

Division(s) affected: *Cowley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 SEPTEMBER 2021

OXFORD – TEMPLE COWLEY AREA: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Temple Cowley area.

Executive summary

2. On 25 April 2019 and following an informal consultation on possible additional CPZs in Oxford late 2018 the former Cabinet Member for Environment approved proceeding to formal consultation on new CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Lamarsh Road, Old Marston (south), Sandhills and Waterways and – subject to funding – Hollow Way South, Florence Park and Temple Cowley.
3. Following formal consultation, CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Old Marston (south) and Waterways were approved and implemented in 2020 and 2021 with schemes at Lamarsh Road and Sandhills being deferred due to lower levels of support. These deferrals, together with the lower-than-expected costs for implementing the approved schemes, has enabled proceeding with formal consultation on schemes at Hollow Way South, Florence Park and Temple Cowley.
4. This report presents consultation responses to the CPZ proposals for the Temple Cowley area.

Introduction

5. 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

6. 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)

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

Equalities and Inclusion Implications

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

Formal Consultation

9. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 5 August and 3 September 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 the local County Councillor. A letter was sent directly to approximately 1660 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
10. 137 responses were received during the formal consultation (an approximate response rate of 8% based on the number of letters sent out) and these are summarised in the tables below:

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CPZ	Businesses/ Other	Residents	Overall Total (Percentage)
Object	5	68	73 (53%)
Support	1	42	43 (31.5%)
Neither/Concerns	2	19	21 (15.5%)
<i>Total</i>	<i>8</i>	<i>129</i>	<i>137</i>

Parking Restrictions	Businesses/ Other	Residents	Overall Total (Percentage)
Object	5	61	66 (48%)
Support	1	37	38 (28%)
Neither/Concerns	2	31	33 (24%)
<i>Total</i>	<i>8</i>	<i>129</i>	<i>137</i>

11. The above tables are based on the option chosen by the respondent (Object, support etc.) but in a number of cases it should be noted that 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
Agnes Court	1	-	-	1
Badgers Walk	2	2	2	6
Bennett Crescent	2	1	1	4
Campbell Road	3	-	-	3
Cowley Road	-	-	1	1
Crescent Road	9	6	1	16
Don Bosco Close	1	4	2	7
Fairfax Road	2	-	-	2
Hollow Way	2	-	-	2
Hundred Acres Close	-	-	1	1
Junction Road	-	7	-	7
Kirby Place	-	4	1	5
Leaffield Road	8	3	-	11
Lytton Road	-	1	-	1
Marlborough Close	-	1	-	1
Marsh Road	-	2	-	2
Mayfair Road	1	-	-	1
Owens Way	3	1	5	9

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Oxford Road	2	-	-	2
Purland Close	1	-	-	1
Rescent Road	-	1	-	1
Rymers Lane	-	1	-	1
Salegate Lane	3	-	-	3
Shepherds Hill	1	-	-	1
Silkdale Close	-	-	1	1
St Christopher's Place	10	-	-	10
Temple Cowley	1	-	-	1
Temple Mews	-	-	1	1
Temple Road	10	5	-	15
Three Corners Road	-	-	1	1
Turner Close	6	3	1	10
unknown	1	1	-	2
White Road	2	-	-	2
William Morris Close	1	-	1	2
Total	72	43	19	134

12. The individual responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

13. Thames Valley Police did not object.

14. County Councillor Hicks was contacted for his views and comments based on the responses received during the public consultation and confirmed that he remains supportive of the proposed CPZ and that the zone should be introduced as advertised. Councillor Hicks has also provided the following statement:

'I am in full support of the Controlled Parking Zones going ahead across Temple Cowley. I have read the responses from residents with care and I believe it's important to lay out the explanation and justification for the detail in these plans. They have been designed with two purposes in mind. The first purpose is to prevent parking issues in the future. I acknowledge some residents do not perceive there currently to be a parking issue at the local level. However, when considering the transport system in the City as a whole system, I believe it is important that we do bring in these measures now when we have the opportunity to do so in order to avoid problems of commuter parking in future. A second aim of these plans is to make active travel the default for short journeys in the area, including making cycling easier and more enjoyable on key cycling corridors through the neighbourhoods. This is an important component to meet our high level policy objective to decarbonise the County and create a transport system fit for the 21st century'.

15. The City Councillor for the Temple Cowley ward expressed some concern in terms of additional waiting restrictions and requested that the existing double

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yellow lines at the top of Crescent Road where it meets Holloway are extended on the grounds of obstruction to traffic flow. Noting that concern, it is agreed that this area will be reviewed and amended if considered necessary as part of any future amendment orders.

16. 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 are 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 the problems associated with commuter parking and overflow parking from adjacent CPZs. With the potential introduction of CPZ's in the Florence Park and Hollow Way South areas, the effects of displacement parking will likely move into the Temple Cowley area. The proposal will also help support the delivery of wider transport initiatives, such as Connecting Oxford and work towards meeting a carbon neutral environment thereby reducing traffic levels and helping boost use of non-car modes.
17. Concerns regarding the need for residents (and their visitors, specifically trades persons) having to pay to park outside their house were raised by a number of residents. While accepting that this will impact on some residents more than others depending on their specific circumstances and noting, in particular, concerns raised by occupants - permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and in respect of the proposed limit of 2 vehicle permits per property consistent with many other CPZs.
18. Concerns were also raised in respect to the proposed additional parking restrictions, double yellow lines and their potential impact on parking availability for residents and their visitors. The proposed restriction changes and additional double yellow lines provide protection in terms of visibility and safety to both motorists and pedestrians. The impact of introducing further restrictions on parking has been carefully considered as part of the scheme design. The lengths of new restrictions have been kept to the minimum in some areas to ensure a balance is maintained between promoting safer passage but allowing amenity parking to be retained.
19. The remaining responses from residents and members of the public expressing an objection or citing concerns raised issues covering the negative impact and financial burden the proposal has on residents and the affect the proposal has on those who commute into the area for work. Whilst noting these concerns, it is important to re-iterate the existing and future issues that the proposal seeks to alleviate and prevent. Furthermore, following any implementation of such a scheme officers monitor the effects of the CPZ to ensure that it is meeting expectations and during this 'bedding in' process accumulate any requested or required changes to be included as part of a future amendment order for the area.

Monitoring and evaluation

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

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

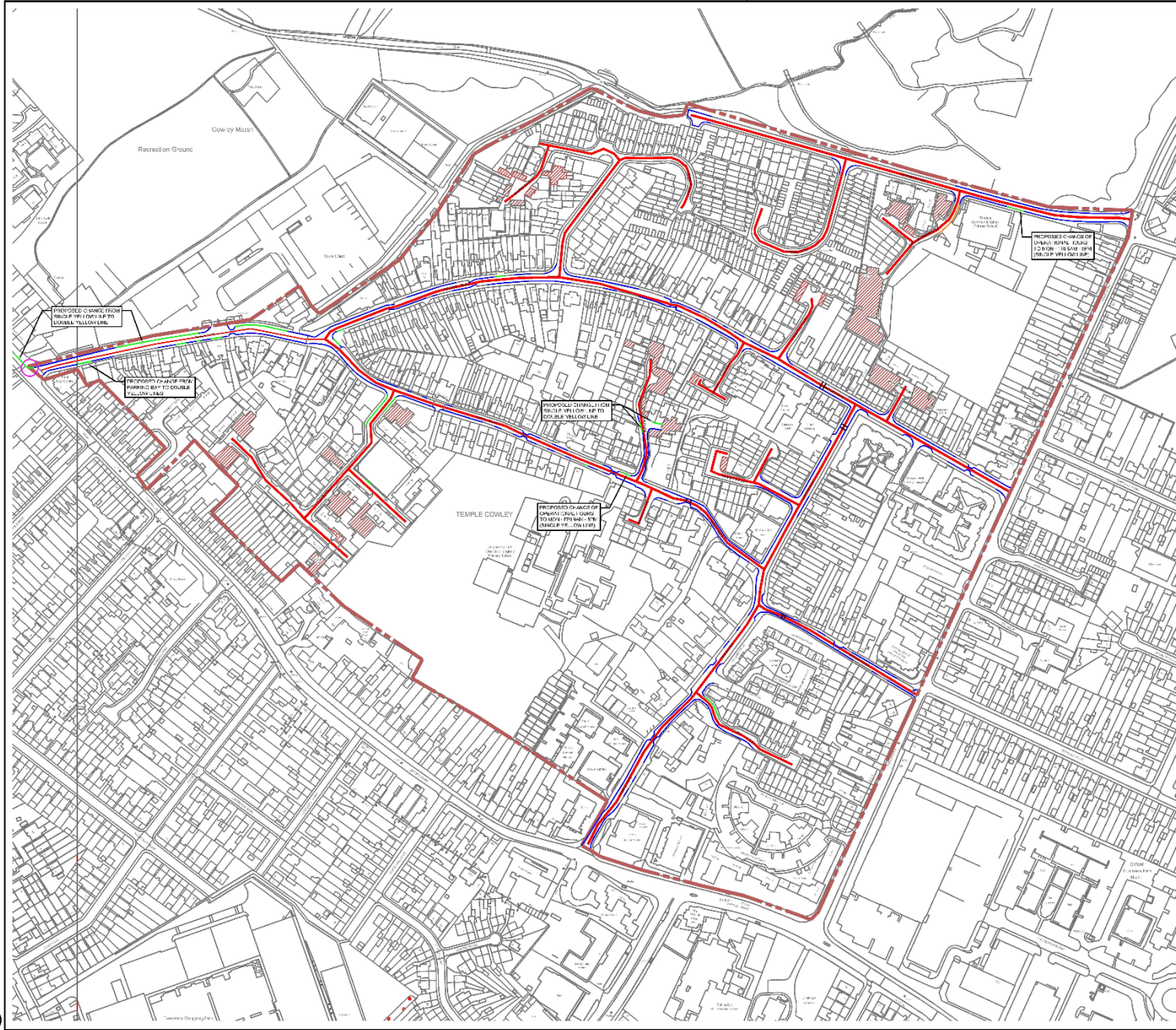
Contact Officers:

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September 2021

P14: Improvement Schemes/Traffic and Road Safety/Projects/A - Oxford CPZ 4 Temple Cowley/DESIGN/Temple Cowley CPZ.dwg



Drawing No. TC/CPZ/2021/001 Revision v3

KEY

- ▬▬▬ Zone Boundary
- ▬▬▬ Existing 'No waiting at anytime' (double yellow lines)
- ▬▬▬ Proposed new 'No waiting at anytime' (double yellow lines)
- ▬▬▬ Proposed change of operation hours for the existing single yellow line to Mon - Fri 9am - 5pm
- ▬▬▬ Permit holders (Zone addresses) 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
- ▬▬▬ Proposed school keep clear Mon - Fri 8am - 5pm

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DEFINED 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
V5	27.07.21	Additional changes	V.N	J.W	
V4	22.07.21	Additional changes	V.N	J.W	
V3	08.08.21	Additional changes	V.N	J.W	
V2	07.06.21	Kirby Place changes	V.N	J.W	
V1	25.05.21	Original	V.N	J.W	

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Project title
TEMPLE COWLEY PERMIT PARKING AREA (OXFORD)

Drawing title
PROPOSED PERMIT PARKING ZONE

Drawing Status **ANNEX 1**

Scale @ A3	Drawn by VN	Checked by JW	Approved by JW
N.T.S	Date drawn 27.07.21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. TC/CPZ/2021/001 Revision v5

RESPONDENT	COMMENTS
(1) Thames Valley Police	No objection - The Police have no objection .
(2) Oxford City Cllr (Temple Cowley Ward)	<p>Concerns - I have one comment to make and I would like the double yellow lines to be extended top of crescents road junction with Holloway.</p> <p>Over the years when ever cars are turning into crescent road, parked cars always obstructing the traffic. Residents have asked me before, my reply was wait till the CPZ and we will address this issue. Can you please extend the double yellow lines taking the two parking spots away.</p>
(3) Local Resident (Oxford, Agnes Court)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Stop wasting time on stupid things and do something about things that really matter....like lowering the extortionate council tax bills for once. I do not want yet another stupid parking/traffic scheme in my area that will disrupt things like the LTNs have already</p>
(4) Local Resident (Temple Cowley, Badgers Walk)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I live in badgers walk and currently residents around that area have allocated parking spaces, I don't see why I should have to pay £65 a year to park in my allocated space, I have people come to my house to help care for my child on a regularly basis and that is going to use all my visitors permits, my life is already hard enough as a single parent and making my journey twice as long due to LTN and now this. I already pay council tax and road tax. It just all a joke.</p>
(5) Local Resident (Temple Cowley, Badgers Walk)	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>It feels like one more rule to follow and obey and one more expense.</p>
<p>(6) Local Resident (Temple Cowley, Bennett Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>These proposals are discriminatory, divisive and unnecessary.</p>
<p>(7) Local Resident (Oxford, Bennett Crescent)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>As a house/ residence located in Bennett Crescent subject to Council Tax and within or surrounded by the geographical area adjacent or proposed to be covered by the CPZ and whose occupants would be subject to its regulations it is submitted that the Notice sent under the above reference on 28 July 2021 containing the intended regulations is flawed. The regulations are unfair and discriminatory against residents of Bennett Crescent. They exclude and do not permit residents of Bennett Crescent to apply for Residents Parking Permits under the CPZ. Accordingly, paragraph 3 of the Notice containing the proposed regulations should be amended accordingly to permit applications from residents in Bennett Crescent.</p> <p>Unless and until that amendment is made the CPZ is opposed and should not be implemented. To do so would be unlawful and cause hardship and great inconvenience to the 'council tax paying residents' of Bennett Crescent who would be denied the fair opportunity to park their vehicles within the CPZ enjoyed by others.</p>
<p>(8) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We will lose front gardens - the environmental impact will be too much. This is a money-making exercise for the council.</p>
<p>(9) Local Resident (Oxford , Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>I have to go Monday to Friday to that area because i work in that area, there is not public transport from my home to that area and also i start to work at 6am. Most of the time it is very dark and unsafe to go walking at that time on my own. For me it is very scary and if this is happening i will be forced to look for different job and i don't think that is fare.</p>
<p>(10) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Fail to see what the goal is here. It is NOT a rat run as Between Towns road is right next door. Despite what you say online, taxi drivers are refusing to go through the gates resulting in higher fares for us and more pollution as they have to travel further.</p> <p>If I want to leave Florence Park I now have to sit at one of two junctions on a busy road waiting for a gap. I cannot clearly see either way due to parked cars blocking the view which makes pulling out dangerous and causes more pollution from waiting for a large enough gap. I cannot now get out of Flo park any other way. If I wanted to go to Crowley road, rather than going down Rymers lane, I now have to do 3 sides of a square resulting in more traffic on the main roads and more pollution as I have to travel further.</p> <p>How are you going to judge if it's successful? "Less cars" is NOT a criterion for success as all it means is that traffic has moved elsewhere. Every single car on Florence Park is now being put down two exits meaning more pollution there as the roads are busier. I would expect to see pollution sensors at various points around the park AND on Between Towns Road with before and after readings showing a difference in particulate levels. But as this seemed to be introduced without any consultation with the people that lived here, then how could you have got your "before" readings??</p>
<p>(11) Local Resident (Temple Cowley , Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object on the grounds that living in the area for 40 years, I feel that we do not have a commuter problem in this area, the fact is there is just not enough spaces for the residents, due to the continuing building within the area. And to expect the residents to pay £65 for a non existent space especially in the evenings when everyone is home from work is just not on. And this CPZ will never have my support. You will be making Temple Cowley a no go area for tradesmen and visitors</p>

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<p>(12) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The issues with parking in Crescent Rd and Temple Cowley generally is largely NOT due to parking by non residents during working hours it is a function of the house styles, lack of off road parking in the area and levels of car ownership As such I view this as purely a money making scheme for the council : an additional tax on residents at a time when many households are struggling financially due to the pandemic A further point would be that it is already a nightmare to get trades people to work up here because of the road width..... add on a cost of £25 a week (which will no doubt end up being passed on) and the reluctance will be greater. I view the CPZ as a NIGHTMARE</p>
<p>(13) Local Resident (Oxford - Temple Cowley, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>With the LTN in place it is not needed. These are residential areas and if you have friends who want to come and stay from out of town they need to be able to park near your house. You are effectively cutting off people from having their distant friends and family from being able to easily visit. After such a long time away from out family and friends we are finally being able to drive and meet up with them but this effectively puts a block on that. Where will my elderly mother be able to park when she comes to visit? For these reasons I strongly object.</p>
<p>(14) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking controls and restrictions are neither necessary nor desirable on the western segment of Crescent Road, at least in my location at the top of the hill near the LTN planters. The combination of the availability of off-road parking options for many of my neighbours, a total absence of through-traffic (due to the effective LTN measures), and distance from both commercial areas and its sole access point on Cowley Road, means that there is presently no pressure on parking spaces at this location to warrant additional controls or the cost of maintaining them; indeed, in my experience there are always at least a couple of spaces free close to my home. I cannot comment on the other locations targeted for this scheme, who may be having different experiences.</p>

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<p>(15) Local Business (cowley, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>causes chaos on surrounding road and is killing my business</p>
<p>(16) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't see reasons to introduce cpz on a street I'm living on. Parking isn't that much of a problem. I don't want to pay parking permit. I'm paying local taxes and road tax, why should I pay for parking in front of the house I'm living in. I don't own a house, I rent a room in one, as well as few other people living in that house with me. Every one of us has a car and when I read you want to limit a household to 2 parking permits it makes me angry. Where are we supposed to park if there are 3 cars on this address?</p>
<p>(17) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We have never had any issues with parking on our road (Crescent Road) and have found that the vast majority of parked cars belong to residents. The success of the LTNs means that there is less chance of parking problems ever occurring here in the future. I would like to understand why this CPZ is considered to be needed on Crescent Road? It does appear that under this scheme we will be charged for something we currently have access to easily and free of charge, and for apparently no reason.</p> <p>I would also like to add that I am alarmed at the timing of this - many households are struggling with basic needs at this time because of the pandemic and associated issues, so to fabricate an extra charge is frankly disgusting. This extra cost would cause stress and worry and could push some family's budgets over the edge, resulting in pressure on charities and services locally. I also think it's worth noting that some of the larger properties on the street will not have to contribute to this scheme, whilst those without the luxury of their own driveway will have to pay.</p> <p>This scheme is not needed, it is shamefully timed, and it is unfair on residents.</p>

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<p>(18) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>This is not needed. I have lived in Crescent Road since 1993 and have had a car throughout the whole of these 28 years. I have to park on the road and have never had any particular problem finding a space. This proposal is just a way to extract money out of drivers for a proposed draconian measure that is totally unnecessary and a waste of time and money.</p>
<p>(19) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Costs for continuous parking outside my own property, however as these restrictions are between 9am and 5pm anyone can park from 5pm until the following 9am without charge. If a property is entitled to 50 visitor parking permits why are these not all free. In fact if it's only 25 free then why is there a limit of another 25 at a cost - if you want to charge, there should not be any restriction on any in excess of 25. Change of 'One Hour Parking places' on Marsh Road changed to double yellow lines must have an impact on the garage business referred to, if customers cars cannot be accommodated in the garage and need to be parked in the street temporarily. However, I DO SUPPORT the fact that a temporary resident for study purpose does not qualify for a resident's permit. There are students living in Crescent Hall who bring cars into the city (in contravention of their tenancy agreement) and park them in Crescent Road. A subsidiary problem also exists in that planning permission for Tyndale School was passed with the proviso that parents from that school would not use local streets for parking however that is ignored. This proposed controlled parking zone will not stop that happening. How will residents be reassured that parking warden patrols will regularly take place.</p>
<p>(20) Local Resident (Oxford, Don Bosco Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is always lots of space to park, cars are left in sensible areas. It will cost even more money to live in Oxford than it already does</p>
<p>(21) Local Resident (COWLEY, Fairfax Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>PEOPLE SHOUHHLD BE ALLOWED TO PARK OUTSIDE OF THEIR OWN HOMES AND NOT HAVE TO PAY.</p>
<p>(22) Local Resident (Oxford , Fairfax Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Frequently visit family with health issues</p>
<p>(23) Local Resident (Oxford, Hollow Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We are residents in the Hollow Way South CPZ, living on Hollow Way right by the Horspath Road and Barracks Lane junction, on the zone boundary with the Temple Cowley CPZ.</p> <p>We park our car on Barracks Lane, after our car was severely damaged twice when parking on Horspath Road. Under the current proposals we would no longer be able to park on Barracks Lane which, given that our parking is already heavily limited by the double yellow lines and other parking restrictions on Hollow Way, is unacceptable. Especially as parking space is abundant on the road and it's not directly in front of any residential properties.</p> <p>If we were still able to park on Barracks Lane we would fully support the CPZs in the area. However, under the current proposals we are fully apposed. An obvious solution to this is to allow properties directly on the zone boundary to have access to both of the zones it borders.</p>
<p>(24) Local Resident (Oxford, Hollow Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We are residents in the Hollow Way South CPZ, living on Hollow Way right by the Horspath Road and Barracks Lane junction, on the zone boundary with the Temple Cowley CPZ. We park our car on Barracks Lane, after our car was severely damaged twice when parking on Horspath Road. Under the current proposals we would no longer be able to park on Barracks Lane which, given that our parking is already heavily limited by the double yellow lines and other parking restrictions on Hollow Way, is unacceptable. Especially as parking space is abundant on the road and it's not directly in front of any residential properties. If we were still able to park on Barracks Lane we would fully support the</p>

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	<p>CPZs in the area. However, under the current proposals we are fully apposed. An obvious solution to this is to allow properties directly on the zone boundary to have access to both of the zones it borders.</p>
<p>(25) Local Resident (Temple Cowley, Leafield Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Adding parking restrictions will make no difference. With the LTNs, the area is residential, with residential parking only. No commuters park here. It would inconvenience visitors to those living in the area. I've never seen a traffic warden in the area, so I can't see this being policed even if it is enforced.</p>
<p>(26) Local Resident (Oxford, Leafield Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not support any measures that mean residents must pay to park at their own home. No matter what the charge, parking at your own home should not require payment. I would not object to residents parking if permits were issued for free, however, a charge makes the scheme seem less about the residents and more about making money for the council.</p>
<p>(27) Local Resident (Oxford, Leafield Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no issue with parking in the area and so there is no requirement for expensive parking permits. This is an unwelcome cost for residents.</p> <p>In addition, I would like to record strong objection to the LTNs in our area. This is incredibly counterproductive, creating huge amounts of traffic on other roads, causing inconvenience and pollution. It is also restricts police cars and ambulances.</p>
<p>(28) Local Resident (Oxford, Leafield Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking is not an issue around here - the roads are not congested and nor are the parking spaces - therefore the</p>

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	<p>proposed controlled parking zone is unnecessary and will come at a cost to the community who live here.</p> <p>I also object to the low traffic neighbourhoods - all they have achieved is to move traffic elsewhere, creating bottlenecks on Cowley road, Hollow Way and Iffley Road. This just concentrates pollution elsewhere it does not alleviate it. Furthermore, it is dangerous for emergency services to not be able to access certain roads.</p>
(29) Local Resident (Oxford, Leafield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no parking problem in this area. We shouldn't have to pay for parking at home.</p>
(30) Local Resident (Oxford, Leafield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The only problem with parking is council workers from the depot using the surrounding roads to park for work. They need to have somewhere else to park or more needs to be done to encourage the workers to cycle, use the bus or car share.</p>
(31) Local Resident (Oxford, Leafield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is not enough parking for residents, especially in the Badgers Walk cul de sac and we often have cars parking in the area where our garage is (which is private area) next to our house which impacts our ability to park. With restrictions coming in it is highly likely that more cars would try and park in that area because it will be restriction free, increasing already existing tensions around parking. The previous owner of our house actually had a physical fight with a neighbour about this issue, so we very strongly object to restrictions that will ramp this up further.</p>
(32) Local Resident (Oxford, Leafield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The CPZ and the additional parking restrictions bring the same kind of issue that the LTN does. While in theory, it is a great idea, no thought has been given to how it impacts the bigger picture, and how it affects daily usage. A prime</p>

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	<p>example for us in Leaffield Road is the fact that Badger's Walk already suffers from lack of enough parking spaces, so they have to park in private areas (at the end of Leaffield Road/joining Badger's Walk) which belong to residents. The fear is that adding CPZ as well as restricted parking in the area will only increase more people using the private areas. It only really adds an extra cost for the residents to park outside our own homes, without giving us any joy/protection. If anything, this might encourage people to park in private areas that belong to residents, blocking usage for residents from their own garages/private areas. If anything, more parking needs to be added to the area, especially for the residents of Badger's Walk.</p>
<p>(33) Local Resident (Cowley, Mayfair Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Not needed, will push cars onto other areas</p>
<p>(34) Local Resident (Cowley, Owens Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As resident , it is part of our contract from the housing provider in our place that I had allocated designated parking . It is included in our monthly services payment . It is not fair for resident of Owens way to be included in having given annual parking fee .</p>
<p>(35) Local Resident (Oxford, Owens Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no clear benefit to residents of Owens Way in the CPZ as currently proposed being implemented and insufficient detail has been provided on the proposal, such as the exact location and number of the parking spaces and the precise location of double yellow lines.</p> <p>Based on the information that has been provided the CPZ would potentially not prevent non-permit holders parking on the street immediately outside our house (our front door is literally 0.5m from the pavement where cars are often parked with two wheels on the pavement right outside our front door and two on the road).</p> <p>The CPZ as proposed would also not prevent the issue of the parents from St. Christopher's School on Temple Road</p>

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	<p>using Owens Way as a drop-off point for their children and as a de facto car park for the school which has been a problem since the recent implementation of the school street on Temple Road. Under the CPZ as proposed these parents would still be able to park on Owens Way for up to 2 hours at a time.</p> <p>All properties on Owens Way already have "off street" allocated parking spaces so there is absolutely no need for any "up to 2 hour" spaces whatsoever. The whole street should either be double yellow lines or 24/7 "permit holders only", or simply left as it currently is.</p> <p>We also strongly object to having to pay £65 a year to park on the street outside our house when any other non-residents would still be able to do so for up to 2 hours at a time completely free of charge.</p> <p>We do not want our street to be turned into a short stay car park to generate additional revenue for the council at our expense.</p>
<p>(36) Local Resident (Oxford, Owens Way)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>1. My understanding of the information below is that under this proposal anyone without a permit could still park on the street immediately outside our house on Owens Way for 2-hours at a time free-of-charge, even during the hours of 9am and 5pm Monday to Friday. On the other hand, as residents we would need to pay a fee of £65 a year to be able to park in the same place for more than 2-hours at a time. Is this correct?</p> <p>2. Could you confirm if the area marked in green below at the entrance of Owens Way would also be subject to the same rules?</p> <p>If my assumptions are correct then it would seem that there would be no benefit to us at all in the CPZ being implemented, as it would not prevent non-permit holders parking on the street immediately outside our house (our front door is literally 0.5m from the pavement where cars are often parked with two wheels on the pavement and two on the road). It would also not prevent the issue of the parents from St. Christopher's School on Temple Road using Owens Way as a drop-off point their children which has been a problem since the implementation of the school street on Temple Road.</p> <p>The only issue it would solve is that of Oxford City Council (Oxford Direct Services) workers from the Marsh Road depot parking their cars on Owens Way whilst they go to work, but since the Marsh Road car park was redeveloped this is</p>

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	<p>much less of a problem and has never affected us directly.</p>
<p>(37) Local Resident (OXFORD, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There will not be sufficient parking available for the business and visitors to this area, if this goes ahead, and essential trade work will not be possible. There is a high degree of transient population in this area</p>
<p>(38) Local Resident (Cowley, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We don't need parking restrictions in Cowley or be a part of the council's money making scheme, we already pay road tax</p>
<p>(39) Local Resident (Oxford, Purland Close)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>I am afraid that I see no benefit to my household in this proposal. It will make it difficult or impossible for my friends to visit, unless I engage in yet more paperwork and I suspect will incur substantial costs. Thus the downside is a good part of my social life being lost together with tens of pounds.</p>
<p>(40) Local Resident (Oxford , Salegate Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need for it. Parking is available and we are not close enough to the city centre to warrant charging or restricting parking</p>
<p>(41) Local Resident (Temple Cowley, Salegate Lane)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p>

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	<p>There are currently no problem parking cars in Salegate lane for residents. No point of changing a system which is working.</p>
<p>(42) Local Resident (Oxford, Salegate Lane)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We have no problem parking in our street. We will be charged for no benefit or reason.</p>
<p>(43) Local Resident (Oxford, Shepherds Hill)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am living in Greater Leys and our area is already like small ghetto. Building another restriction to get to the other parts of the city will only make more worse the feeling that we do not belong any more to Oxford. Our area is lacking many important things required to recognize us as separate city and we cannot be just cut out of the City Centre and Cowley Road.</p>
<p>(44) unknown (Oxford, St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Unnecessary and the use of the current LTN in the area, will be dangerous in winter with snow and ice due to steep sloping areas. Currently in winter driving down to enter St Christopher's Place is accessible. Driving up will cause car accidents, due to the inability to turn in.</p>
<p>(45) Local Resident (Oxford, St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>It is hard to tell why this CPZ is deemed necessary, as in this area there are few shops or businesses that attract "non-resident" cars. As such, it seems that this CPZ would not cause any measurable reduction in street parking, as the majority of parked cars are already resident cars - it would simply result in an increase in inconvenience for residents. Additionally, since the introduction of LTNs in the area, road space is at less of a premium - it's not a problem that most</p>

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	<p>roads are single-lane, as there isn't much traffic in the first place.</p> <p>The fact that the first permit costs money makes this appear as a cynical revenue generation scheme, rather than something designed to protect residents. I would also note that (from past experience) it is easier for me to apply for a drivers' license or passport, than it is for me to apply for a parking permit in Oxford - the degree of required documentation is excessive, and in some circumstances, concerning, as (for example) the V5C is a sensitive document.</p> <p>There must also be clarification on how these permits apply to residences that already have allocated parking bays that are not directly joined to the property, such as St. Christopher's Place - on the street there are parking bays, which are numbered and assigned per-property. A lot of these properties are sold or rented with these parking bays as a feature, and if these bays are, in fact, controlled by the council (as opposed to a component of the title plan), this must be clarified with residents, landlords and lettings agents. I would guess that St Christopher's place is not the only street where this would be an issue (for example the parking spaces opposite St Joseph's Hall on Temple Road).</p> <p>Before these plans go ahead, the County Council must justify why these changes are necessary, by stating their current perceived views on the state of parking in the area, what level of street parking they would deem acceptable, and what level of reduction in parked cars they would expect to see.</p>
<p>(46) Local Resident (Temple Cowley, St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is absolutely no need for parking controls in St Christopher's Place and the lower stretch of Temple Road. There is already ample parking available, and there is no inconvenience from parking to residents.</p> <p>Properties in the Place have driveways, garages, designated parking spaces, and there is a small general car park. We have lived here for 26 years and there has never been a problem. There is occasional very short term parking by visitors on the road, but this causes no problems at all. most of the time, the road itself is empty.</p> <p>There is a very brief period of congestion at school times, which the School Street plan alleviated. Even without the School Street, we do not need a CPZ to deal with this situation for such a short period in the working week in term time.</p> <p>We do not need the single yellow line changed to a double line, Cars very rarely park on the single line anyway.</p> <p>We also do not need the added inconvenience of visitor permits for this quiet area. We have managed perfectly well without any interference, since the Place was built 26 years ago.</p>

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	<p>People from other streets or businesses do not park here.</p> <p>There is adequate parking in the lower stretch of Temple Road for the terraced houses with no driveways or garages. houses on the southern side of the street have driveways. The only other people who park in this area of Temple Road are workers from the Council depot in Marsh Road. I thought these workers were supposed to park in the recently extended car-park on Cowley Marsh in Marsh Road?</p> <p>If the CPZ is imposed on us, it can only be seen as a money-making venture, as it is unnecessary and I am strongly opposed to it.</p>
<p>(47) Local Resident (Temple Cowley, St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am really at a loss to see why a CPZ is proposed for Temple Cowley other than a continuation of Oxford City Council's current attack on car owners using them as cash cows. We think that maybe the proposal was drawn up to prevent the use of these roads as park and rides and to stop people from the new development at the old Murco garage from parking locally.</p> <p>My road, St Christopher's Place has virtually got a secured parking spot or a driveway for every house and those that don't are able to park quite easily on the available spaces in the road. Did anyone check this before including us in this proposal?</p> <p>Parking on the current single yellow lines rarely happens at any time of day (except some parents picking up from St. Christophers school) or night so I cannot see why it is that is proposed to turn these into double yellow lines. What is this achieving?</p> <p>Going on to Temple Cowley more widely: parking spaces are finite, this proposal would not bring any extra slots for residents, only to charge them for what they currently do, i.e. park outside their house, or close by. There are perhaps a couple of spots where parking is tight, in Leafield Road and the bottom of Temple Road but most of the latter certainly, is caused by workers from the OCC depot in Marsh Road. It is noticeably quieter after around 3pm - certainly in Temple Road, when they leave for home.</p> <p>People do find parking spaces, perhaps not easily but in the close vicinity, this would still happen only they will have been charged £65 to do so. We are not an area that sees people use these roads as a park and ride, and as mentioned above the only people in competition for parking is the council's own workers. Even with these I have not noticed any parking problems and I have lived in Temple Cowley for 40 years.</p> <p>A couple of points to mention on these workers. I understand (from a worker) just as this consultation was sent that</p>

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	<p>council workers received a memo asking them not to park in the pay and display at Cowley Marsh. Is this to put pressure on the local roads to make them seem even more congested with OCC workers.</p> <p>I also heard at local election time that if CPZs were introduced in the area that depot workers would not be affected by the issue and they could continue to park on these roads for free. These two things, if true, make a mockery of this proposal.</p> <p>Until I retired I worked at Oxford Brookes and had to pay for an annual permit and then a daily fee to come to work. Why, if the Eastern Arc proposal regarding parking should the depot workers not have to pay to park in Marsh Park. Locals see this as a council workers car park anyway since it was enlarged a few years back.</p> <p>Thanks for this opportunity to raise some points, I trust that this proposal will not go through as it does not give the Temple Cowley residents any benefits.</p>
<p>(48) Local Resident (Oxford, St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I feel this is not needed here and unfairly penalises (council tax paying) residents that do not have off-street parking. As I understand it, the proposal includes changing single yellow lines to double yellow lines in St Christopher's Place and at the top of Temple Road (opposite St Christopher's School) - the single lines should be retained for residents who have friends and family visitors, or even scrapped.</p> <p>There should be space for workmen to park during the day. There will also be legitimate visitors to St Christopher's School to be considered. My house fronts onto Temple Road (opposite St Christopher's School) and your proposals do not adequately address this</p>
<p>(49) Local Resident (Oxford, St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We do not have a driveway on our property so would have to pay for permits, as both myself and wife need our cars for work while also working from home some days in the week due to flexible working. This proposal to charge for permits is wholly and grossly unfair. There is not a problem with parking on St Christopher's Place (other than during school pickup time which the "school zone" is addressing) so permit parking is unnecessary, especially with the charges proposed and also all the LTN measures already making life incredibly difficult for car drivers.</p> <p>It is also not clear if the CPZ and permits apply to properties with allocated parking spaces instead of driveways, e.g. 16,18,20,25,27,29 St. Christopher's Place.</p>

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<p>(50) Local Resident (Cowley, St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need for the controlled parking zones. All it will do is make people park elsewhere. This is as ill thought out as the LTN road blocks. All those have done is make the traffic worse everywhere else and increased all journey times. Controlled parking zones are completely unnecessary. Please don't cause further inconvenience.</p>
<p>(51) Local Resident (Cowley, St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Will create more problems than it will solve. Not well thought out or considered.</p>
<p>(52) Local Resident (Oxford , St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking is already at a premium in the area and adding a cost to vehicles parking outside their own homes is another penalty for drivers in the city. In our road we have no issue with non residents parking for extended periods, but many of the residents have to park in the road as there are not enough allocated spaces to go round. This proposal would add unnecessary cost and restrictions to an already tricky situation. In addition, if residents have frequent visitors eg for childcare, they will then have additional cost to purchase more permits and limited to only 50 per year which is not nearly enough.</p> <p>These new measures would introduce complication and expense that do not serve residents. The end result is that the very few non residents that park in the area just find somewhere else to park, and all residents are charged to park outside their own homes.</p>
<p>(53) Local Resident (Temple Cowley, St Christopher's Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>Because of the ill thought out LTNs, no one can drive here anyway, so why introduce parking restrictions- particularly when parking is not a problem anyway</p>
<p>(54) Local Resident (Temple Cowley, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>Since I am being asked to pay for this service I would like to know what's in it for me? Do I get 24hr security to stop anyone stealing my cat/com or a guaranteed parking place within sensible running distance of my home when it's raining? I also note that since I am now a sole occupier I only get one parking place, this means that if I were to start business again (Which I have considered) I would have to get rid of my exceedingly environmental gas powered car in order to use my exceedingly unenvironmental petrol Land Rover. I also notice that the CPZ would only be in effect while I was at work, so people would be prohibited from parking in the area while I'm out, but the free-for-all would have resumed by the time I got home to unpack my gear.</p> <p>I think I can safely predict that you cannot answer my concerns to my satisfaction, so I object to the proposals pending further information or modifications to the plan.</p>
<p>(55) Local Group/Organisation (Cowley, Temple Cowley)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I currently work in the Temple Cowley area and park on the street, arriving and leaving outside of the times residents use the parking spaces. I travel from Swindon and there is no practical public transport alternative. If controls/restrictions were imposed I would not be able to work in this area which would reduce income to local shops and businesses.</p>
<p>(56) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>It's unnecessary and another means to charge residents</p>
<p>(57) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>I do not feel the controlled parking is needed on Temple Road. I think it is too restrictive as well. For shared households it will make it impossible to park if each person has a car and each household is only allowed two cars permitted to park. It is unfair for those without driveways - penalising those who live in lower value houses (without driveways) and therefore presumably potentially lower earners as they live in/own a lower value property. I think you will be inflicting all these problems onto people for no reason as there is currently not a problem with parking on Temple Road! We won't gain anything but we will lose out.</p>
<p>(58) Local Business (Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As I work in Temple Road - in a school and live in Faringdon such restrictions would have a great adverse effect upon my ability to continue to travel to, thus continue to, work in Oxford.</p>
<p>(59) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I Live in Temple Road and have no access to off street parking. There is no problem parking outside my house. As I already pay road tax I think this is a tax by stealth where it is not necessary. If there are controlled parking spaces it will limit the parking space which currently works well. As a household we limit ourselves to one car. Since the implementation of the LTN the traffic has greatly reduced in Temple Road and the surrounding neighbourhood, once again proving that a Controlled Parking Zone is unnecessary.</p>
<p>(60) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>inequality: The proposed area features larger houses with driveway parking and terraced houses that require street parking. If the goal is to raise revenue then this is a stealth tax that disproportionately affects people of lower incomes in smaller houses or HMOs. The restriction to 2 permits per household is particularly galling as this prevents HMOs from owning the vehicles that they may require for commuting.</p>

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<p>(61) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>It means that I will have to pay to have visitors come and see me; I typically have visitors multiple times a week and the permits allocated would be less than one a week. This is a massive disincentive. I am not sure who benefits from this scheme apart from the council.</p>
<p>(62) Local Business (cowley, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As someone who works in a business in this area I and several of my colleagues have no choice but to drive to this location and this would seriously impact my colleagues and I, particularly during the working week.</p>
<p>(63) Local Resident (Temple Cowley, Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to these proposals because they are not necessary in this area. The County will create problems for us if CPZs are implemented here or nearby. Many dwellings in Temple Cowley have no off-street parking, so residents have no choice but to park in the street. It is most unreasonable to implement CPZs unless permits for residents and visitors are FREE and GUARANTEE a parking space. Of course, this won't happen. All a CPZ will do is make residents pay for a parking space, but without any guarantee of getting a parking space. BAD IDEA FOR RESIDENTS. We manage quite nicely as we are, so stop interfering and leave things as they are - NO to CPZs in Temple Cowley.</p>
<p>(64) Local Resident (OXFORD, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Residents have managed cooperatively for those obliged to park on the street and taxing them seem quite unnecessary.</p>
<p>(65) Local Resident (Temple Cowley , Turner Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>As a permanent resident of Turner Close in Temple Cowley, one of the streets included in the plans for a new CPZ, I was shocked to read about these plans and strongly object the move. While I cannot speak for other streets included there is no justification for this CPZ on Turner Close. The current situation of course requires a lot of very necessary on-street as is common with terraced houses with no driveways. However, at no point in my 3 years living on this street have I not been able to get a space due to either commuters parking there or even visitors for other properties. There is an element of give and take with the parking which everyone in the Close adheres to very amiably and I see no reason at all for changing this to be a CPZ where residents who currently park for free will have to pay an annual fee to now park on the street where they live and to apply for extra permits for people like family members visiting. Indeed, Turner Close needs to be treated as a case in its own right rather than grouped together with a range of other streets in the vicinity where the parking situations and pressures on parking are completely different. This kind of blanket approach to a CPZ is not acceptable and does not do anything to help the residents of Turner Close. Since moving here 3 years ago my wife and I have found it an incredibly friendly and neighbourly Close and this is reflected in how everyone lives in harmony with the parking. There is an unwritten system in place currently which works perfectly well. Not once in 3 years have I been unable to park my car safely with the current non-CPZ system. I therefore wonder what the reasons would be to introduce it on this street? I must say the 'statement of reasons' in the consultation pack offers very little in the way of specific reasoning for why the CPZ is appropriate for Turner Close. It rather refers vaguely to 'local issues' and supporting wider initiatives like the LTNs. The latter is surely not relevant for a Close which people can't and don't use as a shortcut and is rather tucked away from the main Temple Cowley traffic hubs.</p> <p>I would close in saying that I have parked on Turner Close for 3 years and have come to recognise the cars which belong to my neighbours. It is very rare for me to see cars I don't recognise parking there regularly, either in the daytime or at night. I must conclude that issues like commuter parking are simply not a real issue on my street and therefore not an acceptable justification for a CPZ. I would ask for a much fuller statement of reasons for this proposed change than is currently given. In addition, each street proposed to be included should be considered as a unique case in its own right and I believe this would lead to the conclusion that it is not necessary on Turner Close. It cannot be imposed on all of these streets which are so different without much fuller reasoning.</p> <p>Finally, we have a free parking system that works fine on Turner Close and a friendly neighbourhood and sense of community which makes it a great place to live. I believe this would be put at risk by the proposed CPZ and don't believe it would make a positive difference. I would ask in closing that you reconsider the inclusion of Turner Close in these plans and speak to local residents to understand how things work at the moment and whether they feel there is a genuine issue which would be improved by a CPZ.</p>
(66) Local Resident (Oxford, Turner Close)	CPZ - Object

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	<p>Parking Restrictions - Object</p> <p>There are no daytime parking problems in Turner Close therefore a CPZ provides no benefit or improvement</p>
<p>(67) Local Resident (Oxford, Turner Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Make the area parking impossible to use! Right now there is absolutely no issue but with controlled parking there will be much less space in Turner Close meaning people can't find an space to park!</p>
<p>(68) Local Resident (Oxford, Turner Close)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>As a permanent resident of Turner Close in Temple Cowley, one of the streets included in the plans for a new CPZ, I was shocked to read about these plans and strongly object the move. While I cannot speak for other streets included there is no justification for this CPZ on Turner Close. The current situation of course requires a lot of very necessary on-street as is common with terraced houses with no driveways. However, at no point in my 4 years living on this street have I not been able to get a space due to either commuters parking there or even visitors for other properties. There is an element of give and take with the parking which everyone in the Close adheres to very amiably and I see no reason at all for changing this to be a CPZ where residents who currently park for free will have to pay an annual fee to now park on the street where they live and to apply for extra permits for people like family members visiting. Indeed, Turner Close needs to be treated as a case in its own right rather than grouped together with a range of other streets in the vicinity where the parking situations and pressures on parking are completely different. This kind of blanket approach to a CPZ is not acceptable and does not do anything to help the residents of Turner Close. Since moving here 4 years ago my partner and I have found it an incredibly friendly and neighbourly Close and this is reflected in how everyone lives in harmony with the parking. There is an unwritten system in place currently which works perfectly well. Not once in 4 years have I been unable to park my car safely with the current non-CPZ system. I therefore wonder what the reasons would be to introduce it on this street? I must say the 'statement of reasons' in the consultation pack offers very little in the way of specific reasoning for why the CPZ is appropriate for Turner Close. It rather refers vaguely to 'local issues' and supporting wider initiatives like the LTNs. The latter is surely not relevant for a Close which people can't and don't use as a shortcut and is rather tucked away from the main Temple Cowley traffic hubs. I would close in saying that I have parked on Turner Close for 4 years and have come to recognise the cars which belong to my neighbours. It is very rare for me to see cars I don't recognise parking there regularly, either in the daytime or at night. I must conclude that issues like</p>

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	<p>commuter parking are simply not an issue on Turner Close and therefore not a reasonable justification for a CPZ. I would ask for a much fuller statement of reasons for this proposed change than is currently given. In addition, each street proposed to be included should be considered as a unique case in its own right and I believe this would lead to the conclusion that it is not necessary on Turner Close. It cannot be imposed on all of these streets which are so different without much fuller reasoning. Finally, we have a free parking system that works fine on Turner Close and a friendly neighbourhood and sense of community which makes it a great place to live. I believe this would be put at risk by the proposed CPZ and don't believe it would make a positive difference. I would ask in closing that you reconsider the inclusion of Turner Close in these plans and speak to local residents to understand how things work at the moment and whether they feel there is a genuine issue which would be improved by a CPZ.</p>
<p>(69) Local Resident (Oxford, Turner Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking is not an issue for our small private close which is used only by residents and their guests. Parking permits would serve no purpose and incur additional costs for residents.</p>
<p>(70) Local Resident (Oxford (Temple Cowley), Turner Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>This proposal represents a completely unnecessary administrative burden and visitor charging system for a community with minimal to no outside traffic or parking pressure. We are not near a commercial area and most homes have good private/communal parking with ample, safe on-street additional spaces locally where required. It feels that the principal driver for this proposal are the significant demands on council finances (due to the deep cuts imposed by central government these last years) rather than community priorities or demand. I therefore object to the proposals in full - as do all of my immediate neighbours here in Turner Close.</p>
<p>(71) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>As a resident of Temple Cowley I must inform you of my disgust of the proposed cpz in the Area, this area does not have a commuter problem, could someone tell me what I would be paying for? Since it's long been known of the lack of parking spaces for the residents and the cpz will not help in the slightest. It seems I will be paying for a parking space</p>

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	<p>that does not exist. It seems with the LTN and CPZ that Temple Cowley will be an area to avoid at all cost.</p>
<p>(72) Local Resident (Oxford , White Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The parking restrictions are less effective way to control the traffic. On the other hand it gives rise to annual bills that are already mounting on a working families. Also not all families have two cars as there are more than two family members. Also it's not fair for local residents to pay for something that wasn't formally in expense list. I do believe strongly that it would bring the life quality for working people down to right poor as there's more expenses needs sorting off plus a parking war will be started as everyone will be trying to get a space. Also the introduction of LTNs and CPNs will cause more traffic load and hence give rise to CO2 which's big no no for cleaner Oxford. The bottom line is I strongly object the idea as it wouldn't solve the problem but give rise to further problems.</p>
<p>(73) Local Resident (Oxford, White Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have lived in White Road for 15 years and have never had any problem with parking. During the day the road is empty and is not used by anyone outside of the area. In fact parking is very limited as most people use their own driveways. This plan may actually encourage the rest of the street to drop their drive, pave their drives and/or remove much needed vegetation, thus contributing to climate change. I would suggest double yellow lines at the junctions to prevent the terrible parking we currently see, blocking the view and creating a danger to cyclists. Making the whole street to pay for the privilege of parking outside their own homes adds no value to us as homeowners, creates an eyesore with the extra signage and quite blatantly is another money-making scheme by the county council.</p>
<p>(74) Local Resident (Oxford, William Morris Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We currently have no parking issues and fear that the proposed CPZ will do nothing besides increasing household costs which are already suffocating</p>

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<p>(75) Resident (Moreton in Marsh,)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am concerned with any parking limitations in the area as I commute an hour each way to work at the school on Temple Road, and then need to be able to park. There were days where parking was already difficult, and that was before the road blocks went in. If further limitations are introduced, it would have a serious impact on the school and the other businesses in the area.</p>
<p>(76) Local Resident (Oxford, Badgers Walk)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have not noticed any need for restrictions so far (lived here 13 years). This just seems additional measures by OCC to penalise people who NEED to drive. Maybe money should be better spent on improving the terrible public transport instead, which might make it easier to live without a car?</p>
<p>(77) Local Resident (Oxford, Badgers Walk)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live in Badger's Walk and I'm sure you are aware that the majority of the car parking spaces are privately owned. As a result, from a CPZ point of view it's a relatively straightforward situation for the residents of the road as they will continue to be able to park on their parking spaces as they currently do.</p> <p>However, there are a number of unallocated visitor spaces. The introduction of the CPZ could mean that these spaces become sought after as you wouldn't need a permit. I was wondering whether they could please be considered to be included in the CPZ? I understand that this is a bit different from typical CPZ areas where the on-street areas are sign posted as permit only. But if the visitor spaces in our development were marked as permit only then this would prevent them from being used by non-residents (or residents who don't have allocated parking and don't want to purchase a resident's permit). This has been successfully implemented in other parts of Oxford including at the end of Hayes Close in Marston (where most people have private parking on their land but there are a limited number of visitor bays),</p>
<p>(78) Local Resident (Oxford, Bennett Crescent)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p>

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	<p>I am concerned living in Bennett Crescent that you will push the issue of parking onto our crescent and as it is a private road leave it as our problem and there is no acknowledgment or plan to support us when this happens. We already have issues with the local school parking in people's spaces or blocking the entrance and parents are rude and even aggressive when asked to not too. Here there is no support from the school or anyone else so hard to see with this scheme we would get support in this situation.</p>
<p>(79) Local Resident (oxford, Cowley Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>This will mean that more people will try to park on the Cowley Road - it's already close to impossible . There doesn't seem to be a problem currently in the temple Cowley area (I also work there) so I can't see a strong need for the council to spend money on this.</p>
<p>(80) Local Resident (Temple, cowley, Crescent Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Closing the crescent road and a temple road does not solve the area's problems. They should leave the streets open with only one direction for each street the traffic circulates better only in one direction. Close access to non-residents at certain times, allow traffic to flow and not block the Cowley Road with so much traffic. Remove companies such as Colorful Coffins (they use a lot of vans and lorries, block traffic and pedestrian walks), from the Crescent road and excess parking council employees in the area. Improve circulation and car park and facilitate the movement of pedestrians and cyclists. I ride my bike to work at BMW. To go shopping or go elsewhere in the car before it took 10 minutes to get to Tesco or Sainsburys, now it takes 30 minutes or more depending on the traffic. Bring benefits to the population without making life difficult for the population.</p>
<p>(81) Local Resident (Oxford, Don Bosco Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I find on this road that parking mainly becomes an issue at school drop off and pick up times. The proposal allows people</p>

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	<p>to park for up to 2 hours still which does not help this issue. Parents will park anywhere and dangerously to access the school.</p> <p>It is good that residents will get 25 free visitor permits a year but it seems unfair that they have to pay annually for a permit for themselves.</p>
<p>(82) Local Resident (Temple Cowley, Don Bosco Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Residents at 31, 32 and 33 Don Bosco Close have assigned parking spaces on a tarmac area behind the multi dwelling block. This is shown as a brown shaded area on drawing TC/CPZ/2021/001 (Revision v3). The drawing does not define the meaning of the shaded area.</p> <p>These parking spaces are not officially marked as reserved for the properties and residents, such as myself at 31 Don Bosco Close. I had to put a homemade sign on the fence to advise it is a private parking space.</p> <p>As the three spaces are behind the multi dwelling block, separated by a fence and tall growing vegetation. For those unfamiliar with the area I have to assume they get the impression they are general parking spaces. Residents often find other cars parked in their spaces when returning home.</p> <p>While I support the CPZ scheme, I have concerns that the signs and zones will make the situation worse for 31, 32 and 33 Don Bosco Close as it will tempt drivers to use the tarmac area reserved for the properties.</p> <p>As I've had to resort to on street parking when another vehicle has taken my space, I'll be forced into having to pay for a permit to cover myself despite having a single vehicle and an assigned parking space for the property.</p> <p>Can the scheme provide official signage for these parking spaces or allow the residents at 31, 32 and 33 Don Bosco Close to apply for a free permit in case they have to resort to on street parking?</p>
<p>(83) Local Resident (Headington Oxford, Hundred Acres Close)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>As a disabled driver who has to drive to work and park the Parking Restrictions have a detrimental impact on my commute and for parking</p>

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<p>(84) Local Resident (Oxford, Kirby Place)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live in Kirby Place and I agree with all the new restrictions but I'm a bit concerned since there will be no bay marking or lines. How will the new restrictions prevent vehicles from parking on the pavement in Kirby Place between numbers 2 - 7?</p> <p>I strongly believe that bay markings are required to indicate to vehicles where parking is allowed otherwise the new measures will not stop pavement parking which is a major issue in our area. It's really difficult or impossible for pedestrians to safely use the pavements</p>
<p>(85) Local Resident (Cowley, Owens Way)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am concerned as no one from the Council or Catalyst has clearly explained how this impacts our privately-owned parking spaces on Owens Way. We have been asking Catalyst to repaint the lines on our spaces for almost 2 years but as the council was due to adopt the road they won't do it. None of the consultation documents explains what will happen in regard to this. My parking space is a part of my title deed and is owned by me, not the council, and I do not understand if the lines cannot be repainted how others with permits will know they cannot park in my space, as it is privately owned land.</p> <p>Please can the council explain how this will be managed for residents of Owens Way, as our spaces are numbered and OWNED privately.</p>
<p>(86) Local Resident (oxford, Owens Way)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>concern that the area - junction of Temple Road /Owens Way is not fully covered by double yellow lines. Double yellow lines are needed on both sides from the start of Owens Way to the end of the first house (number 3). I have been campaigning for this for some time as visibility is poor and it impacts on the school street plus access is needed to</p>

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	<p>number 3 where people with physical disabilities live. No clear explanation that our allocated spaces (as part of lease with Catalyst) will not be affected. Other than that I support the CPZ and the restrictions.</p>
<p>(87) Local Resident (Oxford, Owens Way)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have no objections about parking restrictions being put on parts of the street. However, I am concerned that our residents parking spaces will be taken away and we will be charged for them. These spaces are on the deeds to our houses and therefore I feel that they shouldn't incur charges. When speaking to Catalyst housing association, they said that this was a possibility. With the mortgage, rent and service charge I already pay, it wouldn't be ok to then charge me extra on top of this for a space which I am entitled to. Myself and my neighbours have repeatedly asked Catalyst, over the past two years, to repaint the lines and numbers to make these spaces more obvious (and avoid disputes in the street) and they have replied that the council will be making the street into a CPZ. There doesn't seem to be any clarity from them, or on the council documentation, about what will happen with these allocated spaces. This is a huge concern for me.</p>
<p>(88) Local Resident (Oxford, Owens Way)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Some residents here have an allocated space with their property. Some of which are in little car parks off the road, some are on the road.</p> <p>We are unsure how the CPZ scheme will work in Owens Way. I know the road is owned by the council but I am not sure what that covers in terms of road on the development.</p> <p>My parking space is allocated to me under the terms of my lease. I own some of my property also.</p> <p>It would be good to see some suggested maps or any further detail about plans for Owens Way if possible. Residents have allocated numbered spaces here on/off road. My parking space is off the road in a parking area behind my flat. I am also disabled so could get a disabled space I expect if needed.</p> <p>We do have issues with excessive parking. OCC depot workers park in our street a lot. I am hoping double yellows and</p>

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	cpz will stop this. Sometimes their parking is dangerous.
(89) Local Resident (Oxford, Owens Way)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I would like to point out the following regarding Owens Way and the cpz. We as catalyst housing tenants have car parking spaces allotted by catalyst therefore the council can't charge for these as they are catalyst owned. Also please note we do not want double yellow or yellow lines in Owens Way ruining the brick road that actually looks nice and while you are at it get rid of those useless LTN'S that are ruining Temple Cowley.</p>
(90) Local Resident (Oxford, Silkdale Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have a flat in Lizmans Court, Silkdale Close and I am enquiring whether I would be eligible for visitors' permits in Temple Road</p>
(91) Local Resident (Oxford, Temple Mews)	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>I am in favour of the CPZ but I have some concerns about the eligible properties. We live on Temple mews and have two cars but only one allocated parking space. We're currently parking our second car on Temple road but there is no mention about the properties on Temple mews in the proposed scheme. I'm just worried we won't be eligible for a parking permit.</p>
(92) Local Resident (Oxford, Three Corners Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>concerns about the effect to local businesses in surrounding areas to the proposed parking restrictions, that their customer parking will be used by non customers who would usually park elsewhere before additional parking restrictions</p>

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<p>(93) Local Resident (Oxford, Turner Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>This seems to be unnecessary in Turner Close, where residents do not receive much competition for people parking in order to use other amenities in the area. Adding double yellow lines to some of the road will also reduce the space for residents to park. I recently bought on this road with no permit parking being an asset - I do not support the introduction in this road of a CPZ or permitted parking. Speaking with other residents, this view seems to be widely shared.</p>
<p>(94) Local Resident (Oxford, William Morris Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Our property was purchased with allocated parking from the Housing Association A2Dominion. I assume that we will not have to pay the residents parking fee of £65 per annum that you propose to make? The location of our parking space is around the back of the flats accessed by the spur off William Morris Close. If the CPZ goes ahead it will have a major impact on residents living on William Morris Close, as non-residents, including parents who drop off, wait and pick up their children from Tyndale school, are more likely to use our allocated parking spaces, as happens at the present time. This is likely to become worse if the proposal is implemented and goes ahead. There are likely to be more vehicles (the school has been expanding and a new housing development is underway in this area at the present time) which will result in less free parking spaces in this area, this will put even more pressure on us. Do you have any plans to regulate parking along this spur of William Morris Close? Will you provide a barriers or signage to stop non-residents from parking in our spaces? We are very concerned that our parking area will be used by others not entitled to use it and make it even more difficult than it is now to drive in and out of our parking area.</p>
<p>(95) Local Resident (Oxford, Badgers Walk)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We are generally in support of this initiative. Many people from outside the area use roads in Temple Cowley for parking before going to work in Oxford by bus or on foot, others park in the streets when using Marsh Park & as a result Leafield Road is sometimes full of cars which don't belong to residents, making parking for residents & their visitors difficult. I do however want to query sections 2-3 of the CPZ consolidation order information that has been sent to my home. It states that in the roads affected (which includes my road, Badgers Walk) residents will need to apply for permits. Badgers Walk has a car park with allocated spaces for residents; our home is privately owned & our parking space is shown on</p>

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	<p>the deeds to our property & we have installed a lockable bollard to prevent unauthorised parking. As we have 2 vehicles, I understand that we would need to purchase a permit to park in any space other than own, but I would strongly object to paying to park in my own space.</p>
<p>(96) Local Resident (Oxford, Badgers Walk)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I would like to see reduced fly parking in the area and fewer journeys made into the area by non-residents.</p>
<p>(97) Local Resident (Oxford, Bennett Crescent)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Streets are overcrowded</p>
<p>(98) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p>
<p>(99) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I live in Crescent Road and I gave up my car. There are some rented places with more than 2 cars and some people coming to the shop are parking outside my house or neighbours.</p>
<p>(100) Local Resident (Oxford , Crescent Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I have concerns for the local business, particularly Kumar's at 39 Crescent Road whose business has already been hit by the LTN (which I do support). It relies a lot on passing vehicles who park in the spaces directly outside the shop or on the yellow lines around it - this will presumably continue but therefore slightly negates the impact. Overall though, there are a lot of cars and not many spaces so this is a good idea. As with the LTN it would be good to have parallel programs</p>

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	<p>looking at helping people to utilise other modes of transport so they don't need their cars such as cycle confidence classes etc....</p>
<p>(101) Local Resident (Temple Cowley, Crescent Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We need to manage car use in support of cyclists and children's safety and to tackle Climate Emergency</p>
<p>(102) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We are lucky enough to have a drive, so can park there, but often the road is very full of parked cars</p>
<p>(103) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Any measure that helps reducing the amount of traffic in Oxford is welcome.</p>
<p>(104) Local Resident (Oxford, Don Bosco Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I strongly support the proposal as described. I live in Don Bosco Close (in proposed Temple Cowley CPZ) and the road is heavily used for commuter parking Mon-Fri daytimes. Cars are parked up all day during working hours meaning visitors, tradespeople etc can often never park during working hours. There are also a number of HMO properties in the vicinity, which exacerbates the problem. The amount of pressure from the commuters looking to park can lead to dangerous and inconsiderate parking, for example leaving cars in turning circles and blocking residents driveways and footpaths. This can also make it dangerous for pedestrians, cyclists and larger delivery vehicles. I have lived here for almost 15 years and love the road and community but in recent years it has started to feel more like a carpark for commuters than a residential cul-de-sac. The costs for permits and visitor permits is very reasonable and fair. I would hope that the limit of 2 permits for businesses within the CPZ is strictly enforced to encourage them to promote active travel amongst employees.</p>

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<p>(105) Local Resident (Temple Cowley, Oxford, Don Bosco Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>will relieve parking congestion in area and enhance community environment.</p>
<p>(106) Local Resident (Oxford, Don Bosco Close)</p>	<p>CPZ - Support Parking Restrictions - No opinion</p> <p>Seems ok idea</p>
<p>(107) Local Resident (Oxford, Don Bosco Close)</p>	<p>CPZ - Support Parking Restrictions - No opinion</p> <p>I think the proposed CPZ for Temple Cowley is AMAZING! There is a huge amount of commuter parking in the area, which is steadily getting worse. It may also be worth knowing that a lot of commuter travel and parking is currently generated by St. Joseph's Hall (Kings) on Junction Rd. Their staff all seem to commute in by car and park in the neighbouring streets. I live in Don Bosco Close next to the college and during term time it is not uncommon for every single available space on the road to be occupied by their staff. I would hope that the introduction of a CPZ would encourage them to promote active travel with their employees. I would also like to add that the proposed 2 permit limit for businesses within the zone should be strictly enforced.</p>
<p>(108) Local Resident (Oxford, Junction Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>In view of the climate crisis I support everything which can be done to minimise vehicle use. In addition, I strongly support the LTN initiative to minimise traffic movement through residential neighbourhoods and regard the CPZ as a highly desirable, complementary initiative.</p>

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<p>(109) Local Resident (Oxford, Junction Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the national aim to reduce the amount of car journeys and the local aim of reducing the number of car journey's into and in Oxford.</p>
<p>(110) Local Resident (Oxford , Junction Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Quieter and safer on our residential road.</p>
<p>(111) Local Resident (Oxford, Junction Road)</p>	<p>CPZ - Support Parking Restrictions - No opinion</p> <p>I support the CPZ because I hope it will stop commuters from parking all day and students at Crescent Hall for parking for weeks on end, thus preventing residents from parking. It will not, however, address the problem of school drop off and pick up, which needs urgent action. I would also like to see the three parking spaces at the top of Junction Road, which were removed without consultation when the LTN was installed, reinstated to give a little extra capacity, since the two hour window may at times still mean residents have difficulty finding a space.</p>
<p>(112) Local Resident (Oxford, Junction Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Parking has been an issue over the last few years and as a resident it has become more and more difficult to park. Parking spaces are used by local businesses, Oxford Brookes students and people commuting to work in the centre of town.</p>
<p>(113) Local Resident (Oxford, Junction Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p>

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	<p>On balance, I think it will ease parking issues for local residents to have a CPZ in place. Although the LTN has improved things, a number of individuals use Junction Road to park in as they go to work nearby or commute into Oxford. Additionally, a lot of Brookes students from the nearby Halls of Residence leave their cars in this area as the University does not allow them to park them at their place of residence. I think the number of visitor permits is sensible and only object to the cost of the scheme for householders.</p>
<p>(114) Local Resident (Oxford, Junction Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support this Proposal and its introduction as a PPA considering that the few parking spaces available in Junction Road and its environs have been historically monopolised by employees of Kings, Temple Road, leaving residents frustratingly unable to park anywhere near their homes which I know isn't their right but residents should be afforded this ability.</p> <p>I understand that the removal of the disabled bay outside 17 Junction Road was considered a while ago. The resident at 21 Junction Road no longer has need of this space and it has only used by an employee of Kings for many months.</p>
<p>(115) Local Resident (Oxford, Kirby Place)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>There are persistent problems with anti-social parking in the area, including commercial vehicles which are parked in the same spot for weeks on end. There is also a growing problem of residential streets being used as overflow car parks for local employers and the introduction of CPZs in other areas can only exacerbate this as the amount of on-street parking elsewhere is reduced.</p> <p>The proposal should solve the problem of anti-social parking, whilst accommodating people with short term requirements, such as visitors to the Health Centre and library in Temple Road as well as casual visitors.</p> <p>The CPZ can't come too soon.</p>
<p>(116) Local Resident (Oxford, Kirby Place)</p>	<p>CPZ - Support Parking Restrictions - Support</p>

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	<p>I agree with the proposed parking restrictions. I'd like to point out that Kirby place is a cul-de-sac and double yellow lines opposite number 18 required to allow vehicles to make a U-turn at the bottom of the cul-de-sac. Unfortunately, people often park in the turning circle and there is insufficient space for residents and delivery vans to turn around.</p>
<p>(117) Local Resident (Temple Cowley, Oxford, Kirby Place)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>The restriction should be 24/7, otherwise someone could park there from Friday evening until Monday morning. Also, shouldn't resident permits be free?</p>
<p>(118) Local Resident (Oxford, Kirby Place)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Police staff from the nearby Thames Valley Police station and people who visit Temple Cowley Health Centre park their cars in Kirby Place which leaves local residents with no parking spaces. In my opinion it would have been even better if only residents were allowed to park at all times.</p>
<p>(119) Local Resident (OXFORD, Leafield Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>To prevent drivers in the future from parking in the area to avoid other parking restrictions</p>
<p>(120) Local Resident (OXFORD, Leafield Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>There is a need to control parking in this area. Though I would resent paying for my permit because I have a driveway and rarely need to park in the road, I generally support the proposal.</p>
<p>(121) Local Resident (Oxford, Leafield Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p>

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	Reduce the number of people who park here who work at the refuse site. Reduce traffic levels.
(122) Local Resident (Oxford, Lytton Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Need to encourage active transport, discourage cars</p>
(123) Local Resident (Littlemore, Oxford, Marlborough Close)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the proposal because I think parking in the Temple Cowley area is unsustainable - there's too much pavement parking as well as parking on double yellow lines etc</p>
(124) Local Resident (Oxford - Cowley , Marsh Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I find difficulty parking my car near my house. Usually I finish work at midnight but can't park my car. It's frustrating.</p>
(125) Local Resident (Oxford, Marsh Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>We can never find parking. The council workers as well as random people visiting near places park and leave. Most don't even live on the near roads. We have to park on Cowley Road so far from home.</p>
(126) Local Resident (Cowley, Owens Way)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I hope the proposals will reduce congestion, stop ODS staff from using the neighbourhood as a car park, and make the roads safer for all users.</p>

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(127) Local Resident (Temple Cowley, Crescent Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Things do need tightening, especially Marsh Road.</p>
(128) Local Resident (Oxford, Rymers Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>All residential areas should have CPZ to discourage commuter parking. However there needs to be a rule to enforce that people don' end up buying a permit and rent out their drives! this would defeat the purpose. We also need secure bike storage especially for apartment buildings that HAS TO BE CHEAPER than the fee for parking. All these comments are true for ALL the areas with CPZ, not just the Temple Cowley one.</p>
(129) Local Resident (Temple Cowley, Temple Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Good idea</p>
(130) Local Resident (Oxford, Temple Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I feel my street us used by businesses, commuters and School run parents too often as a place to dump their car and on occasion as a resident I cannot get parked. I welcome parking permit scheme</p>
(131) Local Group/Organisation (Oxford, Temple Road)	<p>CPZ - Support Parking Restrictions - Support</p>

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	<p>People visiting Cowley Library often find it difficult to park in the area. These proposals may free up some short-term parking to make this easier for them</p>
<p>(132) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support this so it will be easier for residents to park and to reduce the number of cars in the area in general</p>
<p>(133) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We are supporting the proposed CPZ because at the present time we are finding parking in our road a disaster. We have staff from the Council in Marsh Road parking all day, plus the printing shop in Crescent Road parking working vans and staff cars and we have no place to park. I am partially disabled and have difficulty walking distances and have received parking tickets as there is no place to park near our property.</p>
<p>(134) Local Resident (Cowley, Turner Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Since the building of the new student housing on the Cowley Barracks site/old BT premises plus the opening of the school in William Morris Close ad hoc parking has been causing many problems. There will be a further increase in pressure on local roads when the new Cantay Development in William Morris Close is occupied. We would be very appreciative of a resident only parking zone.</p>
<p>(135) Local Resident (Temple Cowley, Turner Close)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>'Key points-</p> <ul style="list-style-type: none"> - I support the CPZ as parking is difficult but think two permits per house in Turner Close is too many - I would like further restrictions on Barracks lane for issues of safety as well as reducing traffic.

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	<p>I am supporting the proposed introduction of a CPZ to my area as it is currently almost impossible to park outside my own home. I hope this introduction will encourage my neighbours to use their designated off-street parking spaces and garages that come with each property in the estate. I only object to the proposal that each property gets permits for 2 vehicles. I would prefer this to be one vehicle only in Turner Close, as all properties have a parking space/garage that should be sufficient to house the second car. It is a very narrow road and with cars and vans parked on both sides it can be nigh-on impassable. We have extra issues in the mornings during school terms from Tyndale Primary on William Morris Close. Our road is used as a turning point or drop off by parents making it difficult to even drive out of the street to get to work.</p> <p>I would also like to see double yellow lines on Barracks lane, especially between William Morris Close and Turner Close. I would like parents of children at Tyndale school to be actively discouraged from driving their children to school and feel this would help. We are about to get hundreds of new residents in the area due to the development on William Morris Close, I know one of the main abjections to this development was insufficient parking spaces for the number of properties being built. These extra cars will park on and block Barracks lane. We already see Students from Paul Kent and Parade Green parking here and will see more as students are denied permits. The south side of Barracks lane near the school is usually nose to nose parking, this means it is single lane traffic and causes issues due to the steep slope of the road. As you drive in from Hollow Way you cannot see if someone is driving up. There is NO visibility from Turner Close up towards Hollow Way because the double yellow lines stop far too close to the corner allowing cars to park very close and blocking line of sight. This part of Barracks lane is a very steep hill and is rightly used by cyclists to avoid busy Oxford Road and Cowley road. However, this means that bikes travelling down the hill come very fast and drivers leaving Turner close cannot see them before pulling out. I'm amazed that no-one has been hit yet. Runners also use this stretch of road. I hope you will at least extend the double yellows on the corner of Turner Close into Barracks lane by a car length as it is currently very dangerous to pull out of our street.</p>
<p>(136) Local Resident (Temple Cowley, Turner Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I am broadly supportive of the proposals to regulate parking as Turner Close is very congested and it can often be challenging to park however I am not sure the proposed plans will make a huge amount of difference as the overcrowding generally happens outside of business hours (when the restrictions of the CPZ would not apply) and also as there is not a limit to the number of permits this is unlikely to change the number of cars on the street (due to the densely packed housing there is probably only enough space to accommodate one car per household). As a single car household we would appreciate having certainty of a parking space by our house but without limits to the number of permits I cannot see how the CPZ will achieve this.</p>

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(137) Local Resident (Oxford, unknown)	<p>CPZ - Support Parking Restrictions - No opinion</p> <p>I wish to confirm that I am in support of the CPZ for Temple Cowley.</p>