

Division(s) affected: *Marston and Northway*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 SEPTEMBER 2021

OXFORD – OLD MARSTON: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
 - a) the proposals as advertised for a Controlled Parking Zone (CPZ) in the Old Marston village area.
 - b) the proposed additional no waiting at any time restrictions at Oxford Road, Gordon Close and Rylands within the recently implemented CPZ in Old Marston outside the village area.

Executive summary

2. On 17 December 2020 and following an informal consultation in October and November 2020 the former Cabinet Member for Environment approved proceeding to formal consultation on a CPZ in Old Marston village (the part of Old Marston accessed from Oxford Road north of the Marston Ferry Road, and from Elsfeld Road from the A40 slip road) and also implementation of a CPZ in the adjacent roads within Old Marston, which had been the subject of previous consultations. The latter scheme was implemented in June 2021.
3. This report presents the consultation responses to the CPZ proposal for Old Marston village, and additionally, at the request of the local member and an Oxford City Councillor, some additional no waiting at any time restrictions on Oxford Road, Gordon Close and Rylands within the CPZ implemented in June this year.

Introduction

4. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:

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- Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
- Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
- Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

7. No equalities on inclusion implications have been identified in respect of the proposals.

Formal Consultation

8. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 8 July and 6 August 2021. 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 local County Councillor. A letter which included the formal notice of the proposals providing details on permit eligibility and costs was sent directly to approximately 565 properties in the area. Additionally, street notices were placed on site in and around the area.
9. Sixty-four responses were received during the formal consultation (an approximate response rate of 11% based on the number of letters sent out). These are summarised in the tables below:

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CPZ	Businesses/ Other	Residents	Overall Total (Percentage)
Object	2	31	33 (52%)
Support	2	11	13 (20%)
Neither/Concerns	2	16	18 (28%)
<i>Total</i>	<i>6</i>	<i>58</i>	<i>64</i>

Parking Restrictions	Businesses/ Other	Residents	Overall Total (Percentage)
Object	2	21	23 (36%)
Support	2	13	15 (23%)
Neither/Concerns	2	24	26 (41%)
<i>Total</i>	<i>6</i>	<i>58</i>	<i>64</i>

10. The above tables are 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.

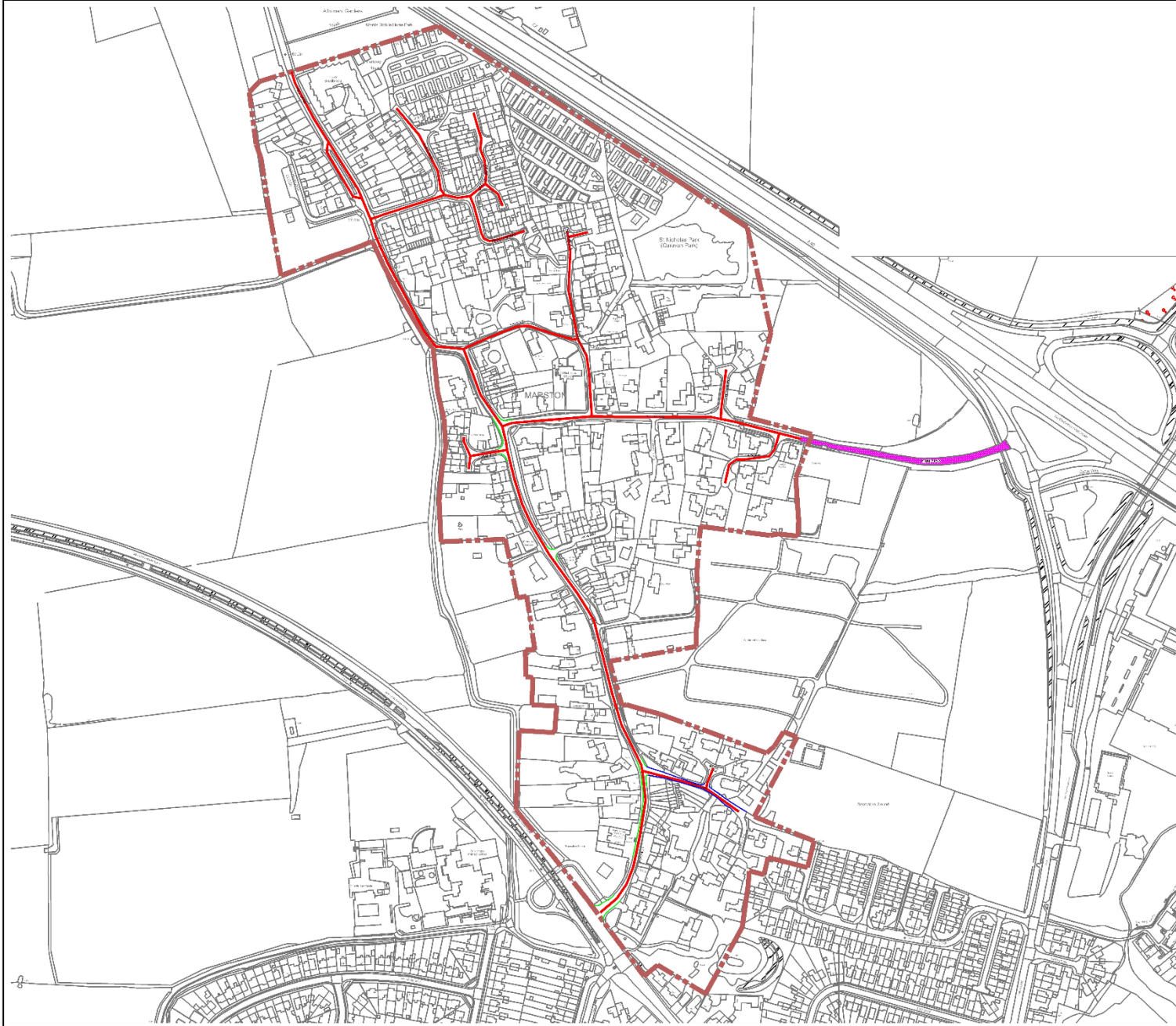
Summary of responses for CPZ from residents & local groups by road:

Road	Object	Support	Concerns	Total
Barns Hay	2	-	-	2
Boults Close	-	-	2	2
Boults Lane	-	1	-	1
Church Lane	4	3	-	7
Church Road	1	-	-	1
Cumberlege Close	-	-	1	1
Elsfield Road	2	1	1	4
Harlow Way	1	-	-	1
Lodge Close	3	1	-	4
Marlborough Close	-	1	-	1
Mill Lane	3	-	4	7
Oxford Road	7	4	2	13
Park Way	2	-	1	3
Ponds Lane	1	-	-	1
Rimmer Close	-	1	1	2
Rylands	-	-	1	1

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Southcroft	5	-	2	7
White Hart	1	-	1	2
Total	32	12	16	60

11. The individual responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.
12. Thames Valley Police did not object nor expressed any concerns over the proposals.
13. The local County Councillor was contacted for his views and comments based on the responses received during the public consultation. Councillor Lygo confirmed that he was supportive of the advertised proposals but, due to concerns regarding a low level of response to the public consultation, requested that consideration be given to deferring a final decision until early next year to allow for more public engagement to be undertaken with residents.
14. The Parish Council were also contacted for their views and comments based on the responses received during the public consultation. Old Marston Parish Council also raised concerns over the level of response to the public consultation and confirmed that they would also like the proposal for a CPZ in the Old Marston area deferred until next year in order for further engagement with the residents to be conducted.
15. However, the levels of responses are comparable to other such consultations undertaken in Oxford for new Controlled Parking Zones. The public consultation period for the Traffic Regulation Order has now closed and any further public engagement would need to be fair and in accordance with the requirements of the procedural regulations which might necessitate the advertisement of new public notices and therefore additional costs.
16. The Elsfeld Road and Oxford Road, Old Marston, Residents Association advised that, in principle, most of the residents who contacted the association were supportive of the proposed CPZ for Old Marston but some serious concerns and questions were raised. These included an increase in vehicles passing through Old Marston and exacerbating issues with speeding vehicles, the proposed 'no waiting at any time' near Mortimer Hall not being sufficient and should be more restrictive in order to alleviate current issues and to exclude the land west of Mill Lane and Marston Paddock (new Housing Development) from the proposed CPZ.
17. A large majority of responses expressing an objection or concerns queried the actual need for controlled parking in any form, citing that parking pressures such as commuter parking or displaced parking in the area were not severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above, it should be stressed that the proposals seek to alleviate problems associated with commuter parking and overflow parking from the adjacent CPZ (Marston



Drawing No. OM/CPZ/2021/001 Revision v1

KEY

- Zone Boundary
- Existing 'No waiting at anytime' (double yellow lines)
- Proposed new 'No waiting at anytime' (double yellow lines)
- Permit holders (Zone addresses's) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am to 5pm Monday to Friday with No return within 2 hours
- Existing Prohibition of Driving to be revoked with a short section in Elsfield Road to be retained

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
OLD MARSTON PERMIT PARKING AREA (OXFORD)

Drawing title
PROPOSED PERMIT PARKING ZONE MARSTON 'MA'

Drawing Status **ANNEX 1**

Scale @ A3	Drawn by VN	Checked by JW	Approved by JW
N.T.S	Date drawn 17.06.21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. OM/CPZ/2021/001 Revision v1

Drawing No. MA/CPZ/2021/001 Revision 0

KEY

EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS
DOUBLE YELLOW LINES

PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS
DOUBLE YELLOW LINES

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAIL ED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

**MARSTON NORTH AREA (OXFORD)
CONTROLLED PARKING ZONE**

Drawing title

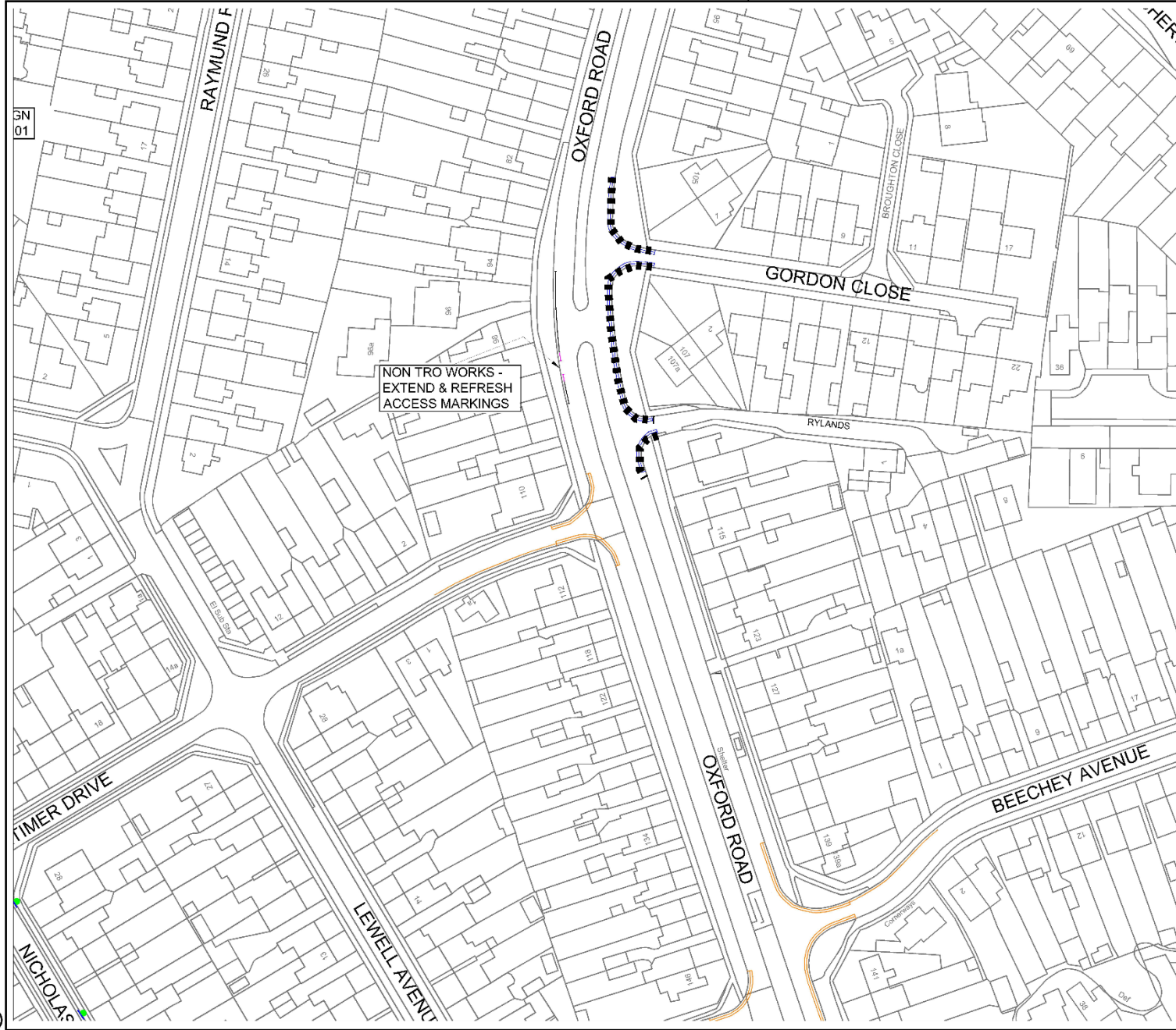
**PROPOSED NEW PARKING RESTRICTIONS
DOUBLE YELLOW LINES
OXFORD RD & RYLANDS**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:1000	VN	J.W	J.W
	Date drawn	Date checked	Date approved
	17.06.21		

Oxfordshire Project No. & File Ref

Drawing No. MA/CPZ/2021/001 Revision v1



P:14 Improvement Schemes/Traffic and Road Safety/Projects/A - Oxford CPZ 3 Marston North CPZ/SNAGGING & REQUESTS/Marston North amendment June 2021.dwg

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Residents' Association (Elsfield Road & Oxford Road, Old Marston)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>In principle most residents who contacted me do support the introduction of a CPZ in Old Marston, though questions have been raised about the sense/need for a CPZ on roads that already have double yellow lines.</p> <p>Our main concerns are:</p> <p>(1) Inadequate/confusing signage for the 'Prohibition of Motor Vehicles'. The prohibition from the Marsh Lane side is not adhered to because drivers either don't see the sign or find it very easy to ignore. Furthermore, it would be unsafe for drivers to turn round in that area once they had seen the sign, if they did want to comply with the prohibition. This situation must be improved if it is to help address the rat-running - which will get worse, not better, if the CPZ makes it easier for traffic to flow through the village.</p> <p>We are also very concerned about any measure that will permit more cars to pass through (from the Marston Ferry Road to the ring road) because this too will exacerbate the already serious problem of speeding traffic (I would refer you to the three serious incidents in the past few months where vehicles have ploughed into houses/walls in the village).</p> <p>(2) Concerns about the 'No waiting at any time' around Mortimer Hall. This is not sufficient, as outlined in the consultation. Cars often park opposite the recreation ground, Mortimer Hall and the Red Lion pub forcing drivers exiting the village onto the wrong side of the road on a blind spot, where they can't be seen by cars entering the village. Vehicles are frequently forced to stop abruptly and manoeuvre around each other in this area, and this is especially problematic for buses.</p> <p>At peak times, people looking for parking seem surprisingly willing to leave their vehicle at the bus stop and in the 'Give Way' section of the road opposite the pub. Mortimer Hall and the pub have their own car parks, and the recreation ground is intended for local people, so surely does not need parking (other than blue badge and cycle). Therefore, we suggest, for safety reasons, there should be no waiting on either side of any part of Oxford Road, up to Boults Lane, or even up to the first set of chicanes.</p> <p>(3) Land West of Mill Lane and Marston Paddock must be excluded from the CPZ, as Hill View Farm is, to dissuade the residents of these new housing developments from owning more than one car, which they could then park elsewhere in</p>

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	<p>the village. This will support the Council's targets for being carbon neutral, and its wish to promote Active Travel. Allowing residents of these new housing developments to own more than one car and simply park it elsewhere in the village will undermine the Council's own strategies and should not be permitted. I hope these points are helpful and would be willing to discuss further if you would like - either over the phone or in person if you wanted to visit the places in question.</p>
<p>(3) Local Resident (Marston Village, Barns Hay)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The restriction on visitors passes to 50 per year will be damaging to my health and wellbeing - I rely on my support system for informal care visits once or twice a week. The council's parking officials are setting an arbitrary limitation on how much free informal social care people are allowed to receive? Can the social care budget withstand more people needing to officially register their needs to replenish the things you disrupt?</p> <p>I'm sure that you're going to reassure yourselves about making allowances for disabilities, but the process for registering a disability and having it assessed is ridiculously convoluted and way over the top as a barrier to entry for accessing parking *on my own street.*</p> <p>I could understand it if we all consistently struggled to park, but you seem to have decided to fix a problem that doesn't actually exist with a solution that will annoy some and disadvantage others ... Without justification of why this is a good idea.</p>
<p>(4) Local Resident (Old Marston, Barns Hay)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Barns Hay has no issues with parking, and the changes would require me to pay every year for use of the road I live on, as well as making it far more inconvenient to host visitors. The entire thing seems like an excuse to make money for nothing, as there's no reason to suddenly require me to pay for a pass to park on a road that previously never needed it. I've never had any issues finding space on the street.</p>
<p>(5) Local Resident (Old Marston, Church Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>Unnecessary waste of time - I've never had any problems with parking.</p>
<p>(6) Local Resident (Old Marston, Church Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The residents of Old Marston have already filled in forms and returned our opinions and the percentage majority of us did NOT support these proposals, so why are they being rolled out again.</p> <p>Why are we not being listened to or our opinions respected. We get asked, say no and it happens anyway, is it something to do with the £65 per annum revenue because it is beginning to feel that way.</p> <p>My objections which I have already given twice still stand</p>
<p>(7) Local Resident (Old Marston, Church Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not feel there is enough traffic in Church Lane to require a controlled parking zone. It is an unnecessary measure.</p>
<p>(8) Local Resident (Old Marston, Church Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not see any reason to implement a controlled parking zone in the Old Marston area. Parking is not an issue. If approved this scheme would just realise an additional expense for local residents in the way of parking permits. Please do not implement.</p>
<p>(9) Local Resident (Old Marston, Church Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Currently not a problem except down by Mortimer hall.</p>

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	<p>Residents should be provided with free permits for first year Parking is not a problem in church Lane We would support yellow lines near the chicanes which make it dangerous as blocks view Yellow lines will spoil the rural nature of the village Marked parking places and more signs would ruin village nature Focus should be spent on restricting through fare - this would prevent any parking issues</p>
<p>(10) Local Group/Organisation (Old Marston, Elsfield Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Until very recently, our parents had lived in the village for over 50 years, and that we are surprised that the council feels a need to do this, as neither we nor our parents have ever had an issue with parking in the street outside of the property. To us this is 'a solution looking for a problem'.</p> <p>Now our mother has sadly passed away, we (her children) are having to sort out the house - none of us live locally, so that will mean driving to the property and possibly needing to park for several hours. The house has a drive which we will use as much as possible, but if several of us visit at anyone time, we will need to use the road. In addition, we may need to use contractors at various times, who will need to park on the road.</p>
<p>(11) Local Resident (Old Marston, Elsfield Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Objections:</p> <ol style="list-style-type: none"> 1. There is NO proven need for this as there is NO parking problem in Elsfield Rd, either from residents, visitors or others parking on the road. 2. In order to implement this proposal, the "prohibition on motor vehicles" which prohibits unauthorised access to Old Marston will be seriously compromised as the proposal will allow unauthorised access to the village by non-permit holders. This WILL exacerbate the actual problem. (See below) 3. Elsfield Rd is the main bus route through the village. The CPZ proposal will encourage more parking on the street, thus compromising the bus route. <p>The REAL problem in Old Marston as regards traffic is not parking but unauthorised access AND speeding through the village. There is no enforcement of the 20mph limit nor has there been any response to the community's ongoing</p>

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	<p>concerns about the above. I see nothing in the proposal that acknowledges or addresses these concerns.</p>
<p>(12) Unknown (Old Marston Village, Harlow Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need to impose parking restrictions in this road, nor in the whole village. There is little difficulty for parking for residents, there is no congestion for parking in the village. This is clearly yet another money spinning enterprise manufactured by Oxford city council and a further drain on our council taxes by consequently employing the need to introduce more paid personnel - from our Council taxes, to walk the streets in Old Marston and impose penalties on residents and furthermore impose scrutiny on our privacy when there is no demand for it. Conclusion: Money spinner for Oxford city council, paid for from our council taxes.</p>
<p>(13) Local Resident (Old Marston, Lodge Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There are too many properties on roads such as Lodge Close and Mill Lane which have no off-street parking. Owners/tenants are forced by the nature of their property to park on the road. However, many other properties have off-street parking for one or more cars which will enable them to avoid the parking charge. This proposal therefore creates an additional unavoidable tax on a scattering of properties which are often the smallest properties and likely to be owned/rented by the least well-off people. The parking charge is effectively an additional tax which is regressive in its impact.</p> <p>There is no need for a CPZ in Old Marston. We currently manage with the current level of on-street parking.</p> <p>If the development of new properties in Old Marston is a factor in the perception of a need for a CPZ, then apply the CPZ only to those new developments.</p>
<p>(14) Local Resident (Old Marston, Lodge Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>I don't have a drive and have to park on the road. I object to having to pay for this in the future, particularly as there is no guarantee that I can always park near my house anyway, given fluctuating numbers of vehicles belonging to local residents - (NOT visitors or people from outside the road).</p> <p>I also worry that people living on Oxford and Elsfeld Roads will struggle to park because of double yellow lines, which I assume are being proposed to alleviate the inevitable traffic problems that will be caused when the totally unsuitable housing developments at the end of Mill Lane are built. As far as I can see the parking regulations are part and parcel of plans which will destroy the existing character of this very pleasant area.</p>
<p>(15) Local Resident (Oxford, Lodge Close)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>we object to the proposal of having to pay for parking permits outside our properties. Why can't the houses in our cul-de-sac which do not have a drive for parking their cars, have white painted lines with their house number in the box outside their property so they have somewhere to park their cars.</p> <p>We would appreciate it if you or someone from the OCC could come and view our situation so you can see the problem we have.</p>
<p>(16) Local Resident (Old Marston, Mill Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We don't have any issues with street parking on Mill Lane. I don't think these restrictions are needed at all. It will destroy the pleasant village feeling we have in the area and will add stress to us and our guests.</p> <p>Most of us don't have a off street parking and driveways; if this plan was to proceed you would see more roadside curbs being dropped to access off street parking. I don't think this is appealing to anyone.</p>
<p>(17) Local Resident (Old Marston, Mill Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>1. Unnecessary and a waste of resources which could be used to address the terrible traffic problems we have to live with in the village.</p>

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	<p>2. Insufficient data provided to support these measures. It seems that the parking problems at the Swan School end of the village arise throughout the week and are not caused by commuters.</p> <p>3. Will make speeding traffic in village even more dangerous and encourage further use of the rat-run.</p>
<p>(18) Local Resident (Old Marston, Mill Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Having parked cars in the village helps to control speeding and prevents the area from turning into a rat run.</p>
<p>(19) Local Resident (Oxford, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>Introducing parking restriction in Old Marston Village is unnecessary. I have lived here for over 15 years and have never had any problems finding a parking spot.</p> <p>Introducing parking permits also is a financial concern for us in addition to the high level of Council Tax that we are paying at the moment.</p>
<p>(20) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - Support</p> <p>The proposals will allow parking for the Swan School on Oxford Road. This will inevitably cause accidents as the No Motor Vehicles Except for Access is not enforced and vehicles speed along Oxford Road in excess of the speed limit. Parking should be prohibited near the junction of Oxford Road and Marston Ferry Road and should either be outside the CPZ or parking should be prevented to say the junction of Oxford Road and Boults Lane.</p> <p>This will prevent accidents or injury to children.</p>
<p>(21) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>It appears to me additional payment for a resource that is not currently needed in my street. I would be out of pocket for no additional benefit.</p>
<p>(22) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is NO obvious parking issues in Old Marston Village at the moment. Sometimes in the mornings, there are many cars parked on Oxford Road near Cherwell Drive, but this does not happen every day. Local residents can cope with it. The proposed CPZ and Parking restrictions will be a complete waste of public money for an non-existent problem.</p> <p>A few years ago, some road blocks were erected along Oxford Road and Elsfield Road to slow down traffic. However, they only make driving more difficult without actually make the road safer. Drivers have to stop and start, causing air pollution. Moreover, a recent accident where a car smashed into the house at 1 Oxford Road indicates that all the road blocks are at wrong places. They only make frustrated drivers to speed up after they pass one. Since the erection of these blocks, the wooden poles have been broken numerous times, presumably by drivers who could not see clearly at night. Their only purpose is to put these drivers' lives in danger.</p> <p>In fact, all cars parked along Oxford Road and Elsfield Road can slow down the traffic along these roads, albeit making it safer to both drivers and pedestrians. The parked cars belong mostly to local residents. The CPZ and Parking Restrictions will remove some of them, which actually makes the road more dangerous. As an engineer specialising impact engineering, I can advise that hitting a stationary car is safer to the drivers than hitting a wooden pole.</p> <p>In sum, I am strongly against both CPZ and Parking Restrictions. Moreover, I suggest that removal of all road blocks on both Oxford Road and Elsfield Road.</p>
<p>(23) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The level of parking within the proposed area has not changed significantly over the past decade and is not problematic. The areas where parked cars are a problem to through traffic are mainly resident parking which the proposals would not alter. The proposals would impose additional, unwanted costs and obligations on residents and their visitors.</p>

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<p>(24) Local Resident (Oxford, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>I am a resident of the area in question. The introduction of a CPZ in our neighbourhood is not wanted by any of the local residents that I have contact with. We do not see a parking problem to be solved in the area - at the moment, it is always possible to find a parking place when one wants one, and traffic flow is not blocked by unwanted parking.</p> <p>The introduction of a CPZ would induce significant inconvenience and expense for local residents, to (as far as we can see) little or no gain.</p>
<p>(25) Local Resident (Oxford, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>As a resident in Old Marston Village, I have off road parking and am not so affected as others. However, my thoughts are as follows:</p> <ol style="list-style-type: none"> 1) In general I oppose the introduction of a CPZ. 2) I am concerned about the 'no parking' from the junction of Oxford and Elsfield Roads on the North side. Those who live in the small cottages on Mill Lane and at the beginning of Elsfield Road, park there, and on Sundays (pre pandemic) many older residents, who cannot walk the distance, drive to the church. I realise that parking there is not ideal, but everyone is aware of it and takes the corner of Oxford/Elsfield Roads slowly. It's fine as it is 3) I agree that there should be yellow 'no parking at any time' lines on Oxford Road but only between the junction with the Marston Ferry Road, and to a point roughly adjacent to Bishops Farm (41 Oxford Road). 4) I oppose any other parking restrictions. 5) I understand that it is proposed to remove the Prohibition of Driving road sign at the junction of Oxford and Marston Ferry road (north side). I would strongly object to this. I walk my dog every morning and witness the danger caused (during term time) to cyclists and pedestrians by the cars that use Elsfield and Oxford roads as rat runs. Children wobble their way around chicanes whilst cars just push past. I have often been confronted by cars driving on the pavement on the west side of Oxford Road, as they seek to push past other cars. I feel very strongly that both Oxford and Elsfield roads should remain essentially access only.

<p>(26) Local Resident (Oxford, Park Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have lived at on Park Way, Old Marston, continuously since 2010 when we bought our home, and there have never been any problems at all for my family in parking. In addition, I have not observed any issues with my neighbours regarding parking outside their homes. This is because there is ample space. Therefore, there is absolutely no need whatsoever to impose either Controlled Parking Zones or Parking restrictions in Old Marston.</p> <p>Our son is severely disabled with spastic quadriplegia caused by cortical dysplasia. As an integral part of his Care Plan funded fully by the Oxfordshire Clinical Commissioning Group continuing care, nurses have to come to our house to work Monday-Friday from 8.30am-5pm. The proposed parking restrictions would cause severe problems for the delivery of our son's essential care package, as nurses his nurses need to park outside our home in the daytime 260 days a year (52 weeks x 5 days). The proposal of a mere 50 days' worth of parking permits for visitors is utterly inadequate. If the proposal proceeds and impacts negatively on the ability of Continuing Care to deliver the legally required care for our son, we would be forced to take legal action against the Oxfordshire County Council.</p> <p>For reference, my son's name is Neo Ryuichi Burgess, so you can confirm the veracity of his care needs, specifically the legal requirement for nurses to work at our address (for which they need to be able to park nearby) to deliver his care plan Monday-Friday in the daytime with Oxfordshire Clinical Commissioning Group. We will be also happy to provide evidence of his disability and care needs.</p> <p>Finally, your letter (ref: CM/12.6.320_MA) states that you now formally propose the Controlled Parking Zone following a consultation in Nov 2020. However, I believe the results of this consultation (in which 157 responded) were that 59% opposed it, only 29% supported it, and 12% had no opinion either way. Therefore, this proposal should have stopped there and then, and it is shocking and dismaying that you have ignored the democratic will of the people Old Marston in pursuing this.</p> <p>I am aware that your logic may be that the housing development in Old Marston off Mill Lane will result in some people parking outside other people's dwellings, but according the submitted plans, adequate parking spaces will be provided, therefore this argument does not stand up.</p>
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<p>(27) Local Resident (Oxford, Park Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>From observation as a resident, I don't think there is currently a problem with parking in the area. I've seen the argument that the CPZ further south will displace parking by non-residents here, but it doesn't seem convincing to me - it's too far to be plausible or convenient for them whether by bus or on foot.</p> <p>However, even if this reason is accepted, why not first implement the adjacent CPZ, and monitor the situation here for a few months? Then if it does turn out there is a problem, the matter could be reconsidered.</p> <p>The downside is not just the expense (for the council as well as residents) but the element of bureaucratic control. This may be justified if there is a clear need, but it's an inherently negative factor - something to apply for, remember to pay, and manage, especially when it comes to visitors.</p> <p>It's perhaps worth saying that I am a cyclist, and rarely use my car for journeys within Oxford. I fully support the general trend to reduce traffic and encourage public transport and cycling in the city.</p> <p>I live at 30 Park Way, and my house and some neighbouring ones seem not to be included. I presume this is because of the walled parking area facing these houses. However, I'm worried that with the CPZ in place, there will be more pressure on those spaces, especially from regular visitors to these, and other houses (perhaps also the sneaky commuters, if it turns out they do exist). That could be someone's partner who regularly visits for extended periods, or multiple-car households (two of my near neighbours fall into that category, but don't currently always park in that space).</p>
<p>(28) Local Resident (Old Marston, Ponds Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The removal of cars will allow faster traffic, which will represent further safety concerns as demonstrated by multiple significant road traffic accidents in recent years. The restriction of access to Elsfield road has never been effective and the solution given has no evidence it will be. The suggestion that commuters park in old Marston has not been proven, this will make residents lives more difficult and dangerous. A low traffic neighbourhood/prevention in overall traffic and restriction in overall motor vehicles for the area is only real option. Furthermore, any changes to a conservation area must comply with national policy.</p>

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<p>(29) Local Resident (Old Marston Village, Southcroft)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>In response to letter dated 05 July 2021 ref proposals to have a controlled parking zone in Southcroft, Old Marston village, I would like to add our family's objections please. My family have lived here since the house was built in 1989. I didn't even think the council had adopted the road but in any case not once in 32 years have we felt there has been a need for this tactic to reduce parking. We all have ample driveway space and only occasional visitors' parking is on the road, causing no obstruction or inconvenience to others.</p> <p>A parking permit scheme here will not only be unsightly due to unnecessary painted lines / signs, it will reduce the appeal of the close thus potentially the house prices, but also create a financial burden to those who live here. It is also most importantly a waste of public funds to fix a problem that no one has any evidence of existing. I cannot think of who or why anyone not linked to these addresses would park in the cul de sac. Why is Cannons Field exempt from such a scheme?</p> <p>If this is only done as a result of anticipated shunt demand for parking as a result of CPZs elsewhere in the village then this is disproportionate and unfair on residents here. I see no evidence of the need for this. Perhaps the council would be wise to start with an evidence base first before jumping to expensive and costly tactics.</p>
<p>(30) Local Resident (Oxford, Southcroft)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>Our view is that in our close, Southcroft, we have had no problems with non-resident parking in the 16 years we have lived here. The road is not suitable for parking. We do not want any painted lines in the close and support the idea of a sign at the entrance to the close saying Parking in Close for Residents only. We oppose the idea of a sign specifying hours during which non-residents may or may not park in the Close because this would legitimise non-resident parking. This point is an important one, as non-resident parking would block the narrow close and damage the green verges or clog up drives and the roadway.</p> <p>Further we strongly oppose the council's proposed amendment to the existing 'Prohibition of Motor Vehicles' on Elsfield Road between Oxford Road and Southcroft to allow access for the proposed parking measures, with only the remaining short section of road to its junction with Marsh Lane retaining the prohibition to help prevent authorised access. There is, as the council must be aware, a serious issue with dangerous rat running through the village, and in recent</p>

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	<p>years there have been no attempts made to enforce this prohibition. At least it has remained, to discourage some drivers from 'rat running.' It is incomprehensible to us why the council would actively seek to dilute this prohibition, to encourage non-residents to park along Elsfeld Road and adjoining roads like Southcroft. Any dilution of the prohibition would lead even more people to ignore it, and positively invite them to park in residential streets where they did not previously consider parking. It therefore runs directly against the council's stated desire 'to protect residential streets.'</p>
<p>(31) Local Resident (Oxford, Southcroft)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <ul style="list-style-type: none"> • As you know, we are a small close at the very bottom of Old Marston Village. We have no problems with non-resident parking whatsoever, nor is there any reason in the future why we should, certainly based on the Council's own forecasts. The road is quite narrow and doesn't lend itself to parking. Quite apart from that, all properties in the Close have ample off-street parking, including for visitors. In over 30 years, we have never experienced any parking issues in the Close and, in particular, we don't expect any knock-on effects from restrictions you may apply in the rest of Old Marston. • The other residents in the Close realise that the CPZ may well be very relevant for parts of Old Marston, but one size, as you will know, doesn't always fit all. I for one want to be supportive of what you are doing, but at the same time must ask you to consider certain changes to your plans for Southcroft. • Firstly, no painted lines in the Close please. Residents don't park in the Close and see my next point as to why lines aren't needed. • At the entrance to the Close I would like to see a Council sign saying simply "Parking in Close is for Residents Only". I am totally opposed to any signage specifying hours during which non-residents may or may not park in the Close. They have never done so, and if you were to do this, you would immediately legitimise non-resident parking, in the hours you might allow, clogging up our narrow street. This point can't be over-stressed.
<p>(32) Local Resident (Oxford, Southcroft)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>So would like to add our names to the below comments: I am writing to object to the proposed CPZ within Old Marston.</p> <p>Having read the results of the informal consultation it is clear from section 6 of the outcome document dated 17 Dec 2020, that the numbers expressing difficulty parking are both low (maximum of 15%) and don't really differ at the evenings or weekends (Saturday/Midweek 15%, Sunday 14%, Evenings 13%) which brings me to the conclusion that what little parking problems there are, are not caused by commuter traffic otherwise the weekend and evening numbers</p>

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would be very different.

I also get the impression from the comments, that the problems individually highlighted relate mainly to the area along Oxford road nearer to Marston Ferry road and the 'Rat Run' that this road is sometimes used for. A CPZ would not prevent thoroughfare and there may be better solutions for that, in fact freeing up space may make the road more dangerous with faster thoroughfare.

I therefore object because...

1. There have been no formal studies to show what proportion of parking in Old Marston is caused by commuters or to show what parking problems there might be.
2. The numbers that have come out of the informal consultation and are shown in section 6 of the document dated 17 Dec 2020, suggest that the problems are not caused by commuter traffic, as the numbers show the weekend and evening problems are in line with the weekday numbers so the CPZ will therefore not help or solve what it says it will.
3. Whilst it looks like a CPZ will have no material impact on the parking problems a small proportion of residents have highlighted, it will bring additional cost and logistical issues to the parts of Old Marston where there is no problem.
4. The proposed CPZ will not solve short term school drop off problems as there would be ample 2 hour parking, and a 5 minute drop off is impossible to police anyway.
5. There has not been shown to be a problem with day to day Swan school traffic. The construction traffic is temporary and will not be around by the time any CPZ is implemented.
6. Although there are housing developments in the pipeline, these are not yet built, they have their own parking allocations and there is no data to suggest they will cause additional parking problems.
7. It is not clear what problem, if any, this CPZ would solve.
8. A CPZ may make the village more dangerous with faster thoroughfare.

I would therefore like to propose the council first verify what parking problems there are, how extensive they are and most importantly, what is causing it and whether it is isolated to a small subsection of Old Marston. I feel that the council is seeing a CPZ as a 'One Size Fits All' solution around Oxford, to a problem that might not locally exist, and that if a problem is identified it should consider, under consultation, several different solutions specific to the area. Not just a CPZ just because the neighbouring suburb has one, which feels like a sledge hammer to a walnut in this case, especially as Old Marston is very different to the areas around it.

If the council are to implement a CPZ regardless, as a resident of Southcroft, I would request that Southcroft is included but does not have any road markings added nor any signs with the exception of a single sign at entry, that would be necessary to be included in the CPZ as applies Monday to Friday (9am-5pm) with 2 hours non-residents parking

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	<p>throughout. I make this request still objecting to the CPZ as a whole.</p>
<p>(33) Local Resident (Oxford, Southcroft)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>I am writing to object to the proposed CPZ within Old Marston.</p> <p>Having read the results of the informal consultation it is clear from section 6 of the outcome document dated 17 Dec 2020, that the numbers expressing difficulty parking are both low (maximum of 15%) and don't really differ at the evenings or weekends (Saturday/Midweek 15%, Sunday 14%, Evenings 13%) which brings me to the conclusion that what little parking problems there are, are not caused by commuter traffic otherwise the weekend and evening numbers would be very different.</p> <p>I also get the impression from the comments, that the problems individually highlighted relate mainly to the area along Oxford road nearer to Marston Ferry road and the 'Rat Run' that this road is sometimes used for. A CPZ would not prevent thoroughfare and there may be better solutions for that, in fact freeing up space may make the road more dangerous with faster thoroughfare.</p> <p>I therefore object because...</p> <ol style="list-style-type: none">1. There have been no formal studies to show what proportion of parking in Old Marston is caused by commuters or to show what parking problems there might be.2. The numbers that have come out of the informal consultation and are shown in section 6 of the document dated 17 Dec 2020, suggest that the problems are not caused by commuter traffic, as the numbers show the weekend and evening problems are in line with the weekday numbers so the CPZ will therefore not help or solve what it says it will.3. Whilst it looks like a CPZ will have no material impact on the parking problems a small proportion of residents have highlighted, it will bring additional cost and logistical issues to the parts of Old Marston where there is no problem.4. The proposed CPZ will not solve short term school drop off problems as there would be ample 2 hour parking, and a 5 minute drop off is impossible to police anyway.5. There has not been shown to be a problem with day to day Swan school traffic. The construction traffic is temporary and will not be around by the time any CPZ is implemented.6. Although there are housing developments in the pipeline, these are not yet built, they have their own parking allocations and there is no data to suggest they will cause additional parking problems.

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	<p>7. It is not clear what problem, if any, this CPZ would solve. 8. A CPZ may make the village more dangerous with faster thoroughfare.</p> <p>I would therefore like to propose the council first verify what parking problems there are, how extensive they are and most importantly, what is causing it and whether it is isolated to a small subsection of Old Marston. I feel that the council is seeing a CPZ as a 'One Size Fits All' solution around Oxford, to a problem that might not locally exist, and that if a problem is identified it should consider, under consultation, several different solutions specific to the area. Not just a CPZ just because the neighbouring suburb has one, which feels like a sledge hammer to a walnut in this case, especially as Old Marston is very different to the areas around it.</p> <p>If the council are to implement a CPZ regardless, as a resident of Southcroft, I would request that Southcroft is included but does not have any road markings added nor any signs with the exception of a single sign at entry, that would be necessary to be included in the CPZ as applies Monday to Friday (9am-5pm) with 2 hours non-residents parking throughout. I make this request still objecting to the CPZ as a whole.</p>
<p>(34) Local Resident (Old Marston, White Hart)</p>	<p>CPZ - Object Parking Restrictions - Support</p> <p>The majority of residents of Old Marston are against the CPZ - see results of the informal survey. There is no provision for residents of White Hart to be able to obtain visitor parking permits,</p>
<p>(35) Resident (Witney)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am writing to object to the new parking restrictions in Marston North, Oxford Road and Elsfeld Road.</p> <p>I am a nurse who works in critical care at the John Radcliffe and have done so since 2004. I used to live in Oxford and could easily walk or cycle to work but moved to Witney in 2008 due to the unaffordability of housing in Oxford. I have not had a permit to park on site at the John Radcliffe except for during unsocial hours and by using their now discontinued day ticket scheme. However, I have made an effort to reduce car driving by lift sharing and cycling (which involves a 13 mile cycle followed by a 12.5 shift, starting at 0730 and finishing at 2000 mostly on my feet with a further 13 mile cycle home). On the days I do drive I have parked at the council car park off Marsh Lane and walked up to the hospital. However, a few years ago charging was introduced (which for a long day was considerable) so I had to find an alternative. There was unrestricted parking in some roads in Marston (such as in Ewins Close and Cherwell Drive which I</p>

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	<p>used, which lengthened my walk, but at least kept costs down). When the pandemic occurred I found myself unable to lift share and the extra strains of having in work in level 2 PPE was exhausting meant I found it hard to cycle. However, the council kindly made the Marsh Lane car park free for parking during this time. Recently this stopped and I had to go back to on street parking. I have discovered that since Covid all the previous locations for parking are now restricted to permit or 2 hours. I have had to park further out in Old Marston and it takes me 20 minutes to walk to the hospital. However, I note that parking in this new location is due to become restricted. I object to this as I don't see any options for where I can park without incurring an unreasonably high fee. I moved out of Oxford as a place to live due to cost and it now seems the council is determined to make it impossible for me to park anyway near the hospital without incurring a fee. There are no good bus options or park and ride schemes that I can use for the hours I work and so I find myself considering whether I should leave my job at the John Radcliffe. Please would you consider not imposing restrictions on all the parking around the hospital (especially on the Marston North site where I currently park) or restarting the free scheme at the Marsh Lane site for hospital staff. I am not the only person in this situation at the hospital, which has historically struggled to attract staff to work due to the high cost of living. If you want a world class hospital in the city then the system must operate to ensure that staff can afford to live and travel to work. Your new and historical restrictions have exacerbated staffing shortages and will continue to do so. Therefore, I urge you to not impose further restrictions in Marston.</p>
<p>(36) Local Resident (Old Marston, Boults Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I understand the broad policy reasons for introducing CPZs and do not object in principle to this proposal.</p> <p>However:</p> <p>1: It does not address the main problem relating to traffic in the village, which is the large number of vehicles which flout the law and use Elsfeld Road and Oxford Road as a route from the bypass to Summertown. None of the CPZ measures will be of any benefit to Old Marston unless the ban on the use of this route as a through route is enforced. The 20 mph speed limit also needs to be enforced. At the moment the use of these roads for unrestricted parking does provide some degree of traffic-calming.</p> <p>2. It is not clear (if there is a detailed plan in the proposal, I have not found it) where the proposed parking places in Boults Close can go. There needs to be space for cars emerging from driveways (sometimes backing) to manoeuvre and for service vehicles including refuse lorries to do the same. Cars do park at present in the Close but have almost always to park partly onto the pavement to leave space. Space needs to be reserved for disabled access outside no. 6.</p> <p>All the residents in Boults Close have some off-street parking. I suggest that the proposed resident/2-hour spaces in the</p>

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	<p>Close be limited to one at the most.</p>
<p>(37) Local Resident (Oxford, Boults Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>This is neither an against or support email. Rather it is a question about the information in the letter to residents as it is not accurate regarding Boults Close. Let me explain.</p> <p>The letter states under Section 1 Waiting Restrictions that Boults Close has an existing double yellow line. It does not and never has had in the 30 years I have lived here. Neither does it have a tarmac surface, just a patched ugly concrete surface. This may indicate that this is an unadopted road.</p> <p>Does this mean that to get a 'Prohibition at any time status' the Close will be tarmaced over? That would be a good thing. If not, can you put double yellow lines on a concrete surface? As we have no current double yellow lines and if we are not eligible for them because we do not have a tarmac road surface, under this plan, does this mean we would be left as the only road around here with no restrictions so all and sundry could park here? That would be dreadful.</p>
<p>(38) Local Resident (Old Marston, Cumberlege Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>The proposed CPZ includes almost every street in Old Marston EXCEPT Cumberlege Close. This is frankly wrong: Cumberlege Close is narrow and already frequently obstructed by parked vehicles and with additional housing nearing completion the situation will become intolerable and dangerous.</p> <p>If the plan is to deter non-residents parking then all streets must be included or vehicles will just end up on other unrestricted roads, displacing the problem and blocking elsewhere.</p> <p>Unless the CPZ is comprehensive and includes all streets, including Cumberlege Close, then the planned is fundamentally flawed, unjust, and could result in emergency vehicles being obstructed. I cannot support this plan unless it is amended; I object to its current form.</p>

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<p>(39) Local Resident (Old Marston, Elsfield Road)</p>	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>I am concerned about the use of a controlled parking zone if as a result you are proposing to remove the signs at the entrance to the village saying that the road is access only. This is already flouted by the rat runners and should actually be policed.</p> <p>I support parking restrictions because Old Marston village has very narrow roads, peppered with chicanes, and there is an increasing number of people parking along the road, turning it, in some areas, into a single track road. It is also a rat run with speeding cars, and this creates a very dangerous situation, especially for cyclists, when people rushing through don't wait their turn for oncoming traffic.</p>
<p>(40) Local Resident (Old Marston, Mill Lane)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Most of the extra parking is at the weekends - The most serious problem for hold-ups is at the southern entrance to Oxford road where it meets Marston Ferry Road. This can present difficulties to traffic exiting the village as the visibility is limited. The main reason for altering the present situation is to alleviate the amount of traffic going through the conservation village - thus it is very important that the restriction to through passage is clearly indicated.</p>
<p>(41) Local Resident (Old Marston, Mill Lane)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Parking restrictions and limited access (to through traffic in Marston village) are strongly supported in light of the approval to the hill view farm development - without access to the ring road and inadequate parking. However, these measures will only be effective if routinely monitored and enforced. There is great concern that this will not be the case - as per the currently completely ignored access restrictions and traffic calming measures.</p>
<p>(42) Local Resident (Old Marston, Mill lane)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p>

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	<p>I along with 48 other flats and a guest room are wondering if this is going to affect our already in place parking for Bradlands if this was to come in to place, as we don't have enough parking spaces inside our carpark as it is and some of the residents still have to park on the road outside which will become part of the CPZ. Which will mean more cars trying to park in the carpark and block already parked cars in. Which will make it very difficult for the emergency services if someone should need them.</p>
<p>(43) Local Resident (Old Marston, Mill Lane)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live in Bradlands of road parking in Mill Lane do I still have to pay the £65 parking permit?</p>
<p>(44) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I support a CPZ in Old Marston but not as currently proposed. Allowing parking on one side from the Marston Ferry Road to Boults Lane just pushes cars from both directions to one side of the road. The bus already struggles to get through on busy school mornings. Many times I have been alarmed in my house to hear multiple horns as traffic gets stuck and no one can / is prepared to move or give way. The only way traffic can move is often for cars to mount the narrow pavements. Parking must not be allowed on either side of the road from the junction of Oxford Road with Marston Ferry Road to past Boults Lane. This will make the bend safer for road and pavement users. I have off road parking and to exit my property [which is on the bend] is dangerous even without parked cars. My 15 year old daughter was knocked off her bicycle exiting our property in November last year and sustained concussion and a buckle fracture. Hundreds of cars use our village roads as a cut through / rat run every day - none of which obey the speed limit of 20mph. Many are nearer 50mph. It's my understanding that 2 houses in the village have recently been crashed into by cars [impossible to achieve without significant excessive speed] The proposal to remove the access only sign will only worsen the lives of all who live in the village. It's absurd to expect that cars will stop in the middle of the village and turn around and in any case even if they decide to obey the signage they will not be able to do so safely. I propose that the council have a meeting with concerned villagers and the Parish Council who will be able to help you understand what the potential problems are with your plans and thereby how to improve upon them - potentially saving lives. Delay decisions until September when all schools are back and then send professionals to monitor how much traffic flows through the village at peak times in the morning and how dangerous Oxford road and the pavements are between Boults Lane and Marston Ferry Road.</p>

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<p>(45) Local Resident (Oxford, Oxford Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I'm a resident at the south end of Oxford Road and am concerned that removing the signage at the south end of the controlled zone will only make the current situation of motorists ignoring the access restrictions even worse. The road gets heavily used as a short cut when Marsh Lane is congested, and this tends to correspond to the time when there are a lot of children walking and cycling on their way to school, particularly at the south end. There have been many occasions where children have had to cross between queueing cars or cars have ended up on pavements alongside children to make progress.</p> <p>I'm concerned that increasing traffic along the road will lead to potentially serious accidents, and the opposite should be attempted - namely preserving and enforcing the current restrictions, or even imposing more restrictions on motor traffic than at present.</p> <p>For a while the road was subject to a slowly moving block during gas main replacement, and the transformation was remarkable - an imposed block on through traffic drastically reduced passing cars, suggesting that the majority are indeed regulation- ignoring through traffic. I would particularly support imposition of a physical barrier to through traffic in the long term, perhaps bollards allowing buses through, and would be happy for them to be at the maximally inconvenient location for me.</p>
<p>(46) Local Resident (Old Marston, Park Way)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>While I'm generally supportive of measures to manage car travel into Oxford, as a resident of Park Way, Old Marston I do not feel that there are currently issues with parking along the street. I understand that by introducing CPZs on other neighbouring roads, commuter parking may be displaced onto Park Way but it is not clear to me how much of an issue this might become. I would not want to see restrictions introduced for parking on Park Way unless they are warranted and clearly address a problem.</p> <p>I'm also concerned that many house numbers on Park Way are not currently included as 'Eligible properties'. The proposal includes Even Nos. 2-24 and Odd Not. 1-21. I live at 32 Park Way - will I, and other residents in the same row of houses, be eligible to apply for permits too, if the Marston North CPZ is extended? I'm not clear why we should be excluded - there is a small walled square for parking next to us but this area is not formally divided into spaces or</p>

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	<p>allocated to specific houses, and are too few to fit all resident cars, plus any extras (for guests/services etc). Can you please include all Park Way residents in the proposals.</p>
<p>(47) Local Resident (Oxford, Rimmer Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>1/ As a resident of Old Marston living in a road that is not on your list, I would like to request that we would still be able to apply for Visitors Permits.</p> <p>2/ I object strongly to the removal of the 'Access Only' sign which is presently situated at the entrance of the village at the Marston Ferry Road end. Your proposal recommends its removal. I would strongly request that it stays. The removal of the sign would lead to the village being a 'through' road to the ring road from the centre of Oxford. This should be avoided at all costs because of the increased dangers to cyclists and pedestrians. The numbers of cars and vans passing through the village is already excessive and should not be allowed to increase by the removal of this sign.</p> <p>3/ The busiest part of the Oxford Road for picking up and dropping off school children is along the Oxford Road from Boults Lane to the Marston Ferry Road. This area should I believe be a 'No Waiting area'. At school drop off and pick up it is extremely dangerous and with all the excess parking this endangers cyclists and pedestrians. It makes even walking through the village extremely hazardous. Mortimer hall and The Red Lion have their own parking areas and should be used to the full by their clients. Cars are also left parked by non-residents who go to work in other parts of the city and their cars are then parked all day causing an obstruction to residential traffic.</p> <p>4/ I should state that I wholly support the plan for a CPZ in Old Marston and it is long overdue. I am pleased that you are not proposing to have yellow lines throughout the village.</p> <p>5/ Hill View Farm development is not included in the CPZ proposal and I would ask that the new developments on Land West of Mill Lane and Marston Paddock NOT be included either in order to dissuade these new residents from owning more than one car.</p>
<p>(48) Local Resident (Oxford, Rylands)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>In Rylands we had asked about having double yellow lines at the entrance to our road before the wretched CPZ was introduced, as sometimes vehicles park close enough to block our vision of oncoming vehicles, this is currently not helped by the overgrown verges caused by Oxford City Council not cutting them in order to save money (sorry, "protect</p>

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	<p>the environment”).</p> <p>If you will be painting yellow lines at the entrance, how much would it cost us to employ your staff or contractors to paint some yellow lines down our (private) road, as discussed in previous correspondence? I hope that they will have enough paint, I regularly use Donnington Bridge Road and have noticed that, since it was resurfaced, the road markings have been repainted up to Donnington Bridge, but not on the bridge itself or Weirs Lane, except for a simple marking of the zebra crossing which probably does not meet the legal specification required for the crossing.</p>
<p>(49) Local Resident (Old Marston, Southcroft)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I SUPPORT the principle of the CPZ to prevent the allocated developments being able to use the OM area to park additional cars within the village. There is a risk if there is no CPZ that there will be unchecked overspill of parked cars and those properties will be able to own and park more than one car, albeit one further from their property. Those properties are too far from public transport and if they were included in the CPZ (which I'm glad to see they are not) would be able to drive to the Cherwell Drive / Oxford Road junction and park there to use the buses on Cherwell Drive. That would further clog up that part of the highway. So I support the CPZ area in principle as it is drawn.</p> <p>I OBJECT to the line painting though - there is no reason for double yellow lines around the dangerous corners as there is no evidence that anyone ever parks there. I have never seen cars park on those corners and double yellow lines would be unsightly at those locations. Particularly at the corner of Mill Lane which is the historic heart of the village and centre point of the conservation area. Few cars park outside the Red Lion pub and I doubt that they are the local residents so the CPZ should prevent that parking at all.</p>
<p>(50) Local Resident (Oxford, Southcroft)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I'm a resident of Old Marston and would like to query whether parking is necessary in the village. Although there are problems with parking around the nursery at Mortimer Hall at drop off and pick up, a CPZ with a 2 hour visitors parking won't solve this.</p> <p>If the council are to implement a CPZ, though, as a resident of Southcroft, I would request that Southcroft is included as we would not want to be the only road with no restrictions. This may encourage displaced parking.</p>

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	<p>A request though that we don't have any road markings added and just one sign at the entrance indicating parking is for residents.</p>
<p>(51) Local Resident (Old Marston, White Hart)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>We would like to ask if properties in White Hart could be made eligible for resident and/or visitor parking permits, so that our childcare arrangement can continue.</p> <p>Our house in White Hart has one parking space which we use for our family car. I am concerned that under the current proposals, our visitors will not be able to park anywhere nearby. This is a particular concern as our children's grandmother travels from Buckinghamshire to provide childcare for us on weekdays at our house and it would be impractical to ask her to park further away.</p> <p>It would be preferable to have a resident's permit so that we could move our car to a nearby street when we have a visitor, particularly our children's grandmother who comes regularly on weekdays. Alternatively, we would like to ask for access to visitor parking permits, in sufficient number that our childcare arrangement can continue.</p>
<p>(52) Local Resident (Old Marston, Boults Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>With CPZ areas nearby traffic will move to Old Marston for parking unless we are a CPZ too. Parking is under threat from new housing developments that will create a lot of extra traffic. There will be pressure to remove parking to improve access to these new developments. A CPZ recognises the need for parking.</p>
<p>(53) Local Resident (Old Marston, Church Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I live in Church Lane, Old Marston, opposite the church. I am driven mad by people parking and leaving their cars for days or even weeks sometimes, making it difficult for me to park near my house. I think Oxford Brookes students are aware of this as a place to free park and take full advantage.</p>

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	I fully support a CPZ for the Old Marston/Marston North Area and would be delighted to pay for a resident's permit.
(54) Local Resident (Old Marston, Church Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>But also, I understand that there is a CPZ order to allow for the 'Access only' sign which is situated just as you enter the village from the Marston Ferry Road, to be removed. At the moment, the village is accessed only from both ends.</p> <p>This is to register my protest. I THINK IT TO BE A DISASTROUS DECISION & SO VEHEMENTLY PROTEST!</p> <p>Additionally, is the inference for this that but possibly at some future date to allow Oxford and Elsfield Roads to be exits from the city onto the bypass?</p>
(55) Local Resident (Oxford, Church Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I would like to be sure that I have parking available near my property, and I would like the number of badly parked vehicles to be greatly reduced.</p>
(56) Local Resident (Old Marston, Elsfield Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I often have problems parking outside my house. Sometimes people leave their cars there and then cycle or catch the bus, not returning until much later. I have a particular problem with people parking across the steps that lead up the low bank to my gate, making access to my gate difficult (and making it difficult for others to access the pavement and walk on towards the church).</p>
(57) Local Resident (Old Marston Village, Lodge Close)	<p>CPZ - Support Parking Restrictions - Support</p>

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	<p>I want the traffic in the village to be controlled.</p>
<p>(58) Local Resident (Littlemore, Marlborough Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I think the CPZ should be introduced to limit commuter parking and overspill from nearby CPZs</p>
<p>(59) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <ol style="list-style-type: none"> 1. The 'no waiting' restriction doesn't go far enough - it needs to be on both sides of the road from the Marston Ferry Road to just past Boults Lane. Cars parking opposite the playground and Mortimer Hall cause a serious obstruction for traffic coming in either direction. 2. It seems unnecessary to make Boults Lane a 'residents only' area when it already has double yellow lines. Indeed, it ought to be unnecessary to make Oxford Road a CPZ at all, because vehicles are already prohibited except for access. 3. It is very unclear how the 'access only' changes will improve the traffic situation. Indeed they might make it worse. If I've understood correctly, it will remove the 'access only' restriction entirely for cars cutting through from Marston Ferry Road to the ring road, This, coupled with the clearer roads due to the CPZ, will make the village LESS safe, because even more cars might cut through, and they are very likely to speed more when the road is clearer. <p>At the ring road end of Elsfield Road, the 'access only' signs are either not noticed, or are ignored. So it is not clear how a shorter 'access only' strip, with no other changes to signage, will improve this situation. It's also not clear why this is being proposed. It seems to be simply so that residents from other parts of the CPZ can park in the village. That's very unlikely to be a problem, but rat-running and speeding are, so you shouldn't do anything that will make these two problems worse. If a shorter strip would help the police enforce the vehicle prohibition, by putting less demand on their resources, that would be good. The police should also be dealing with the speeding, given the recent spate of cars crashing into houses.</p> <ol style="list-style-type: none"> 4. Land West of Mill Lane and Marston Paddock should be excluded from the CPZ, the same as Hill View Farm.

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<p>(60) Local Group/Organisation (Old Marston, Oxford Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>The amount of traffic currently in Oxford Road is very high. Any additional traffic going through the village would be dangerous in congestion terms and also to residents in health terms. Everything needs to be done to REDUCE traffic not increase it.</p>
<p>(61) Local Resident (Old Marston Village, Oxford road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Oxford road in the village is getting impossible at times to get to my own driveway my only concern is why has it taken so long to enforce it!!!!</p>
<p>(62) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>The current situation is dangerous and causes huge problems for buses and residents. For years, commuters have used Old Marston as a rat run and as an unofficial car park: driving into Oxford, parking in the village and then either getting on the bus or cycling into the city centre. Now, staff from the new Swan School seem to view the bottom of Oxford Road and the library as an extension of their school car park. As a result, Oxford Road and Elsfield Road are often impassable with speeding "rat-runners" coming head to head with local traffic and the buses. During the day, these roads are mainly single lane, due to the rows of parked cars (many in dangerous positions).</p>
<p>(63) Local Resident (Old Marston, Rimmer Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support a CPZ in Old Marston because in the last 6-8 years more cars have been parked on the Oxford Road by non residents during working hours. They park and then cycle or take a bus to work in other parts of the city. I believe this will only get worse as the Swan School expands and teachers who travel into Oxford will need to park in the area as there are not enough parking spaces provided on the School site. The extra parking then makes it difficult for buses etc to pass through the village. Also it makes it more dangerous for cyclists, young and old.</p>

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<p>(64) Group/Organisation (Abingdon)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We support the CPZ and Parking restrictions as part of an overall strategy to reduce the impact of motor vehicle traffic on residents and the environment. Drivers from out of town use some of these streets for parking for free, instead of using public or active transport that is less polluting and causes less danger and inconvenience for residents. Controlling the parking will reduce the opportunity for this.</p>
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