following grounds :-</p> <ol style="list-style-type: none"> <li>1) where I live on Morris Crescent, Cowley Oxford, we the residents do not have a commuter parking or any parking problems our street only has residents and visitors cars parking here.</li> <li>2) we the residents have not been consulted properly for example the signs on the lamp post are in a typing font that is unreadable. The letter that I received was not addressed to myself and did not have a an official County council notice on it. This letter could have easily been classed as junk mail. Some of my neighbours said that they haven't received a letter about this proposed cpz. The consultation has been too short it should be at least 12 weeks.</li> <li>3) I think it is unfair to ask us residents to pay £65 per car to park outside our homes when we already pay road tax when there isn't a parking problem and a 7 day a week restriction is ridiculous and will affect my family and friends visiting.</li> </ol> <p>This is another tax on us the residents which is unfair. We the residents will collectively be opposing this scheme.</p> <p>Parking Restrictions – <b>No opinion</b> – No comments.</p>
(44) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - I am a resident of Don Stuart Place, and I am concerned about the new controlled parking zones. We have a parking space which is part of the property for our house and I feel it is unfair we have to pay for a permit. Also Don Stuart Place has designated visitor parking at the top and bottom of the close. I do not understand where our visitors will park, if yellow lines are being put in place?</p>

	<p>Parking Restrictions – <b>Support</b> – However I do acknowledge that yellow lines at the entrance of Don Stuart Place may help with cars being able to use the junction safely, as this is currently an issue.</p>
(45) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> - Unfortunately we have already applied for the drop kerb, and planning permission where our application has been rejected. For this reason I feel we would have to object from the parking zones being implemented for our area.</p> <p>Parking Restrictions – <b>No opinion</b> – No comments.</p>
(46) Local Resident, (Oxford)	<p>CPZ - <b>Concerns</b> - As I said, I'm very much in favour of the parking Zone and was looking forward to being able to finally park near the house. But I see now it's only the side roads. Can I please request that this is also for the houses 510,508,506,504,502, 500 and 498? The houses opposite us have drives but we do not . I have spoken to my neighbours in the past about this and they too were looking forward to some parking permits. As permits will now be required for side roads this will make it even harder to park on the Cowley road where we live. Pushing all the commuter cars to park on the main road.</p> <p>I had been hoping to go for an electric car soon but this would be impossible- given I can rarely park by the house even now. I'm very saddened indeed by this decision which I had set a lot of hope by. It seems desperately unfair to the residents on the Cowley itself who don't have a drive. Please can I ask the council to reconsider. Most of us in the strip from 498 to 510 have just one car. At the weekends it is more possible to park- but not during the week, in the day. I can understand if you want to leave the spaces by the bus stop free to park as there are no houses there but I'd like to reiterate that we would really like permits for this part of the Cowley road.</p> <p>What is the reason for not including the Cowley road itself which is always busy with parked cars? We also have commercial vans often parked by the houses. You stated in your email to keep an eye on the wider picture but this seems to be ignoring the obvious that most commuter cars park on the Cowley road and the side roads are not as rammed. I can easily find a spot in Gillian's way or Shelly road but that's quite a long way from my house.</p> <p>I fear that if this goes ahead without consideration for the long suffering Cowley road dwellers it will be many years before this is considered again.</p> <p>Parking Restrictions – <b>No opinion</b> – No comments.</p>

<p>(47) Local Group, (Oxford)</p>	<p>CPZ - <b>Neither</b> - No comments.</p> <p>Parking Restrictions - <b>Neither</b> - No comments.</p>
<p>(48) Local Resident, (Oxford)</p>	<p>CPZ - <b>Neither</b> - I am worried that the CPZ will not make any significant difference to finding a space to park near my house, particularly in the evening. I use my car two - three evenings a week, returning to Cricket Road (1 - 34 section) around 11pm. I can hardly ever find a park in this section of Cricket Road and struggle to find any space to park nearby. I usually find a park that is about 5 minutes walk from my house. At this time of the evening, I presume that all the cars parked in this area belong to residents, so I am not very hopeful that the CPZ will help with finding a park near my house. If this is the case, I will resent having to pay a charge for no significant change / improvement. I support the idea of introducing the CPZ with the proviso that the situation is reviewed after a trial period. If it does not make a significant improvement to availability of parking spaces for residents, I think the CPZ should be withdrawn. I have noted that parking spaces become available in this section of Cricket Road most days between 9am - 6pm (approx) but it is very rare to find a space after 6pm.</p> <p>Parking Restrictions - <b>No opinion</b> - No comments.</p>
<p>(49) Local Resident, (Oxford)</p>	<p>CPZ - <b>Neither</b> - We use Cumberland Road to access our off-street parking, via a laneway (unnamed) between 1 and 3 Cumberland Road. We ask that the the entrance to the laneway and adjacent driveways are clearly demarcated with no parking access lines, so that the introduction of a CPZ does not encourage others to park obstructively across the entrance of the laneway (as they do presently). Also of concern is that the CPZ will encourage parking inside the laneway itself, especially after 6.30pm. The laneway provides access for a number of cars to private parking, and any intrusive cars disrupts this access due to limited space for turning circles, etc.</p> <p>We ask the council to please clearly demarcate the entrance of the laneway and adjacent driveways at 1-3 Cumberland Road with a 'no parking' white line. We also ask the council to consider that 1 Cumberland Road is a business and may need a space in front of the property that is for customers, with differently timed zoning. This would hopefully prevent intrusive parking in our laneway from customers of the store.</p> <p>Parking Restrictions - <b>Neither</b> - No comments.</p>

<p>(50) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I support the CPZ introduction but object to providing any parking spaces outside the black tarmac parking provided as part of the residences on Reliance Way as parking on the estate road was expressly forbidden in the decision notice for 02/01523/RES issued by the local planning authority on 18 November 2002. Condition four says:</p> <p>vehicles shall only be parked on the areas allocated for parking on the approved plan no 250-H and under no circumstances whatsoever, shall vehicles be parked in the rear gardens of the dwellings or in front gardens other than the spaces specifically allocated for parking on the approved plan no 250-H. Reason: To maintain landscaping and the character and appearance of the area and control any increase in parking that could undermine the concept of sustainable development.</p> <p>At the moment parking on Reliance Way is out of control and there are serious safety concerns at night when there are cars parked on lots of parts of the estate road where doing so is forbidden as above. As such I believe Reliance Way needs more Double Yellow Lines, and must not have residents parking spaces allocated on the public highway as that would directly violate the above. The most urgent places DYLS are needed are on the areas that are cobbled to designate them as passing places, and in the first left hand bend as one drives into Reliance Way on the right as the existing DYLS encourage parking in that space and the pushes traffic trying to leave Reliance Way directly into the path (blindly) of traffic entering Reliance Way. I have had several near misses with speeding drivers.</p> <p>A a compromise position, rather than making lots of residents parking spaces on Reliance Way I would fully support making some spaces for car-share schemes like co-wheels etc, with some of those spaces having electric vehicle chargers provided. I believe many residents would stop owning cars if they have a vehicle close at hand they could use for occasional short journeys and that use of public highway for storing this sort of shared-use vehicle is much more appropriate than storage for privately owned vehicles. I think Reliance Way would easily support 5-10 shared vehicles as there is such good pedestrian and cycle access to the road from the surrounding area via Barracks Lane and Saunders Road.</p> <p>Parking Restrictions - <b>Support</b> - I support the DYLS on Reliance Way and Saunders Road but would urge the following additions:</p> <p>A DYL along the highway outside nos 42 to 58 Saunders Road to protect the pedestrian walkway as cars are still being parked between the bollards and forcing pedestrians into the road.</p> <p>DYLS across the road either side of the bollards that separate Reliance Way (near no 2) from Saunders Road (no 41) as they are removable and designed for emergency (and refuse collection) access but almost continually have vehicles</p>
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	<p>parked against them on the Saunders Road side making such access impossible.</p> <p>A DYL along the Eastern edge at the South end of the black tarmac path that runs along the side of 2 Reliance Way and the flats 60-96 Saunders Road. Cars are often parked across the bottom of that path making passage extremely difficult for those with mobility or vision impairment.</p>
(51) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - I strongly support the CPZ, since Divinity Rd CPZ was introduced people started parking their vehicles in Belvedere Rd, sometimes for few days while in holidays plus going to town or work, when friends &amp; family comes to see us they can't park their vehicles. The big concern is quite a few times vehicles been parked at the end of street where there is a fire hydrants &amp; vehicle turning point due to dead ends. Any delivery van comes to street can't turn their vehicle and had to reverse in to main Cowley Rd which is very dangerous &amp; accidents waiting to happen.</p> <p>Parking Restrictions - <b>Support</b> - With double yellow lines it will deter people to park their vehicles. If a fire engine comes to our street God forbid there may be a problem.</p>
(52) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - I strongly support this proposal. The current lack of a CPZ is resulting in many student tenants bringing cars to Oxford during term time, leading to increased pressure on both parking and road capacity. Additionally, as this is one of the few areas without a CPZ, many commuters are choosing to park here rather than using the Park and Ride facilities.</p> <p>Parking Restrictions - <b>Support</b> - Strongly support this. Inappropriate parking is frequent and troublesome, particularly near junctions.</p>
(53) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - Assume relevant parking spaces and restrictions( yellow lines) will apply in the full length of Shelly Road, i.e. including the 'extension' from Cricket Road to the school.</p>
(54) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - I believe it is in the community's benefit to work to maintain some element of gardens in front of houses. By 'garden' I mean some green space, grass, trees, bushes, flower beds etc. Such front garden improve the ambience of streets, the plants and trees improve urban air quality. <a href="https://www.theguardian.com/science/2020/feb/18/plantwatch-">https://www.theguardian.com/science/2020/feb/18/plantwatch-</a></p>

how-urban-trees-and-hedges-help-cut-air-pollution , trees can reduce noise

[https://www.acoustics.asn.au/conference\\_proceedings/INTERNOISE2014/papers/p83.pdf](https://www.acoustics.asn.au/conference_proceedings/INTERNOISE2014/papers/p83.pdf) Trees and plant can reduce summer urban temperatures <https://www.forestresearch.gov.uk/research/role-urban-trees-and-greenspaces-reducing-urban-air-temperatures/>

These are all beneficial to the health and well being of our community. Trees and urban planting reduce storm water run off which otherwise contributes to the Thames flooding This is beneficial to our wider local region.

Gardens are beneficial to biodiversity conservation

<https://www.sciencedirect.com/science/article/abs/pii/S0169534709002468>

Trees, plants, gardens can help absorb CO2 and so limit climate change. So of benefit to everybody.

All the above are summarised well in [https://www2.mmu.ac.uk/media/mmuacuk/content/documents/school-of-science-and-the-environment/urban-environments/ENVI69\\_Gardens.pdf](https://www2.mmu.ac.uk/media/mmuacuk/content/documents/school-of-science-and-the-environment/urban-environments/ENVI69_Gardens.pdf)

My suggestion is to use the controlled parking zone implementation to reduce the incentive to fully pave front gardens so that more cars parking can be achieved. My suggestion is that if more than, say, 80% of a house plot width is paved / has 'Access Way' then no parking permit is allowed for that property. If more than, say, 50% of the frontage is Access Way then only one parking permit is allowed for that property.

This is not unfair in pure parking terms either, a house with the full plot width as Access Way has no communally available parking in front of it but under the proposals such a property would still be entitled to 2 parking permits. If every house had a full plot width of Access Way and took the 2 allowed parking permits there would not actually be space on the street for all these cars.

The current proposal allow every house to have 5 cars – 3 parked in the former front garden and 2 on the street. This is far too many cars, and an incentive to landlords, who have much reduced concern over the local environment, to pave over front garden such that their property is perceived as more attractive to short term tenant's who don't bear the long term consequences of the removal of front gardens and the less pleasant street environment.

A final point is that the garden walls are an attractive part of the 1930s character of the housing in this area and so any opportunity to use Council regulations to provide an incentive to retain the walls / a disincentive to remove the walls should be taken please!

Generally I support measures that reduce the available space for car parking as making parking a little more difficult helps encourage people to use other travel options all of which (except taxis) are better for the environment, better for personal health (and hence NHS) and contribute to Oxford being more pleasant city to live in.



	<p>Parking Restrictions - <b>Support</b> - No comments.</p>
<p>(55) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
<p>(56) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - Strongly support permit parking. Given that most properties on Ridgefield Road have a driveway for parking, and many have enlarged this through creating a dropped kerb and paving the front of the house, it seems unnecessary to allow 2 permits per household. The frontage of the properties is not sufficient to park 2 cars. One should be sufficient, and would deter student households from bringing too many cars onto the street.</p> <p>Would also like to see traffic calming measures introduced. Though a 20mph zone, the length of the stretch from the Magdalen Road to Howard Street junctions encourages cars to drive at excessive speeds making it dangerous for cyclists, pedestrians and making children particularly vulnerable.</p> <p>Parking Restrictions - <b>Support</b> - Strong support the extension of double yellows, especially to remove parking on pavements at the junction of cul de sacs with Ridgefield Road, which blocks pedestrians, pushchairs and wheelchair users.</p>
<p>(57) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I welcome the proposal for a CPZ in the proposed area. It is really desperately needed.</p> <p>Parking Restrictions - <b>Support</b> - I welcome these proposals and sincerely hope that the plan is adopted.</p> <p>I do have one or two questions around the operation of said plans. If an elderly resident does not request a parking permit might they still be able to apply for visitors permits e.g. for visiting relatives/friends?</p> <p>How is the scheme monitored? For instance is anyone checking the use of spaces and particularly between the hours of 9.30 p.m. and 8a.m if those using residents permit places have this permission?</p>

<p>(58) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - Parking has become a nightmare on Cricket Road/Drove Acre Road, with too many houses being extended for student accommodation, students bringing cars to university, and house owners building dropped kerbs, not to mention the effect of the other nearby CPZs. I think a CPZ here would relieve that.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
<p>(59) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I would very much welcome controlled parking on Ridgefield Road. I would also very much welcome white markings on the street outside no.25 to indicate to drivers not to block the drive.</p> <p>Parking Restrictions - <b>Object</b> - I think white lines should be enough, as long as their use is enforced. Double yellows would be excessive, unless it's in key areas like the corner of Ridgefield Road and Magdalen Road.</p>
<p>(60) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - Ridgefield Road is frequently used as a "car park" by commuters, those shopping in Cowley Road, or as long-term parking by those on holiday. Obstructions to driveways are frequent and objections often are met with abuse. My wife is disabled, and this kind of behaviour has caused inconvenience sufficiently frequently to be significant. We do have an off street parking place, but those "overlapping" the ends of our dropped kerb and making safe exit and entry very difficult have cause distress and inconvenience at times. This has been compounded by those who ignore the 20 mph speed limit!</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
<p>(61) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I don't agree with the timings as they don't go far enough. The restriction on Belvedere Road should be throughout the day not just in the evening because we have a major problem of vehicles who do not live on the road but come and park for days and weeks.</p> <p>Parking Restrictions - <b>Support</b> - Belvedere Road is a cul-de-sac. At the end of the road is a turning circle. Under the CPZ scheme, the turning circle on this road must include 'double yellow lines' in this location so vehicles do not park and block the turning circle. I have complained about this on many occasions. The turning circle also has a water main supply which is used by the emergency services as was done recently due to flooding.</p>

<p>(62) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I wholeheartedly support the proposal. Anything which reduces the amount of cars on oxford roads is essential.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
<p>(63) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I strongly support the proposal. The current situation is untenable and getting worse. I hope that this is implemented AND enforced.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
<p>(64) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - Something must be done to reduce the chaos that is caused by the number of cars that park at the top of this cul de sac. We can not have visitors park near us sometimes to the number of cars that are blocking and stay for days!!. The top of the road is a turning point and there are 3 cars parked there on most days/nights and my parents have difficulty in reversing out of their driveway.</p> <p>I have written to our MP previously about this problem. Though this is a problem in this area with tenants of the numerous lettings not having parking or their own and houses not using their own driveways to park. The council must be aware of the numerous high volume rented houses along this stretch of Cowley Road, AND also those that park and then get on the bus to work in town. My own driveway has been blocked before.</p> <p>Parking Restrictions - <b>Support</b> - The turning point to our road should have double yellow lines and also traffic wardens to visit as the bottom of our road has cars parked on the lines</p>
<p>(65) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - Very pleased that Kenilworth Avenue is included. Controlled parking should assist ambulances, refuse collectors and other large vehicles, and hopefully reduce blocked drive ways. This is a very narrow cul-de-sac often used as parking for people working elsewhere.</p> <p>Pavements are often impeded, as people park cars opposite each other. Will the new scheme go any way to improving this situation?</p> <p>Parking Restrictions - <b>Support</b> - I am hoping that double yellow lines will be added to the circular turning bay at the top of</p>

	<p>Kenilworth Avenue. This is often occupied by parked vehicles, making turning round in this narrow road difficult.</p> <p>I would also like to see single yellow lines painted across every driveway to discourage people from blocking them!</p>
(66) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - I would also support additional measures and/or expansion of double yellow lines around the area of St Gregory's School on Cricket Road, where there is significant congestion in mornings/afternoons due to parents dropping off and picking up pupils. This makes it extremely difficult for residents living near the school to get out of Cricket road in the mornings and to get back home in the afternoon, and the traffic discourages students of the school from travelling to and from school by bicycle.</p>
(67) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - Parking for residents is a nightmare on Glanville Road. Staff from the school at the end of the road park here, students from the halls on Glanville Road and Reliance Way park here despite planning permission for the halls being granted on the basis of students within halls not having cars. I am very supportive of a CPZ being brought in here and on the surrounding streets.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(68) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - Since CPZ have been introduced in other nearby roads Ridgefield Road has become very congested, sometimes it is difficult to enter the road at the junction between Cricket Road and Ridgefield road as there is a stream of traffic with nowhere to pull in to allow each other to pass. I have been stranded on Cricket Road (blocking that road too) on a number of occasions in the past couple of weeks and it is only getting worse. The sooner this work is carried out the better as far as I'm concerned.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(69) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - There is such an issue on the Cricket Road, specifically at the junction of Cricket Road and Ridgefield Road, by the allotment entrance, there is a business being run, which has 6 large vans, which use up most of the convenient parking spaces, owned and operated by one local resident. These types of vehicle should be parked on a trading estate and not a residential street. One can understand a local tradesperson with one white van but this person</p>

	<p>have 5 vehicles which cause a complete nuisance for all the residents.</p> <p>In addition to the vans, when the allotment is attended, rather than parking in their designated parking they park on the street, causing no end of chaos!</p> <p>Finally, as we all know the road is cut through to avoid the Howard street congestion at 5pm and not enough space is left for vehicles to pass each other, and bottlenecks occur every day by inconsiderately parked vehicles!</p> <p>Parking Restrictions - <b>Support</b> - Double yellows on the corners of junctions and remove the speed inhibitors, as they are so last century, instead, install 20mph speed cameras (lots of them)!</p> <p>Please replace any APM's with double yellows, as people really do not respect them in any way shape or form.</p>
(70) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - When previously surveyed last year I was not too bothered either way. Since the new CPZ has been introduced on the other side of Magdalen Road, the parking situation here has become much worse, and it is difficult to navigate the pavements with a buggy, and difficult for our guests to park. I am therefore now in favour of a CPZ here, although I suspect that will just move the problem further along...</p> <p>Parking Restrictions - <b>Support</b> - There is a huge problem with cars parking around corners in the area, making it difficult and unsafe for pedestrians to cross the road, including large numbers of schoolchildren. I am therefore very much in favour of more double yellows.</p>
(71) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - I strongly support this proposal. It will make the area much safer, and will mean that residents and their visitors are able to park near their houses. This is particularly important for our elderly and disabled neighbours. I would be interested to learn how the County Council plans to enforce the restrictions when they are in place.</p> <p>Parking Restrictions - <b>Support</b> - I strongly support this proposal. It will make the area much safer. I would be interested to learn how the County Council plans to enforce the restrictions when they are in place.</p>
(72) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - Magdalen Road and the area around it is much nicer for the introduction of a CPZ last year, but the parking problem has been displaced to Cowley Marsh - Ridgefield Road in particular is a nightmare with cars parked any old where (and the Boundary Brook estate, but that isn't covered by this consultation).</p>

	<p>Fully support extending controlled parking out as far as the ring road, and then when that's done starting a gradual reduction of the number of on-street spaces and permits provided.</p> <p>Parking Restrictions - <b>Support</b> - With enforcement! The usual tendency is for idiots to park fully on the pavement completely inside the double yellow lines, and that has got to be stopped with aggressive ticketing.</p>
<p>(73) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - Overall I support the proposed CPZ - an new zone would discourage residents of RH from parking outside their own zone and prevent commuter parking. However I have a few concerns that could be addressed. The entire zone is marked as being 2-hour waiting between 8am and 6:30pm - this differs from the neighbouring zones (DV, RH, MS) all of which are majority residents-only at all times. I do not believe having the entire zone available during the day is suitable - although the wait limit should discourage commuters, it allows too much parking for those dropping their cars in this area before heading to Cowley Road (or even the city centre). The council's plan should be aiming to encourage the use of the park-and-ride for this kind of activity, and this plan does not do so sufficiently. Some spaces to accommodate local businesses within the zone would of course still be required, but not the entire zone.</p> <p>Failing this, reducing the hours available for 2-hour waiting slightly would be an acceptable alternative - this would ensure that those residents who do have to commute would have space available on their return. I note for instance that the proposed Hollow Way North zone has large sections that are 9am-5pm.</p> <p>I am also unclear on the definition of "resident (short-term) for study purposes" (these are excluded from the permit scheme). Does this include all students, or only those on short secondments - i.e. does a student who rents a property on a 1 or 2-year lease count as short-term or just as resident?</p> <p>Parking Restrictions - <b>Object</b> - The diagram of the zone shows an extension of the double yellow lines in the north-western section of Cricket Road (outside numbers 7-11). This removes a number of spaces from this area that I believe are still needed. A similar argument could be made going NE from the same corner (alongside 185 Howard Street). The length of these no-waiting areas seems excessive in an area where parking spaces are already at a premium.</p>
<p>(74) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I am looking forward to having a controlled parking zone on Cricket Rd. The far end, near Drove Acre, has now become very busy and we frequently have to park several streets away from where we live.</p>

	<p>On the opposite side of our street residents who have larger front gardens have built dropped kerbs and so it is now not possible to park on the opposite side of the road as the whole section has become driveways.</p> <p>So our parking is severely limited - to only our side of the road. There are also three HMOs (2 with students) right next to us and this has also impacted on our ability to park near our house.</p> <p>We only have 1 car but we often have to drive around searching out a parking space 10 minutes walk away.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(75) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(76) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - Although i would not enjoy having to pay extra for this. However if this is to work then there needs to be enforcement. Currently we have yellow lines on our road on Cumberland road. However as there is no enforcement everyone parks there. It would only work if there is adequate enforcement. Also our neighbours here have around 15 cars. Which means they take up all available spaces on the road. In fact every relative seems to be parking here as well. As mentioned this would only work if this is enforced.</p> <p>Parking Restrictions - <b>Support</b> - We currently have yellow lines in Cumberland road. However there seems no enforcement at present. Hence they are only effective if they are enforceable.</p>
(77) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - Fully supportive of this provided it can be adequately policed.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(78) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>

<p>(79) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - There should only be parking for residents not others . I have seen many people come and park there car in the morning on my road and then wonder off and not return back or they return back but not till late in the evening .</p> <p>Also there are those drivers who park there car in a wrong way that it causes inconvenience to other road users .</p> <p>It would be best if this was only a permit parking zone for residents only . And no return in 1hr not 2.</p> <p>Parking Restrictions - <b>Support</b> - I support the councils plans but as stated above in the questionnaire that a No Return in 1hr is better than 2hr . And also parking for only residents .</p>
<p>(80) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - There is a parking problem in the Don Stuart Place/ Glanville Rd area. I would therefore support the introduction of a CPZ, but only on the following conditions:</p> <p>* Residents of The Mews Student Accomodation are not entitled to a parking permit. The main problem with regards to parking on Don Stuart Place relates to The Mews Student accommodation. Outside of term time, there is very little problem. However, parking becomes extremely problematic during term time (parking on street corners obscuring visibility when turning out of Don Stuart Place onto Glanville Rd; inappropriate parking on the bend of Don Stuart Place that blocks access to emergency vehicles/bin collection etc). I would only support the introduction of a CPZ on Don Stuart Place if residents of The Mews are not allowed to purchase a parking permit.</p> <p>*There absolutely should be double yellow lines on the corner of Don Stuart Place/Glanville Rd as visibility is close to zero if cars are parked on the corners and it is extremely dangerous turning out of Don Stuart Place, especially during school rush hours when it is not possible to see incoming cyclists who are often kids. This could easily result in a fatal accident with a pupil of Spires.</p> <p>*The CPZ plan should additionally include double yellow lines on the bend of Don Stuart Place. This is where there are the most parking issues. If vehicles park on both sides (on the bend and in the corner), then access is compromised. It's often difficult to exit the street with a car, but an emergency vehicle would really struggle to get through (ambulance/fire engine). This is a safety issue.</p> <p>Please note that most of the parking spaces on Don Stuart Place itself are designated private parking spaces (the land for the parking spaces belongs to the freeholders that have purchased the houses). Therefore, it needs to be clear that no parking permit should be required to park in these private parking spaces.</p>



	<p>If the above conditions were not in place (specifically relating to The Mews student accommodation), then I would object to the introduction of a CPZ, as it would not resolve the ongoing issues with parking in the area.</p> <p>Parking Restrictions - <b>Support</b> - There should be double yellow lines on the corner of Don Stuart Place/ Glanville Road as visibility is close to zero when turning out of Don Stuart Place if there are cars parked there. I have personally had a couple of near miss accidents there.</p> <p>I would also support the introduction of double yellow lines on one side of the bend in Don Stuart Place to reduce the access issues encountered.</p> <p>Glanville Rd itself is very congested at rush hour due to school drop offs/pick ups so something also needs to be done to ease that problem.</p>
(81) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(82) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(83) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(84) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - A lot of people park on these roads during the day to travel into town, and there are often people parked badly blocking access to our property and blocking the pavements.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>

<p>(85) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - If it's is possible can you consider extending the traffic calming road humps on Ridgefield Road too to slow down cars using this road at soeed to avoid the Cowley road speed camera ..</p> <p>Parking Restrictions - <b>Object</b> - I don't want to see extra double yellow lines on corners . If there are lines currently being used that will suffice. Extra lines on junctions will only reduce parking availablity. Currently many house's of multiple occupation and student housing with many cars..</p>
<p>(86) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - At same time I would support traffic calming initiatives on Ridgefield road too</p> <p>Parking Restrictions - <b>Object</b> - I support double yellow lines to existing markings . I would object to new additional double yellow lines which would further reduce the parking on Ridgefield road</p>
<p>(87) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I am a homeowner in Ridgefield Road. The parking here has always been challenging as we are a short walk from the bus stops on Cowley Road that take people in to town. We often find we cannot find parking on our own road - particularly at night after work as non-residents have filled up our road.</p> <p>The parking situation in this road has become intolerable since the parking restrictions were put in place further in to East Oxford as a result of the new University Buildings near Charles Street. Now everyone parks here as it is one of the few areas that is not restricted - it is effectively a free car park for anyone wanting to park here or wanting quick access to the city centre. I know my neighbours - especially those with no parking in their front gardens - also find this very challenging.</p> <p>Parking Restrictions - <b>Support</b> – <i>See comments above.</i></p>
<p>(88) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
<p>(89) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - No comments.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>

(90) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - The residents of Barracks Lane (that's me included) are fed up with cars being left on our little road for days.</p> <p>We are also fed up with the Barrack's Lane Community Garden visitors that drive in and take all our car parking spaces when they easily park by the allotments in the vacant spaces there.</p> <p>Parking Restrictions - <b>Support</b> – <i>See comments above.</i></p>
(91) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - Area is being used as parking for people using bus into city centre, cowley Rd ect. My drive way has been blocked in many occasions. Also a dangerous corner with cars parked on it next to a park.</p> <p>Parking Restrictions - <b>Support</b> – <i>See comments above.</i></p>
(92) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - No comment</p> <p>Parking Restrictions - <b>Support</b> - No comment</p>
(93) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - In my Road some Parking places came with house dead and how will I be included in this zone</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>
(94) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - Struggling with parking and mainly are wastgate workers to blame , parking around here and taking buss to city centre.</p> <p>Parking Restrictions - <b>Support</b> - No comments.</p>

<p>(95) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - While I support the scheme in general, I am writing to object to the proposals concerning 2 hour parking/residents' parking (i.e. parking for the residents of the Cowley Marsh area) as they affect Reliance Way. Reliance Way is a relatively recent integrated development. The main road through the development only has space for one car at a time. On either side of the road, there are designated parking spaces owned by particular residences on Reliance Way. Some areas of Reliance Way are broad enough for two cars at a time, but these are flanked by designated parking places on both sides. So there is simply no scope for the additional parking that this proposal suggests.</p> <p>So putting up signs concerning 2 hour parking/residents' parking (i.e. parking for the residents of the Cowley Road area) on Reliance Way would be a waste of public money, and misleading to people looking for a place to park and could result in cars parked on areas that would block the flow of the traffic.</p> <p>Parking Restrictions - <b>No opinion</b> - No comments.</p>
<p>(96) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I fully support the introduction of the proposed CPZ. However, I am puzzled at how exactly restrictions are going to apply in Reliance Way, where my wife and I live. Parking in Reliance Way is unlike parking in the local streets as most, if not all, residences have their own designated parking spaces. It is difficult to see where additional parking can be made available for public use. The present problem arises from some properties having several cars, as many as four or five in some cases. Clearly, we cannot easily accommodate the demand for parking in every case. In particular, I regret the uncontrolled parking on the through roads (brickwork) and cobbled passing areas, which restricts access by emergency and utility vehicles. I hope the proposed double yellow lines will eliminate this undesirable parking.</p> <p>Parking Restrictions - <b>Support</b> - <i>See comments above.</i></p>
<p>(97) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - The map does not make it clear if there is to be parking on both sides of Ridgefield Road after the bend, where houses 112 - 106 face the park: or one side only: or staggered parking. This is an important detail given the amount of traffic using Ridgefield Road as a rat run. There are often traffic jams which is a hazard for pedestrian users of the playground.</p> <p>Parking Restrictions - <b>Support</b> - There is a sharp bend in Ridgefield Road near the community centre. I strongly think there should be double yellow lines on both sides of the road round this bend. Some drivers find it difficult to navigate the bend - there is a history of accidents here: cars are currently parked on both sides of the road which massively reduces</p>

	visibility. There is also the additional hazard of pedestrians - many young children - crossing the road to get to the park.
(98) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - I feel that the double yellow line should also be around both corners entering the houses as we have a lot of problems with people parking recklessly on the both corners, making it impossible for access to the houses, If there was need for emergency services to gain access I feel that they would struggle.</p> <p>Parking Restrictions - <b>Support</b> - I do have photos of the reckless parking.</p>
(99) Unknown, (Oxford)	<p>CPZ - <b>Support</b> - Having lived on Ridgefield Road with my family since 1992 ( one of the few still here) we have gradually seen quiet Ridgefield Road and the surrounding area fall into a state of grubby poorly maintained student lets, with hundreds of cars parked all along the streets ,on pavements &amp; blocking driveways! Our road is a rat run for cars &amp; Vans regularly travelling at high speed between Magdalen road &amp; Howard street! 20mph speed limit ignored. Enforce this?</p> <p>Cars regularly block our driveway &amp; also park around the Both cornerS of Dove Acre Road opposite making it extremely hazardous pulling out to turn left to get to my driveway! We are fed up with it!!</p> <p>because of this We had to take down our front wall which also had lovely shrubs &amp; flowers drop the kerb add more block paving at great cost to get better access to our house !!</p> <p>We also see many cars being parked along the street &amp; their drivers walking away towards Cowley road end &amp; disappearing round the corner.obviously not residents! So yes introduce controlled parking.</p> <p>Parking Restrictions - <b>Support</b> – <i>See comments above.</i></p>
(100) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> - I am supportive for this scheme to take place. There has been a lot of illegal parking taking place and this proposed scheme will tidy up all this.</p> <p>So therefore can you please mark access protection lines on the following properties. 23 Ridgefield Road, 406 Cowley Road, 408 Cowley Road as and when your works start to implement the scheme..</p>

	<p>Parking Restrictions – <b>Support</b> – <i>See comments above.</i></p>
<p>(101) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I am a resident of Drove acre road Oxford and am writing to show my support for CPZ in the Cowley Marsh area specifically Drove Acre Road.</p> <p>We have been having major parking issues in our area for some time with too many vehicles being parked &amp; on occasions illegally.</p> <p>It has been so bad at times it has taken me up to 30 mins to find parking space when I return from work and on occasions park up to 10 minutes away from my home. When you drive in our area you cannot see oncoming vehicles whilst making a turn as vehicles are parked everywhere a space can be found which is dangerous for vehicles being driven &amp; pedestrians crossing the road as there are too many blind spots.</p> <p>I have been forced to get permission and to drop my kerb/pavement outside my house and create parking on my driveway. As part on the consultation and the creation of this zone I would like to request a white line outside properties of 2 &amp; 4 Drove Acre Road to help assist with parking and to help alleviate parking issues &amp; frustrations.</p> <p>Parking Restrictions – <b>Support</b> – <i>See comments above.</i></p>
<p>(102) Local Resident, (Oxford)</p>	<p>CPZ - <b>Support</b> - I have reviewed your consultation plans and I would like to suggest the following points:</p> <p>I have been a resident on Ridgefield Road since 1985 and for the last 4 years the parking situation has become unmanageable and I am totally in favour of a CPZ to be introduced in order to help improve the current situation. In recent times I have noticed that in the manner that cars have been parked has made this nice residential road in to potential safety hazard for many reasons. the lack of respect commuters have for parking across people drives and blocking people in as well as parking on pavements making it difficult for wheelchairs and pushchairs to pass and parking on corners restricting visibility for people coming around corners.</p> <p>Under your proposal would it be possible to mark white access protection line outside of property 31 Ridgefield Road.</p> <p>At the junction of Ridgefield Road touching Howard street on the side to 71 Ridgefield Road there was a drobbed kerb</p>

	<p>which allowed my father who is wheelchair bound to cross very easily and this was taken away last year. at present we have no way to get the wheelchair down and across without going in to the road which is unsafe. please can this be re-instated.</p> <p>Parking Restrictions – <b>Support</b> - you are proposing to mark double yellow lines from number 3 to number 9 Cricket Road, would you consider a continuation of this double yellow line to carry through the bend in to Drove acre road in order to eliminate parking that will become a safety hazard</p> <p>At the beginning of Ridgefield Road (at the Magdalen Road end) due to the bollard the junction is already very tight and if there is a vehicle waiting at the junction to turn in to Magdalen Road and at that time if another vehicle attempts to enter its not passable especially if there is a vehicle parked to the right (if you face towards Magdalen Road). Often in this situation the road becomes blocked and I have witnessed traffic jams for up to 1 hour where cars are unable to pass through. also if a larger vehicle tries to enter Ridgefield road with a car parked to the right it is impossible to enter in to the road.</p> <p>Therefore would it be possible to extend the current proposed double yellow line on both sides to number 1 and 2 Ridgefield Road to allow vehicles to enter and leave this road easily and to make this junction safer and also considering there is a school nearby.</p>
(103) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> – We are fed up with people parking their cars in our streets when they don't live in the area.</p> <p>Parking Restrictions – <b>No opinion</b> - No comments.</p>
(104) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> – overall I think a CPZ is certainly needed in this area.</p> <p>Parking Restrictions – <b>Support</b> - I have noticed on your proposal map that you are proposing to mark a double yellow lines from Howard Street to number 3 Cricket Road. Some building works have been going on at number 3 Cricket Road which I think are near completion and only yesterday I noticed that white marks have been marked on the foot path indicating that they will be dropping their kerb very soon.</p> <p>I would like to see your proposed yellow line to continue from number 3 Cricket Road right around the bend into Drove Acre Road. Being a local resident of this area this is a very dangerous bend and by marking double yellow lines will make it much safer bend for the users.</p>

	<p>Recently I have had my kerb dropped outside of my property and I am making a request if white access protection lines can be marked outside of my house when you come to implement your CPZ.</p>
(105) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> – If the Cowley Marsh CPZ is going ahead (I didn't see the need for it in the first place) then outside 506 Cowley Road should be included as otherwise everyone from all the included nearby roads will use these few free remaining spaces, making it impossible to park near my house.</p> <p>I was dismayed at the proposed charges, I already pay very high council tax, garden waste bin charge etc etc so I would hope there would be a way to provide more free or reduced permits, particularly visitor permits, to low income households such as mine. I rely on people visiting me and dropping off things I need.</p> <p>Parking Restrictions – <b>No opinion</b> – No comments.</p>
(106) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> – I have one car I keep kerbside. Permits will keep the road free of so many vehicles.</p> <p>Parking Restrictions – <b>No opinion</b> – No comments.</p>
(107) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> – I would support your proposed scheme if the safety measures (<i>see below</i>) can be incorporated.</p> <p>Parking Restrictions – <b>Concerns</b> – I have viewed your proposed map and have noticed that the bend near my house is the only bend on your whole scheme that does not have double yellow lines. This is a very dangerous bend as cars come very fast along Ridgefield Road approaching this bend. Also on this bend is the entrance to the Regal community centre which has a big car park serving it.</p> <p>On the inner side of this bend I would like to see marked double yellow lines from the dropped kerb serving 102 Ridgefield Road to the dropped kerb serving 104 Ridgefield Road . On the outer bend I would like to see double yellow lines from number 123 Ridgefield Road to the dropped kerb near to the entrance to Regal community centre. When I pull out of my drive in this current road situation the road safety is at minimal because cars are always parked on this bend.</p> <p>From your documents you are proposing at the junction of Ridgefield Road/Cricket Road double yellow lines to a distance of 8.5m. This is certainly not enough for safety reasons. This double yellow line should be extended to about</p>



	<p>15m. I usually take my disabled wife out and we normally cross at this junction and with your proposed 8.5m double yellow line will still leave a very dangerous crossing point considering that a school is near by and is used by school children and their parents.</p> <p>Due to illegal parking would it be possible to have a white access protection line painted outside of my drive.</p>
(108) Local Resident, (Oxford)	<p>CPZ - <b>Support</b> – Further to your consultation I am supportive for a controlled parking zone in this area providing the following (<i>see below</i>) can be incorporated in your works.</p> <p>Parking Restrictions – <b>Concerns</b> – As you enter Don Stuart Place you are proposing a double yellow line on the left hand side and I would like to see this continue right up to number 1 Don Stuart Place. Also a double yellow should be marked on the inner bend to the first parking bay.</p> <p>A lot of cars have been parking on the bend and it gets very difficult to pass by and is very dangerous. I am a pensioner and I rely on the hospital ambulance transport service to take me to the hospital and at times it has been very difficult to pass by with cars parked on the bends. Also the refuge lorry has to reverse into this road every week and at times it has been unable to pass by and it makes it very difficult for the refuge collection team to do their collection. If a fire brigade was called it would never be able to get past the bend in the way that cars are parked at this present time.</p> <p>I hope you can understand my concern and a double yellow line should be marked around the bend.</p>
(109) Local Resident, (Oxford)	<p>CPZ - <b>Object</b> – You will note that our home is situated within the geographic area covered by this proposal. We have suffered, along with the residents of the side roads specifically covered by the proposed parking controls, from years of fly parking by non-residents. Also, as residents of the main road, we have had the challenge of constant high levels of traffic, making the flexible use of parking opportunities elsewhere more difficult to access, especially in circumstances where we must manage combinations of children, pushchairs and baggage such as shopping. The availability of car parking on Cowley Road is already very limited and the great many residents without off-street car parking, such as ourselves, compete constantly with commuters and others for available spaces.</p> <p>Although some on-street parking is available outside our home, it is common to have to park hundreds of metres away from our house as the convenient spaces are often hogged by users who would not qualify for a resident parking permit. Our vehicle bears the scars of innumerable clumsy attempts by incredibly optimistic but talentless drivers hell-bent on squeezing their car into a gap only millimetres bigger than their car. In summary, we wholeheartedly welcome,</p>

in principle, the imposition of parking restrictions for non-residents. However, the proposal as currently formulated will only make the bad situation for those living on Cowley Road immeasurably worse.

The current proposals will bring real benefits to those living on the designated streets. However, they will displace the non-resident parkers currently using those spaces onto the extremely limited space on Cowley Road which, under the current proposal will remain unrestricted. We cannot stress enough how difficult this will make our daily lives. To compound matters, the regulations as currently formulated would prevent Cowley Road residents from qualifying for a Resident's Permit on the controlled streets. In effect, your proposal not only fails to meet Cowley Road resident's needs but makes their current situation worse by increasing competition for the very limited remaining unrestricted parking. This is unfair, discriminatory and treats the residents of Cowley Road as second-class citizens unworthy of any practical assistance to manage sensible vehicle ownership and use (we are a single-car household).

We are sure that it was not the Council's intention to create this problem and will happily withdraw our objection if either

- You extend the scheme to include the length of Cowley Road covered by the proposal, (our preferred option). We believe that this would not only improve the lives of Cowley Road residents but would also contribute to road safety by reducing on-street parking, (thereby improving visibility for road users and pedestrians alike), and reducing the continual chaotic manoeuvring by all commuters for impractical parking spaces, or
- Amend the regulation to allow residents of Cowley Road to qualify for Resident Only parking permits on the streets where controls will be imposed. While this is very much a second-best option for us it will at least give us a fighting chance of being able to park our only vehicle within a reasonable walking distance of our home.

Parking Restrictions – **No opinion**