

TRANSPORT DECISIONS COMMITTEE – 1 OCTOBER 2009

OXFORD, MAGDALEN ROAD AREA CONTROLLED PARKING ZONE

Report by Head of Transport

Introduction

1. This report outlines the statutory consultation process on the Draft Traffic Regulation Orders (TROs) for the proposed Magdalen Road Area Controlled Parking Zone (CPZ). It provides information on the policy context, development of the process to date, an outline of the consultations carried out, specific issues that have been raised by the consultees and recommendations in light of responses received.

Policy Context and Background

2. The policy context for the Magdalen Road CPZ is contained in the county council's Local Transport Plan (LTP2) for 2006 - 2011. It includes a parking strategy, which recognises that CPZs have an important role to play in controlling the overall level of peak hour traffic within Oxford's Ring Road and so helping tackle congestion in the city. It is also recognised that CPZs help to protect local streets from intrusive long-stay commuter parking.
3. The Magdalen Road Area adjoins the existing East Oxford CPZ and experiences displacement from commuters and residents in that area who may be unable to park or who have not obtained a permit. The demand for residential parking space in the Magdalen Road Area is very high, resulting in obstructive and potentially unsafe parking practices. Currently, vehicles are parked partially on the footways in many roads. Whilst the proposed traffic order does not prevent footway parking, it aims to regulate it ensuring that footway widths are maintained, wherever possible, to a minimum of 1.2 metres (1 metre at pinch points). Many of the streets in the Magdalen Road Area are narrow and current parking practices result in access issues for the emergency services. To ensure emergency access is maintained, the proposals allow for a minimum of 3 metre clear running lane between parking bays
4. The proposed CPZ would restrict the number of permits to two per property to control the demand for on street parking. (This would be in line with the adjacent East Oxford CPZ where similar capacity problems exist).
5. On-street parking places for the exclusive use of car club vehicles have been included in the proposals following the establishment of Commonwheels car club in the area. A separate Traffic Regulation Order has been written to formalise these parking places. This was advertised in conjunction with these proposals.

6. A parking survey was conducted in the Magdalen Road Area as part of a feasibility study in 2007. On the day of the survey, 391 cars were parked for more than 4 hours within the zone, of which 227 were parked for more than 6 hours. Although it is appreciated that some of these vehicles were visiting properties in the area, it is likely that the majority belonged to non-residents.

Feasibility Study Report February 2008

7. A study was undertaken between August 2007 and January 2008 to identify the feasibility of additional CPZs within Oxford. The Magdalen Road Area was one of 6 areas identified. The study included site surveys and parking surveys to determine the level of residential and commuter parking. It also involved informal consultation with stakeholders and local councillors. A full report on the study is available in background Document A.
8. The study revealed a significant amount of commuter parking and very high residential parking demand. The comments received from residents and interested organisations during the study enabled officers to assess the need for a CPZ in the area and determine the geographical extent of the zones to be promoted. Initially it was proposed to promote a CPZ in the Divinity Road area, followed by the Magdalen Road area. However, due to pressure from residents in the Magdalen Road area, it was decided to promote both zones together, to allow for simultaneous implementation in order to avoid potential displacement parking from one side of Cowley Road to the other.
9. Based on the findings of the feasibility study, the Cabinet Member for Transport decided to proceed with the promotion of the Divinity and Magdalen Area CPZs.

Initial Consultation Process: 13 June 2008 – 11 July 2008

10. As part of a consultation pack, an explanatory leaflet was prepared outlining the broad principles of a CPZ and how it might operate. Alongside the leaflet, a drawing was included, showing examples of parking layouts – with and without footway parking and the likely impact of each type of layout on parking capacity. However, this stage of consultation did not include parking layout plans.
11. The pack also included a questionnaire, the response to which was used as an aid in the creation of an overall scheme design, to be consulted upon at the next stage of the process (informal consultation). The questionnaire sought people's views on suitable hours of operation, whether the number of permits should be restricted and whether footway parking should be part of the design, as well as their overall views on a CPZ. It also asked for information about car ownership.
12. Initial consultation packs including the explanatory leaflet were sent to every resident and organisation within the zone as well as properties just outside the zone. City and county councillors were also sent the information. A full report on the initial consultation is available in background Document B.

13. The results of the consultation process showed that most respondents were overall in favour of a CPZ and whilst some were reluctantly in favour they acknowledged the need for a CPZ in their area but resented paying for it and/or were concerned about the 'knock on' effect it might have in surrounding streets. It was also recognized that there was a need to restrict the number of permits due to the high demand relative to available space.
14. Having reviewed the public response to the consultation alongside the county council's five LTP2 priorities, it was decided to proceed with a preliminary design whilst addressing any concerns raised where possible. An informal consultation would then allow all residents an opportunity to comment on the proposed restrictions and to allow for further amendments before proceeding to formal consultation.
15. Based on the results of the initial consultation the following proposals were to be put forward for the informal consultation:
 - for permit holder only parking to be provided at all times;
 - any general short term parking for 2 or 3 hours from 8.00am to 6.30pm Monday to Friday with Permit Holders exempt from time limit, reverting to permit holder only in the evenings;
 - small section of Cricket Road to be removed from the scheme area;
 - under certain conditions footway parking would be provided;
 - to restrict residents' to 2 permits per property; and
 - to include car club bays within the proposals.

**Informal Consultation Process:
7 November 2008 – 8 December 2008**

16. Plans were drawn up showing the parking layout and designation of parking bays in each street. The requirement for 3 metres clear running lane was relaxed in some quiet streets where footway parking did not occur but running lane widths fell slightly below 3 metres. This was in order to maintain parking on both sides of the road whilst avoiding the introduction of footway parking. This applied to several streets in the Iffley Fields area, which is the area including all streets to the south west of Iffley Road within the proposed zone.
17. The residential parking demand across the zone calculated in surveys undertaken in October 2008 was 1664 including disabled bays. The proposed design provided 1748 parking spaces (permit holder and shared bays) including spaces across accesses but excluding disabled bays. With a possible reduction in the number of vehicles as a result of restrictions on the number of residents permits and potential use of the car club in the area it was felt that this proposal would adequately cope with demand.
18. A consultation pack, including plans, was delivered to every resident and organisation within the zone. City and county councillors were also sent the information, and it was available on the county council's website. The pack also included a questionnaire seeking people's views. The consultation was

carried out simultaneously with the Divinity Road area. A full report on the informal consultation is available in background Document C.

19. An exhibition of the proposals was held at The Regal on Cowley Road on Thursday 20 November 2008 between 2:00pm and 8:30pm, and Friday 21 November 2008 between 10:30am and 4:00pm. Detailed plans of each road were exhibited and representatives from the county council were available to answer any questions. A total of 179 people signed in at the exhibition over the two days.
20. The informal consultation received 432 responses out of approximately 2253 sent out (a 19% response rate). 229 (53%) of respondents found the proposed layout acceptable. 192 (44%) were against the proposals and the remainder did not respond. Many suggestions were made to improve the design which officers felt could be accommodated in the detailed design stage. Further detail on the responses can be found in background Document C.
21. The proposal to provide partial footway parking was a controversial subject. Whilst consultees were not asked again about pavement parking due to the reasonable response rate in the initial consultation, 61 respondents made additional comments regarding footway parking. 35 of these comments were against footway parking and 31 were in favour of footway parking. However, there was a considerable amount of campaigning by residents of both zones against footway parking and concerns were expressed strongly by the Oxford Pedestrians Association and groups representing people with disabilities.
22. The Fire & Rescue Service expressed serious concerns about the proposals to provide clear running lane widths of less than 3 metres in some streets, arguing that it could seriously affect fire appliance access. Three-metre running lanes allow 0.25-0.30 metres either side of the appliance for crews to dismount. They requested that partial footway parking be considered where necessary in order to guarantee emergency access.
23. Following a review of the public response, which was generally in support of the proposals, the Cabinet Member for Transport decided to proceed with a detailed design and formal consultation on the following basis:
 - Proceed with proposal to restrict residents' permits to 2 per household, with a commitment to review this after a year of operation.
 - Retain the usual allowance of 50 visitor permits per resident aged 17 years or older.
 - Provide partial footway parking to maximise available parking on street, subject to the need to:
 - Retain a running lane of 3 metres.
 - Provide footway widths of 1.2m or greater except for short distances around pinch points where it may be reduced to 1.0m as an absolute minimum.
 - Where possible retain one clear footway.

- Amend the proposals to change all shared bays from being in operation 8:00am – 6:30pm, Monday to Friday to 8:00am – 6:30pm, Monday to Sunday, allowing residents parking Monday to Sunday (24hrs).
- Continue the promotion of car club bays.
- Undertake specific changes to the proposal in line with street specific concerns as recommended in the Informal Consultation Report available for viewing in Document C.

Formal Consultation Process: 11 June 2009 to 9 July 2009

24. The revised scheme provides approximately 1279 permit holder only spaces, 70 three hour shared use parking spaces, 296 two hour shared use parking spaces, 17 disabled bays and 9 car club bays. This provides 1672 parking places across the zone, for residents and their visitors, plus disabled parking, compared with overnight on-street parking of 1664 (taken from survey data undertaken in October 2008). It should be noted that this includes 'Community Management' i.e. parking across accesses.
25. A total of 2172 consultation packs were delivered to every resident and organisation within the zone. City and county councillors were also sent the information, and it was available on the county council's website. An example of this can be seen in background Document D, which is available in the Members' Resource Centre. A further 70 packs were sent to formal consultees. Each formal consultee was sent a Notice and Statement of Reasons and a copy of the plan showing the entire zone. Examples can be found in Document D of the background papers. An A4 plan showing the boundary of the proposed zone can also be found at Annex F to this report.
26. Packs were also provided for public inspection at Cowley Road Library, Oxford Central Library, County Hall and Speedwell House. Street notices were placed in every road within the zone for the duration of the consultation period. The notice was also advertised in the Oxford Times on 11 June 2009.
27. In line with normal practice for formal consultation on traffic orders, the consultation questionnaire simply asked people to reply with any objections they had to the scheme, or any comments they wished to make. They were not asked whether or not they supported the scheme.
28. The formal consultation process generated 370 responses which equates to a 17% response rate. Of these 142 (38%) were from the Iffley Fields Area (This equates to 30% of properties in the Iffley Fields area). All the returned questionnaires and accompanying letters can be viewed in Document E of the background papers, available in the Members' Resource Centre.
29. Of these responses 269 (73%) had objections to the proposals and 83 (22%) had no objections. The remaining 5% had either responded by email and had not filled in a questionnaire and/or stated no preference. Of the 269 objections many could be addressed or partially addressed by minor changes to the design.

30. A synopsis of each comment or objection together with the officers' response and recommendation can be found in Document D, also in the Members' Resource Centre. A summary by road of these comments is also included for reference in Annex A to this report.
31. During the consultation period officers were invited to attend a meeting with the Iffley Fields Residents' Association and residents from the Iffley Fields Area. There are 478 (22% of the total area) properties in the Iffley Fields Area. Approximately 150 residents attended. The main concerns from the meeting arose from the changes made to the design as a result of feedback from the Fire & Rescue Service at the informal consultation stage. This had resulted in the introduction of proposed footway parking on several streets where it does not currently occur and loss of parking capacity, particularly in Argyle Street. Views were expressed that Iffley Fields did not have a commuter parking problem and should be excluded from the zone. Notes from the meeting are included at Annex B.
32. A second meeting was held outside the consultation period on 22 July 2009 at the St Clements Family Centre. All Residents' Associations and local Councillors were invited to attend and posters were erected around the zone to advise residents. Attendees were advised that this was not part of the consultation process but was a chance for Councillor Hudspeth to hear their views directly. Notes from the meeting are included at Annex B.
33. Two petitions were received during the course of the consultation, copies of which are in Document G of the background papers. Both were from Iffley Fields residents. The first petition had 82 signatures from 67 addresses in Stratford Street (37 signatures, 30 addresses), Argyle Street (1), Chester Street (10 signatures, 8 addresses) and Warwick Street (34 signatures, 28 addresses) and objected to the proposals on the grounds of the reduction in parking spaces, the introduction of footway parking and insufficient visitor permits. The second petition was predominately from the residents of Argyle Street plus some in surrounding roads, objecting to the reduction in parking capacity in Argyle Street. This had 69 signatures from 57 properties in Warwick Street (6 signatures, 5 properties), Argyle Street (54 signatures, 45 properties), Chester Street (1 signature) and Bedford Street (8 signatures, 6 properties). Four residents signed both petitions.

Issues Arising from the Formal CPZ Consultation

34. The main recurring themes of the objections during the formal consultation process were:
 - Footway parking, particularly in streets where it does not regularly occur.
 - That there was no problem in the area so no need for a CPZ.
 - Restricting permits to 2 per household - some felt this was too many whilst others felt there should be no restriction.
 - Insufficient visitors permits, although some objected to the fact HMO's would end up with so many visitors' permits.

Footway Parking

35. 80 (22%) respondents objected to footway parking of which 57 were from the Iffley Fields Area, where it is proposed to provide footway parking in roads where it does not currently occur on a regular basis.
36. A number of organisations raised strong objections to the proposed footway parking. This included The Oxford Pedestrian Association, Oxford City Council's Access Officer and the Oxford City Access Forum. The details of the objections can be seen in Document D.
37. Footway parking has been proposed in roads where the carriageway widths are insufficient to accommodate carriageway parking on both sides of the road and maintain a 3 metre running lane to aid passage for emergency services. Previous consultations indicated that residents would find removal of parking on one side of the road unacceptable, therefore it was decided to proceed with consulting on a design which included footway parking.
38. DfT guidance on inclusive mobility as states that 'A clear width of 2000mm allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints 1500mm could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres). If there are local restrictions or obstacles causing this sort of reduction in width they should be grouped in a logical and regular pattern to assist visually impaired people.'
39. On roads to the east of Iffley Road footway parking was generally only proposed where it currently exists to formalise the existing situation. By formalising the footway parking, it was felt the markings on the footway would indicate where vehicles should park to maintain what was felt a satisfactory footway width. Current practices mean that on many occasions footways fall below a width of 1metre. A weekday daytime survey in a sample of streets across the area, carried out in August 2009, when there was a relatively low amount of parking in the area, revealed the severity of the problem. The problem is likely to be worse in the evenings and at weekends, particularly in term time. See table at Annex C.
40. The proposals aim to maintain a minimum footway width of 1.2m reducing to 1m only at pinch points i.e. over very short distances. Where ever possible wider footway widths would be maintained. There are occasions where the footway width is reduced to 1.1m for extended lengths but the aim has been to keep these to a minimum.
41. It is acknowledged that this does not meet the 1.5 metre requirement for a wheelchair to turn, but it was felt this would be an improvement to the current situation. However, many people do not see the potential improvement on current conditions as a justification for introducing footway parking and would prefer to see either a scheme with no footway parking and far fewer parking

spaces, either immediately, or after other measures are introduced to reduce car ownership. In addition to the consultees mentioned above, individuals and councillors both from within and living outside the area have expressed concerns about footway parking, in principle. Many have expressed their concerns about the impact on disabled people. Among other views expressed are that:

- It prioritises the function of the street as storage for private cars, above its function for the community as a whole and as a thoroughfare for pedestrians, including non-residents
 - It conflicts with the objective of encouraging people to walk
 - It could cause damage to kerbs and to vehicles.
42. In the Iffley Fields area west of Iffley Road the majority of residents park wholly in the carriageway, which results in running lane widths of less than 3 metres. Argyle Street is particularly narrow and at some points along the route parked cars reduce the effective carriageway width to 2.6 metres.
43. The initial proposal at the informal consultation stage was to retain the status quo as traffic flows were low. However the fire service raised concerns about emergency access in these roads. It was therefore decided to consult formally on proposals that maintained a 3 metre running lane, resulting in footway parking in streets where it does not currently occur, even though it is acknowledged that this represents a worsening of access conditions for pedestrians and disabled people.
44. To clarify the situation the fire service undertook surveys in the area, which demonstrated the access problems they face. This is provided at Annex D.
45. Unfortunately, sections of Argyle Street also have narrower footways than other roads which meant that it was not possible to maintain footway widths of even 1m in some locations. 60 respondents from the Iffley Fields Area objected to the loss of parking in the area, particularly that in Argyle Street.

The need for a CPZ

46. 60 (16%) respondents, of which 37 were from the Iffley Fields Area, believed there was not an issue with commuter parking. The surveys undertaken as part of the feasibility study identified around 342 commuter vehicles in the Magdalen Road Zone, around 63 of which were identified in the Iffley Fields Area. Commuter parking was identified as a non residential vehicle which was parked for a period exceeding 4 hours.
47. CPZs restrict the availability of commuter parking in residential streets, and encourage commuters to find alternative means of transport both into and within the City. Reducing the number of commuter journeys into Oxford reduces congestion on main routes and reduces traffic in residential streets caused by drivers looking for spaces. By reducing traffic levels, CPZs can contribute to improvements in air quality. They also ensure that cars are not parked in inappropriate or unsafe places, thereby contributing to road safety and improvements to the street environment.

48. Iffley Fields is on the west side of Iffley Road and it is acknowledged that there is not a serious issue with commuter parking in the area. However, during the initial stages of the project concerns were raised that if excluded from the scheme vehicles would be displaced to this area. Whilst this could be a similar problem for surrounding roads, it was felt that this area of Iffley Fields would be unable to cope with an increase in parking and therefore it was proposed to include it within the zone. 71 (19%) responses were received objecting to the loss of parking spaces available in the zone particularly in the Iffley Fields Area as detailed in paragraph 73.

Permit Restrictions

49. It is acknowledged that the current residential parking slightly exceeds the number of parking places proposed (including Community Management). However, there would probably be some reduction in the number of vehicles parking in the area due to a restriction on the number of permits to two per property. Whilst 20 (5%) respondents felt this would not restrict the number of vehicles and that only 1 permit should be issued it should be noted that the provision of 2 permits does not necessarily mean that a residency will have two permits. Much as is currently the case, some properties have no cars, some have 1, and some have 2 or more. For those with more than 2 vehicles they would need to reduce the number they park on the street, which in turn reduces the level of on street parking. Furthermore, the car club trial seems to be very successful and may encourage some residents to part with their second cars.
50. Some streets in the zone currently experience displaced parking from the East Oxford Zone which would no longer be possible if these proposals were progressed. This in turn could result in additional spaces being made available.
51. Some respondents suggested that a second residents' permit should be provided on a basis of need. Consideration has been given to ways this might be achieved but it has not been possible to determine reasonable criteria that could be imposed.
52. On the other hand, 14 (4%) respondents felt that 2 permits per household were insufficient and some felt it was discriminatory against multiple occupancy housing.

Visitor Permits

53. 35 (9%) respondents felt that there were insufficient visitor permits per person: this was of particular concern to households comprising only one adult. Some respondents had concerns that multiple occupancy houses would be able to 'club together' to obtain excessive numbers of permits and as a result be able to park an additional car on a long term basis.

54. The visitor permit scheme is standard across all Oxford CPZs. There may be scope for a general review of permit conditions as part of any future review of permit charges

Other Objections

55. 31 (8%) respondents objected to permit charges. The decision to charge for parking permits is uniform throughout the whole of Oxford and was agreed by the Cabinet on 19 September 2006 following a formal consultation process.
56. 22 (15% of Iffley Fields responses) respondents from the Iffley Fields Area indicated that they would either like the area to be removed or be made a separate zone. If Iffley Fields were removed from the Magdalen Road Zone or made a separate zone it would require extensive further reconsultation. A separate zone would not necessarily result in a better design and it would give less flexibility for residents within the Iffley Fields area and their visitors.
57. 19 (5%) respondents indicated that they support the provision of car club bays. Some suggested additional bays were required
58. Statutory Consultee responses, other than those already mentioned included Councillor John Tanner and Councillor John Sanders who reiterated many of the objections raised by residents of the area including:
- permit charges;
 - exclusion of Ridgefield Road from the zone, it was also stated that a review of the zone should include the impact on surrounding roads;
 - footway parking and the need of 3m clear road width for the fire service;
 - the need to prohibit parking in Meadow Lane.
59. Thames Valley Police made a number of comments and objections. These can be seen in their letter in Document F.
60. 'No Waiting At Any Time' has been provided across accesses at the request of residents or where there is an underlying safety issue. Where this is not the case these accesses are subject to 'Community Management' which allows residents and their visitors to park across their accesses if displaying a valid permit.

Equality and Inclusion

61. The county council has a statutory obligation to promote equality and to consider the impact of its policies and practices on people according to their race, gender, disability, religion, age, sexual orientation and human rights. It also seeks to promote social inclusion.
62. The scheme has potential impacts on individuals with disabilities, including age related disabilities. These relate mainly to footway parking, which is part of the design proposals.

63. There is a distinction to be made between streets where conditions for disabled people would be improved by the scheme (where footway parking already occurs) and those where they would be made worse (where footway parking does not currently occur). Footway parking, where it currently occurs, frequently leaves less than 1m of clear footway, preventing wheelchair access along the footway. Footway parking as proposed, backed up by sufficient enforcement, would provide sufficient space for wheelchair access along the footway, but would prevent wheelchairs from being able to turn or pass one another, other than at passing places. Although, wherever possible, one side of the road has been kept clear of footway parking, wheelchair users may need to use the footway parking side, where they may have difficulty getting in and out of pedestrian gateways. They may also be forced to travel up to 50m in one direction before being able to turn around.
64. The scheme is not considered to have a direct impact on individuals according to their race, gender, religion, sexual orientation and human rights. It could have a greater impact on some groups of people than others, but these do not directly fit with the above categories. For example, the allowance of visitor permits could disbenefit single adult households compared with couples or larger families. This is mitigated in the case of access to services for elderly and disabled people, by the availability of carers' permits. On the other hand, those living in households with more than two adults could be disadvantaged if more than two of them wished to keep a car, due to the proposed permit restriction. The opportunities of those unable to keep a car may be restricted to some extent compared with those who have access to a car, though this disadvantage is mitigated by the location near to services and good public transport.

Environmental Implications

65. The scheme would lead to an increase in the number of signs and lines in the area, though this would be kept to a minimum through careful design. Existing poles and lamp columns would be used for signs if practical and any new posts would be sited as sensitively as possible. Where agreeable with homeowners signs could be erected on boundary walls.

How the Project Supports LTP2 Objectives

66. Together with other CPZs in the area, the Magdalen Road CPZ would prevent commuters from parking in local streets and continuing their journey into the centre of Oxford or to the major employers in the area.
67. The introduction of a Magdalen Road CPZ would therefore encourage commuters to use alternative means of travel to get to their place of work, for example by Park & Ride, other bus services, or cycling and walking.
68. Such a change in travel behaviour would reduce the overall level of traffic, having a direct benefit of helping to reduce congestion in the area. Other benefits associated with reduced traffic would be improved road safety, improved accessibility (through the increased attractiveness of existing or

potential bus services), improved air quality and an improved street environment.

Financial and Staff Implications

69. The total cost of the proposed zone is estimated at £321,000, of which construction costs would be in the region of £120,000. The project is fully funded. The source of the funding is £291,000 from SCE, and £30,000 from developer funding.
70. Additional Civil Enforcement Officers would be required to enforce the zone, but the additional revenue cost would be recovered from permit and enforcement income.

Conclusions

71. There is a considerable strength of opinion against footway parking. However, where footway parking currently occurs (across a large part of the area between Iffley Road and Cowley Road) the proposals represent a significant improvement over current conditions. Officers believe that the scheme would provide an acceptable solution, taking into account the need to:
 - remove commuter parking
 - provide good access for pedestrians and disabled people throughout the whole area
 - satisfy the demand for a reasonable level of resident and visitor parking
 - ensure emergency access and
 - improve road safety.
72. Opposition to the scheme is very strong in the Iffley Fields area, where the need to ensure emergency access has resulted in proposals that include footway parking where it does not currently occur and a loss in parking space that is unacceptable to a large number of residents. A large number of residents in the area have requested that Iffley Fields is excluded from the scheme. However, if it were excluded there would be a risk that it would suffer from overspill parking from the Magdalen Road area.
73. If it is decided to progress the scheme, some of the objections raised to the scheme could be addressed by small amendments that would be subject to minor consultation with residents and businesses in the immediate vicinity. These are listed at Annex E. However, more significant changes, such as the removal of Iffley Fields from the scheme, would require the proposals to be readvertised.

RECOMMENDATIONS

74. The Committee is **RECOMMENDED** to:

- (a) **approve the principle of a CPZ in the Magdalen Road Area on the basis of the current proposals, with the exception of removing the Iffley Fields area from the zone; and**
- (b) **authorise officers to advertise a new Traffic Regulation Order for the zone, excluding the Iffley Fields area and incorporating minor changes arising from responses to the formal consultation.**

STEVE HOWELL
Head of Transport
Environment & Economy

September 2009

Background papers:	Document A:	Report of Feasibility Study
	Document B:	Report of Initial Consultation
	Document C:	Report of Informal Consultation
	Document D:	Formal Consultation Details
	Document E:	Questionnaire Responses
	Document F:	Analysis of Responses Consultation Contributors Comments and Recommendations
	Document G: Plan Nos.	Petitions B1004900/A1/DD/1200/001 B1004900/A3/DD/1200/001 to 008

Contact Officers: Joy White Tel: 01865 815882
Naomi Barnes Tel: 01844 296299

ANNEX A

Summary of comments received for Magdalen Road Area

General Comments

Many respondents felt that 2 permits' per household was too many and that this would not address the issue of too many vehicles parking in the evenings.

In the initial consultation whilst opinions were mixed but most people preferred a limit of two permits per property. It is felt limiting the number of permits to one per property at this time would create more difficulties for many families and households than limiting them to two permits which should be more manageable initially.

Consideration has been given to ways this might be achieved but it has not been possible to determine reasonable criteria that could be imposed.

Suggestions made regarding what would constitute the need for a second permit such as family circumstances, commuting to work etc are likely to be easily justifiable by most people.

Surveys undertaken by the Council and residents of some roads to determine the current parking demand suggest that properties with one or two cars will be accommodated within the proposed scheme. It is acknowledged, that if every household obtained two permits then there would be insufficient room on street, however, allowing two permits per household does not mean that everyone will have two permits. Currently, there is no restriction, so any restriction will help to reduce the number of vehicles parking on street.

Several respondents felt that the number of visitors' permits per person was insufficient. Particularly for those who had numerous visitors at one time or for single occupancy houses.

The number of permits allocated per person aged 17 years and older is 50 per year. For properties with more than one adult this would normally adequately cover the number of visitors in a year. For single occupancy households it is acknowledged that this may be insufficient. This allocation is consistent across all zones in Oxford. A review of the permit policy is due to be undertaken which could include visitors permits.

Households who regularly need visitors for the purpose of medical reasons would be entitled to a carers permit which is transferable between vehicles. For example there may be an elderly resident who needs people to drop in and assist with shopping, housework etc as they are unable to do it. Or a disabled resident who needs carers to regularly visit the property potentially to assist the home carer.

Several respondents objected to being charged for the privilege to park on their streets particularly when the proposals did not improve the situation.

As indicated in the 'Frequently Asked Questions' provided with the consultation pack, the permit fees are intended to cover administration and enforcement costs, not to make a profit. These costs are not paid for by council tax, so there is no double

payment. It is felt residents permits bring benefits for local residents, including protecting streets from unsafe parking, and reducing the number of non-locals parking in the area. The permit fee for one car amounts to less than £1 per week.

A number of respondents expressed concerns about how tradesmen would park in the area when undertaking works on properties.

As described in the 'Frequently Asked Questions' supplied with the consultation materials weekly permits are available for contractors undertaking any demolition, excavation, building or maintenance operations or repair works at premises within the zone at a cost of £15.00 per week.

Several respondents indicated that there was not a commuter parking problem in their area.

Commuter parking in an area is not simply about parking it is about unnecessary vehicles driving into an area increasing congestion level on routes into Oxford. By preventing commuter parking this reduces congestion on the main routes and encourages commuters to use public transport.

Commuters are not the only issue in the area being addressed by the proposed CPZ. It also intends to address levels of parking in the evenings and ensures that they do not increase to unmanageable levels in future years.

Several respondents expressed concerns that increased carriageway widths would result in an increase in vehicle speeds.

Any increase in width on the streets where footway parking is proposed will be small. Although it will be significant with regards to access, it will not be significant with regards to vehicles speeds as the roads will still be restricted to a single narrow lane. Therefore there is unlikely to be any significant increase in vehicle speeds.

It is acknowledged that where parking is proposed on one side only that carriageway widths will be significantly wider and there may be some increase in speeds. However, due to the existing widths where it is proposed it is not possible to provide parking on both sides whilst still maintaining minimum footway widths of 1m and running lane widths of 3m.

Several respondents expressed concerns that the proposals penalised HMO's.

The current trend in many towns and cities is for multiple occupancy houses. There is also an increase in car ownership. Unfortunately, road space is limited and streets cannot cope with the increasing demand for parking spaces. In view of this in many cities including Oxford it is felt this is the fairest way to ration permits to the available space. This not only affects HMOs but also families with several cars, who would need to consider whether they could manage with fewer. In our opinion public transport in Oxford is excellent and provides a viable alternative to car ownership for many. A car club has been launched in the area which is reportedly working well. Car clubs may be a cheaper alternative to owning a car for some residents and are available 24 hours a day.

Many respondents objected to the provision of footway parking throughout the zone.

As the issue in each road is slightly different they have been discussed in more detail in the summary of responses for each road.

A number of respondents suggest that the fire service should obtain narrower fire engines for the area.

The issue of obtaining narrower fire engines is not a simple option. There is likely to be a need to retrain staff to use a different machine as hoses etc are located in different parts of the vehicles etc. Smaller engines carry less water and their hoses may be shorter. This could result in a loss of efficiency within the service and could adversely affect the services ability to fight a serious house fire. In addition it is not guaranteed that a narrow fire engine would be available for a certain area as it could be sent off to incidents elsewhere.

Several residents in the Iffley Fields Area suggest that it should be a separate zone. Some also suggested that Iffley Fields be removed completely.

These options would require extensive reconsultation which would delay implementation of the scheme. Making Iffley Fields a separate zone would give less flexibility for residents of the Iffley Fields Area to park as they would be confined to their zone or areas not subject to a CPZ. In addition it would be unlikely to affect the proposed design of the scheme and therefore would not solve many of the objections.

Summary of objections by road

The following section summarises the main concerns/comments on a road by road basis. Where specific issues are raised concerning that particular road or the reasoning behind a decision these have been commented on directly. Common concerns throughout the zone are addressed earlier in the report.

Argyle Street

There are 76 properties in Argyle Street. 28 (37%) responses were received.

25 raised objections, 2 raised no objections and 1 did not specify. One of the objections could be resolved by amending the scheme. 54 signatures from 45 (59%) properties in Argyle Street signed a petition objecting to the loss of parking in Argyle Street.

The current parking demand in Argyle Street is 65, the proposed scheme provide 43 shared/permit holder bays.

22 respondents expressed concerns about the significant loss of parking in Argyle Street and other streets within the Iffley Fields Area. A few respondents felt the dramatic change to the design at this stage was unacceptable and that the consultation period should be extended.

Nine respondents objected to footway parking in the area as it does not currently exist. It was felt that footway parking will reduce road safety particularly for children who would be obscured from view by the activity. It would also make it more difficult to use the footways particularly for wheelchair users, residents with pushchairs etc.

The carriageway in Argyle Street is between 6.0 metres and 6.3 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Currently the running lane with carriageway parking on both sides is between 2.4 metres and 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway would require a vehicle to encroach onto the footway between 0.3 metres and 0.6 metres. The footway widths vary between 1.3 metres and 1.4 metres, with a short length of 1.5 metres, therefore for much of Argyle Street the footways width would be less than 1 metre which is unacceptable. Unfortunately this means that it has not been possible to provide parking on both sides of the carriageway for much of the length.

Thirteen respondents indicated that the current situation is adequate and/or there was no problem with commuter parking

Four respondents indicated that there were insufficient visitors' permits, some suggested that they should be for shorter intervals. i.e split a 24 hour period in 2 hour slots.

Three respondents felt that 2 resident's permits per household was too many and did not address the problems.

Two respondents expressed concerns that increasing carriageway widths would result in an increase in speeds.

Residents of 69 and 71 Argyle Street requested that a bay be provided across their rear accesses on Bedford Street instead of 'No Waiting At Any Time'.

One respondent is a pastor and has regular meetings at his home, the current proposals will not permit this to still occur

Four respondents felt the Iffley Fields area should be a separate zone.

Aston Street

There are 74 properties in Aston Street. 11 (15%) responses were received 7 of which indicated that they had objections to the proposals, 3 had no objections and 1 did not specify.

The current parking demand in Aston Street is 63, the proposed scheme provides 64 shared/permit holder only parking bays.

The resident of number 22 Aston Street requested 'No Waiting At Any Time' across their access.

One respondent indicated that there is only a problem in the evenings and/or during term time.

Two respondents were concerned that 50 visitors permits per person would be insufficient.

Three respondents objected to the discrimination against HMOs.

Two respondents objected to the provision of footway parking.

The carriageway in Aston Street is between 5.6 metres and 5.8 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Footway parking already occurs in Aston Street, but if carriageway parking were provided on both sides the running lane width would be between 2 metres and 2.2 metres which is insufficient for a vehicle. Providing footway parking on one side of the carriageway a vehicle would need to encroach onto the footway between 0.8 metres and 1 metre. The footway widths vary between 1.5 metres and 1.8 metres, therefore footways width on Aston Street would be less than 1 metre which is unacceptable. In view of this footway parking is proposed on both sides of the carriageway, this formalises current practices and helps to guide motorists in a way to maximise footway widths.

One respondent expressed detailed concerns about how the consultation process was undertaken and how the information was publicised, as well as the accuracy of the data.

One respondent indicated that there was no problem finding parking places.

Bannister Close

There are 22 properties in Bannister Close. 8 (36%) responses were received 7 of which indicated that they had objections to the proposals. One respondent had no objections to the scheme.

Six residents objected to the provision of parking restrictions on the west side of the carriageway and requested that that there should be no restriction.

The west side of Bannister Close is subject to a continual dropped kerb. It is acknowledged that many people will not block access. However, if a section of a single street within a zone is left with no restrictions then this may be liable to abuse, particularly by those who are not residents of the area. It is however acknowledged that the proposals may be very restrictive on residents therefore changing the time limits of the existing 'No Waiting At Any Time' restriction to 'No Waiting 11am – 1pm' Monday to Friday would discourage commuter parking but allow for residents to park for the majority of the day.

Barnet Street

There are 13 properties in Barnet Street. No responses were received.

The current parking demand is 13, the proposed scheme provides 26 shared/permit holder only parking bays.

Bedford Street

There are 35 properties in Bedford Street. 13 (37%) responses were received, all of which indicated that they had objections to the proposals.

The current parking demand is 55, the proposed scheme provides 53 shared/permit holder bays plus 1 car club bay.

Nine respondents expressed concerns/objecttions to the loss of parking places in the area.

Seven respondents objected to footway parking.

The carriageway in Bedford Street is between 6.2 metres and 6.4 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Where carriageway parking occurs on both sides the running lane width would be between 2.6 metres and 2.8 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway a vehicle would need to encroach onto the footway between 0.2 metres and 0.4 metres. The footway widths vary between 1.4 metres and 1.5 metres, therefore footway widths will vary between 1m at its narrowest and 1.3 metres at its widest which it is felt is acceptable. Some footway parking (although minimal) does occur in the area and the proposals regulate it and maximise footway widths.

Six respondents indicated that there was no commuter parking in Bedford Street.

Two respondents objected to charges for permits.

Two respondents objected to 'No Waiting At Any Time' within the turning area /school entrance at the south western end of Bedford Street.

One respondent expressed a concern that wider streets will result in an increase in vehicle speeds.

One respondent said Iffley Fields Area should be removed from the zone, whilst one respondent said it should be a separate zone.

Catherine Street

There are 57 properties in Catherine Street. 11 (19%) responses were received 8 of which indicated that they had objections to the proposals. Three had no objections to the scheme.

The current parking demand is 58, the proposed scheme provides 52 shared/permit holder only parking bays plus 1 car club bay.

One respondent objected to pavement parking on both sides of the street in Charles Street and Percy Street as it creates access issues for pedestrians walking to Iffley Road. If footway parking is required it is suggested it should only be on one side.

Two respondents objected to footway parking around the zone.. Although some did acknowledge that it may be essential in many areas. It was suggested that kerbs should be removed to blur the distinction between road and footway. Where footway parking has been proposed and objections have been received in that street, the issues are discussed in more detail in that section.

Three respondents objected to the loss of parking on Catherine Street.

The carriageway in Catherine Street is between 5.6 metres and 5.7metres wide. The minimum carriageway width to be able to provide parking on both sides of the carriageway and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Therefore to maintain parking on both sides it is necessary to provide footway parking on both sides of the carriageway. Whilst footway widths are adequate, unfortunately the kerbs on the south west side are too high to accommodate footway parking.

One respondent objected to the provision of a permit holders' bay across their access.

Two respondents objected to charging residents for parking permits.

Two respondents stated that many streets are largely free of cars during the day and that the problem is in the evening.

Two residents were concerned that 50 visitors permits per person would be insufficient. One respondent is concerned that the proposals would make it difficult for her partner to visit on a regular basis.

Charles Street

There are 114 properties in Charles Street. 16 (14%) responses were received 11 of which indicated that they had objections to the proposals. Five respondents did not have objections to the scheme.

The current parking demand is 100, the proposed parking scheme provides 95 shared/permit holder only parking bays.

One respondent was concerned that the car club permits were more expensive. It should be noted that the car club permits are paid for by the car club company and not the residents.

One respondent suggested that households without cars should receive more visitors' permits.

Three respondents objected to charging residents for parking permits.

Two respondents indicated that commuter parking did not occur in Charles Street. One respondent suggested that problems were created by the restrictions in Howard Street and that further restrictions would push the problem outwards to Cricket Road.

Three respondents felt the allocation of visitors' permits was insufficient.

One respondent asked what guarantee there was that commuters would not be able to borrow / buy visitors parking permits

One respondent indicated that they were disabled and had regular visitors'. This resident would be entitled to a carers permit.

Two respondents expressed concerns regarding their partner who visit/stay with them throughout the week, and would not be able to park there.

One resident indicated that they felt a 20% response rate was insufficient to justify continuation of the scheme. Experience shows that a 20%-30% response rate is about normal for any consultation.

One respondent is concerned regarding the loss of parking at their back gate on Catherine Street.

One respondent felt that permits should be restricted to 1 per household.

One respondent objected to the discrimination of HMO's.

Chester Street

There are 37 properties in Chester Street. 4 (11%) responses were received 3 of which indicated that they had objections to the proposals.

The current parking demand is 45, the proposed scheme provides 34 shared/permit holder parking bays. Additional parking is provided in the evenings and at weekends in areas of restricted waiting.

One respondent suggested that the Iffley Fields Area should be a separate area.

Two respondents objected as the scheme has been radically altered from that originally proposed. This was not felt to be acceptable as it dramatically reduced the available parking in the area. It was suggested that the parking should be restricted to 'residents only' between 8.30am and 4pm with a few metered parking bays available to non-residents. A second suggestion was for a single hours worth of protection.

It was suggested that the whole of East Oxford would benefit from the employment of narrower fire trucks, rather than suffer the imposition of pavement parking and drastic reduction of parking spaces.

One respondent objected to footway parking

The carriageway in Chester Street is between 6.1 metres and 6.3 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Some footway parking already occurs in Chester Street, but if carriageway parking were provided on both sides the running lane width would be between 2.5 metres and 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway only would require a vehicle to encroach onto the footway by between 0.3 metres and 0.5 metres. The current footway widths vary between 1.35 metres and 1.5 metres and so where this will result in a footway width of less than 1 metre, parking has been prohibited. It is possible to maintain footway widths on one side of between 1metre and 1.2 metres, therefore it has been proposed to provide footway parking one side ensuring that one footway remains clear.

One respondent suggested that the proposed visitor permits appear to be designed for administrative convenience, rather than the realities of residents' lives. They can work a lot from home and receive numerous visitors for up to 3 hours during the day and are concerned about the inadequate number of visitors' permits.

One respondent objected to the level of 'No Waiting At Any Time' around the Chester Street/Argyle Street junction.

Concerns were raised that there would be no enforcement in the evenings leaving the restrictions to be abused, by either residents or customers of the local public house.

One resident objected to the location of the car club bay. It was also suggested that shared parking should be provided adjacent to 16 Chester Street as it could still be used as a shop premises. It was also suggested that the accesses to the garages of 16 Chester Street could be used as residents parking bays.

Daubeny Road

There are 10 properties in Daubeny Road. No responses were received.

The current parking demand is 7, the proposed scheme provides 26 shared/permit holder only bays.

Essex Street

There are 61 properties in Essex Street. 6 (10%) responses were received 3 of which indicated that they had objections to the proposals.

The current parking demand is 62, the scheme proposed 58 shared/permit holder only parking bays.

One respondent expressed concerns regarding the lack of spaces available for visitors.

One respondent suggested that parking should be allowed outside the school in Essex Street and Hertford Street outside school hours.

One respondent was concerned about reducing footway widths to 1 metre.

The proposal in Essex Street provide footway widths of between 1.1 metres and 1.2 metres except at pinch points such as around street furniture where they may be reduced to 1 metre for short distances.

One elderly respondent was concerned that the number of visitors' permits would be insufficient to enable family to visit and assist with any chores etc.

Eyot Place

There are 14 properties in Eyot Place. 4 (29%) responses were received all of which stated they had objections to the scheme.

Three respondents requested that Meadow Lane be included in the scheme.

Meadow Lane is designated a public footpath, and it is not clear who owns the lane so current stipulation prevents restrictions being implemented on the lane. Notwithstanding the County Council are exploring options to enable 'No Waiting At Any Time' restrictions to be provided.

Two respondents objected to footway parking and one suggested the fire service obtain smaller fire engines.

One respondent felt that that a CPZ was not required in the Iffley Fields Area.

Fairacres Road

There are 123 properties in Fairacres Road. 26 (21%) responses were received of which 21 indicated that they had objections to the proposals. Five respondents did not have any objections to the scheme.

The current parking demand in Fairacres Road is 109, the proposed scheme provides 115 shared/permit holders only parking bays.

Five residents were concerned that 50 visitors' permits per person would be insufficient

One resident was concerned that the access to 25/27 Fairacres Road had a permit holders bay across it as it provided access to a parking area behind the property. All accesses within permit holder bays will be protected by white access protection markings. The residents of 25/27 did not request the access to be protected by 'No Waiting At Any Time'.

Two respondents objected to the proposed extension of 'No Waiting At Any Time' on Fairacres Road at the junction with Parker Street. They indicated that they had observed many vehicles negotiate the junction safely. They were also concerned about the increased pressure on parking and congestion this would create.

One respondent objected to parking restrictions being imposed over the weekend.

Two respondents were concerned that the scheme penalises HMO's.

Eight respondents were concerned about the loss of parking in the area.

Seven respondents indicated that they were not aware of any commuter parking problem in the area and/or saw no benefits of the scheme.

Four respondents objected to footway parking

The carriageway in Fairacres Road is between 6.1 metres and 6.3 metres wide. The minimum carriageway width to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. If carriageway parking were provided on both sides of the road the running lane width would be between 2.5 metres and 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway only would require a vehicle to encroach onto the footway by between 0.3 metres and 0.5 metres. The footway width varies between 1.35 metres and 1.5 metres which means for much of the length footway widths can be maintained between 1 metre and 1.2 metres. Footway parking currently occurs along Fairacres Road, formalising the practise regulates current parking habits ensuring there is clear footway width.

Two respondents wanted Fairacres Road/ Iffley Fields to be removed from the Magdalen Road Zone.

Two respondents felt that 3 metre wide running lanes were not essential and that the emergency services were currently able to access the streets.

One respondent suggested that Fairacres Road should be 'maximum two hour' parking, except for residents which would solve the supposed problem of commuters parking all day, whilst allowing visits from family, friends, trades people etc.

One respondent felt the arrangements for tradesmen is unacceptable.

One respondent objected to footway parking being moved from the south side of Fairacres Road to the north side as the kerbs are lower on the south and are already broken up.

One respondent suggested that visitors' bays should be spread throughout the road rather than concentrated outside 56-66 Fairacres Road.

Galpin Close

There are 6 properties in Galpin Close. 2 (33%) responses were received, both of which indicated that they had objections to the proposals.

Both respondents objected to the fact the Close was not included in the zone.

Being a private road it is not possible to provide restrictions without the permission of the land owner. Even if it were possible to get permission to include the road within the zone it would not be possible to protect the private parking bays as they are the responsibility of the house owner if they are connected to their deeds. If they are not in fact connected to their deeds then it would only be possible to provide permit holder only bays which any permit holder would be able to park in.

Golden Road

There are 21 properties in Golden Road. No responses were received.

The current parking demand is 25, the proposed scheme provides 27 shared/permit holder only parking bays.

Green Street

There are 18 properties in Green Street. 2 (11%) responses were received both of which indicated that they had objections to the scheme.

The current parking demand is 22. The proposed scheme provides 27 shared/permit holder only parking bays.

One respondent indicated that 9 Green Street and the area between 9 and 10 Green Street are industrial premises, which include a garage. Therefore a permit holder parking bay should not be provided outside these premises.

The second respondent objected to the restrictions around the junction with Randolph Street as it results in a significant loss in parking.

One of the respondents asked why Leon Close was not included within the zone. This is because it is included within the East Oxford Zone.

One respondent requested additional loading and short term parking in Cowley Road between Randolph Street and Leopold Street to lesson the parking demand in residential streets.

Harold Hicks Place

There are 14 properties in Harold Hicks Place. 2 (14%) responses were received of which one indicated they had objections to the proposals and one did not.

The one objection requested that the 'No Waiting At Any Time' restrictions north west of the junction with Percy Street be extended to improve sight lines.

The proposals set the restrictions 15m from the kerb line of the junction which should provide adequate visibility.

Hawkins Street

There are 20 properties in Hawkins Street. 2 (10%) responses were received of which one indicated they had objections to the proposals and one did not.

The current parking demand is 20, the proposed scheme provides 12 shared/permit holder only bays plus one car club bay.

The respondent who objected is concerned regarding the loss of parking as it will exaggerate the existing problems in the evenings and increase speeds.

Henley Street

There are 64 properties in Henley Street. 6 (9%) responses were received of which one indicated they had objections to the proposals, 4 did not object to the scheme and one respondent did not mark the questionnaire but did express an objection.

The current parking demand is 64, the proposed scheme provides 72 shared/permit holder only parking bays.

One respondent requested 'No Waiting at Any Time' for the length of the dropped kerb in front of the garages at 52A Henley Street but otherwise supported the scheme.

One respondent stated that they owned 1B Henley Street which is between 187 Iffley Road and 1A Henley Street comprising of a residential unit and a garage (with dropped kerb) and have experienced problems getting out of their garage.

Hertford Street

There are 40 properties in Hertford Street. 6 (15%) responses were received of which 4 indicated they had objections to the proposals and 2 did not object to the scheme.

The current parking demand is 40, the proposed scheme provides 35 shared/permit holder parking bays plus one car club bay.

One respondent objected to the scheme as he has a business on Percy Street and feels that clients will be unable to park. He also objects to the fact his staff will be unable to park. This resident has since contacted us and requested shared bays across his garages.

A significant number of 3 hour parking bays have proposed in the vicinity of this business to accommodate parking for clients. Unfortunately it is not possible to provide parking bays suitable for commuters into the area.

One respondent expressed concerns regarding issuing two permits per household and 50 visitors' permits per resident, particularly in multiple occupancy housing.

One respondent objected to charging for permits.

One respondent felt the scheme was unnecessary but requested a disabled bay and no double yellow line outside his garage.

Howard Street

There are 178 properties in Howard Street. 18 (10%) responses were received of which 13 indicated they had objections to the proposals and 5 did not object to the scheme.

The current parking demand is 49, the proposed scheme provides 67 shared/permit holder only parking bays.

One respondent objected to the concentration of shared areas at one end of Howard Street.

One respondent objected to the level of footway parking in the area as it inhibits pedestrians. There is no footway parking in Howard Street, the issue of footway parking in other roads has been addressed on an individual basis.

Six respondents objected to permit charges.

Four respondents felt that no problem currently existed.

One respondent objected to residents permits being restricted to two per household.

One respondent objected to the number of business permits as they have a team of 6 engineers who require access to their vehicles.

One respondent requested that the bays be subdivided as careless parking results in less vehicles being able to park.

One respondent felt that it was unfair that partners living outside the area would be unable to purchase residents permits as visitors' permits would be insufficient for regular visits.

One respondent was concerned how the scheme would affect people who share a vehicle but live at different addresses within the area.

If residents sharing a car live within the same area the proposals will not prevent them from doing so. If they live in a different zone it is unfortunately not possible at this time.

One respondent suggested that the second permit should be more expensive to discourage households from having two vehicles.

One respondent suggested that the first permit should be free.

One respondent expressed concerns that visitors permits would result in HMO's being able to park more than 2 cars, and that therefore they should be restricted to 100 per household.

Hurst Street

There are 124 properties in Hurst Street. 17 (14%) responses were received of which 10 indicated they had objections to the proposals and 6 did not object to the scheme. One respondent did not specify a preference.

The current parking demand is 122, the proposed scheme provides 94 shared/permit holder only parking bays plus one car club bay.

One respondent objected to the proposed permit holder bays across the access to 104 Hurst Street.

Eight respondents including the Residents Association requested that the number of permits per household be restricted to one instead of two. Some suggested that the second permit should be awarded on the basis of need.

Six respondents including the Residents Association felt that visitors' permits should be issued per household rather than per resident as multiple occupancy houses would gain enough visitors' permits to allow an additional car.

One respondent suggested that the lack of parking spaces for residents would render the shared bays unusable.

One respondent objected to footway parking and felt the parking should be reduced to one sided where this was proposed.

One respondent objected to the provision of shared bays during the day.

One respondent was concerned regarding visitors permits being sold on for profit or misuse.

One respondent queried the use of the disabled bay outside 136 Hurst Street.

Four respondents requested that the length of 'No Waiting At Any Time' at the junction with Bullingdon Road be reduced.

One respondent requested that permit holders only bays be placed in front of 102 Hurst Street.

One respondent was concerned regarding the level of traffic the shared bays in the middle of Hurst Street would create, particularly as this is the narrowest part of the road.

One respondent was concerned that the CPZ would reduce the amount of available parking in the area.

Three respondents requested that the permit bays across the frontages of 101, 105, 122 and possibly 112 Hurst Street be extended.

Iffley Road

There are 234 properties in Iffley Road. 13 (6%) responses were received of which 8 indicated they had objections to the proposals and 4 did not object to the scheme. One respondent did not specify a preference.

The current parking demand is 57, the proposed scheme provides 36 shared/permit holder only parking bays.

One respondent felt the proposals were restrictive to businesses in the area making it difficult for customers to park and deliveries to be made.

One respondent objected to the 'No Waiting At Any Time' restriction between Percy Street and Charles Street.

One respondent requested more car club bays.

One respondent requested that the shared bays on Stanley Road be changed from 3 hour shared bays to 2 hour shared bays.

Two respondents objected to permit charges.

One respondent objected to the restriction on the number of visitors' permits.

One respondent objected to the provision of 50 visitors permits per residents as they could be pooled together to park an extra car.

One respondent supported restrictions 24 hour/7 days a week.

One respondent supported footway parking.

One respondent indicated they felt that there was no problem in the area.

One respondent objected to the loss of parking in Argyle Street.

One respondent expressed concerns regarding vehicles parking in the cul-de-sac blocking access to properties 299, 299A, B & C Iffley Road as no restrictions have been proposed - It was felt residents would object to the provision of 'No Waiting At Any Time' at this location as this would prevent them from parking in the cul-de-sac as well. It may be possible to provide 'No Waiting 8am - 6:30pm Monday to Friday' subject to receiving permission to erect signs within residents properties.

One respondent was concerned regarding the loss of parking in front of 249 Iffley Road

One respondent objected to the loss of parking in front of 225-227 Iffley Road.

One respondent expressed concerns regarding the shared bays outside their cycle shop on Iffley Road as they feel the bays will be permanently occupied by residents.

.

Leopold Street

There are 52 properties in Leopold Street. 5 (10%) responses were received of which 3 indicated they had objections to the proposals and 2 did not object to the scheme.

The current parking demand in Leopold Street is for 52 vehicles. 77 shared/permit holder only bays have been proposed.

One respondent was concerned that the restrictions would not be enforced and the scheme was simply proposed to make money.

One respondent felt that there were no commuter problems in the area.

One respondent objected to the number of visitors' permits being restricted to 50 per person as they received many more visitors due to health problems.

One respondent supported the scheme but requested additional bays to be located between Hawkins Street and Randolph Street.

Magdalen Road

There are 180 properties in Magdalen Road. 19 (11%) responses were received of which 16 indicated they had objections to the proposals and 2 did not object to the scheme, 1 did not respond to the question.

The current parking demand in Magdalen Road is for 80 vehicles. The proposed scheme provides 73 shared/permit holder only bays plus one car club bay.

Two respondents objected to permit charges.

Three respondents expressed concerns regarding receiving deliveries on the 'No Waiting At Any Time' restrictions.

One respondent objected to two residents' permits per household, suggesting only one should be provided.

One respondent objected to no visitors' permits for businesses.

Two respondents objected to the cost of business permits.

Two respondents objected to business permits being vehicle specific.

One respondent objected to Ridgefield Road not being included within the proposals.

One respondent objected to 2 hour bays being located in front of 155 and 155A Magdalen Road stating that they should be residents only

One respondent felt that visitors' permits should be transferable

One respondent suggested that parking be allowed outside the school on Hertford Street and Essex Street at weekends to open up more parking spaces for both residents and business customers and weekends are busy trading times for businesses.

Four respondents expressed concerns regarding the difficulty for customers to park near their businesses, including the loss of overspill parking on Catherine Street, Hertford Street and Stanley Road.

Three respondents objected to the lack of visitor parking available in the evenings to serve the local church and the Samaritans. The Samaritans would be not be able to function with the current proposals as they receive visitors 24 hours a day, 7 days a week, 365 days a year. The current proposals would not cater for people visiting the centre in the evenings.

Pegasus Theatre objected to the lack of provision for their customers in the evenings and during the day.

Two respondents expressed concerns that there were no shared parking bays directly in front of their businesses.

One respondent suggested that the shared bays should run between 8am – 5:00/5:30pm as the majority of residents return from work at this time.

One respondent objected to the three hour shared bays between 126-137 Magdalen Road as there were businesses in the vicinity – The shared bays have been proposed to cater for the Helen Douglas Centre and the local church, as well as other businesses along Magdalen Road. The zone will reduce the level of long term commuter parking in the area freeing up parking during the day, and the restriction on the number of permits should reduce the number of vehicles parking in the area in the evenings.

One respondent objected to footway parking in neighbouring roads due to restricted access for pedestrians, wheelchair users and children walking between the two school sites on Hertford Street and Meadow Lane.

There is no footway parking in Magdalen Road, the issue of footway parking in other roads has been addressed individually in these roads.

One respondent expressed concerns regarding care assistants, doctors, church goers etc.

Meadow Lane

There was one response from Meadow Lane objecting to the scheme. They requested that 'No Waiting/Parking at any time' be provided on Meadow Lane ensuring access for fire service and refuse vehicles. They would also like passing places labelled as such.

Parker Street

There are 29 properties in Parker Street. 7 (24%) responses were received of which 5 indicated they had objections to the proposals and 2 did not object to the scheme. It is not possible to fully address the objections received.

The current parking demand in Parker Street is for 33 vehicles. The proposed scheme provides 38 shared/permit holder only bays.

Five respondents objected to footway parking. One of which specifically objected to reducing footway widths to 1 metre as their daughter is in a wheelchair and will not be able to exit their property.

The carriageway in Parker Street is between 6.2 metres and 6.3 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Currently the running lane with carriageway parking on both sides is between 2.6 metres and 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway results in a vehicle encroaching onto the footway between 0.3 metres and 0.4 metres, leaving footway widths of between 1.1 metres and 1.2 metres and reducing to 1 metre at pinch points. Some footway parking already occurs and the proposals will formalise the current practice and ensure the minimum footway widths are maintained.

However, to address the concerns for this resident it is proposed to prohibit parking on the footway outside this property to ensure access to and from the property. One respondent objected to the increase in speeds wider carriageways would result in.

One respondent questioned the lack of an impact assessment of residents paving over their front yards.

One respondent felt that a CPZ was not required.

One respondent suggested that the footway parking should be on the opposite side of the carriageway than proposed as more people, particularly school children tend to use the southern side.

Percy Street

There are 103 properties in Percy Street. 21 (20%) responses were received of which 15 indicated they had objections to the proposals and 6 did not object to the scheme. Four of the objections can be addressed by amendments to the proposals.

The current parking demand in Percy Street is for 70 vehicles. The proposed scheme provides 90 shared/permit holder only bays.

Two respondents objected to the loss of parking on Catherine Street as it would result in displaced parking to Percy Street. – One kerb on Catherine Street is too high to enable footway parking to be accommodated on both sides which would be required along much of Catherine Street to maintain a 3m wide running lane. Notwithstanding, it may be possible to provide some additional bays near the junctions where the footways are wider.

One respondent expressed concerns regarding paying to park on their own property. – There are no charges to park on ones own property. However, to park on the street a resident will need to acquire a residents permit and visitors will need to display visitors' permits.

Three respondents indicated that there were no parking problems in the area.

One respondent objected to the loss of parking in Hertford Street and parts of Percy Street – Concerns have been raised by several respondents regarding the loss of parking in Hertford Street.

The loss of parking in Percy Street is around junctions to facilitate safer/easier turning movements in line with guidance in the highway code and across accesses.

Four respondents objected to footway parking.

The carriageway in Percy Street is between 5.6 metres and 5.8 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Footway parking already occurs in Percy Street, but if carriageway parking was provided on both sides the running lane width would be between 2 metres and 2.2 metres which is insufficient for a vehicle to get down. Providing footway parking on one side of the carriageway means a vehicle would need to encroach onto the footway between 0.8 metres and 1 metre. The footway widths vary between 1.5 metres and 1.8 metres and therefore the remaining footway width would be between 0.5 metres at the narrowest point and 1 metre at its widest point which is unacceptable. Two sided footway parking already occurs in Percy Street and the proposals will formalise the current practice and ensure the minimum footway widths are maintained.

Two respondents objected to permit charges.

Two respondents objected to the restrictions on visitors' permits. One referring particularly to single occupier households where they would receive no more than 50 permits per year.

One respondent objected to restrictions on residents permits.

One respondent requested 'No Waiting At Any Time across their access.

One respondent felt the proposals would increase the number of residents paving over their front gardens.

One respondent felt the scheme was discriminatory against single parents.

One respondent objected to the fact that partners living outside the area were unable to obtain residents permits.

Two respondents run a studio where customers may require to spend the whole day at the studio. The current scheme does not allow for non residents to park in the vicinity of this business for more than 3 hours. It was suggested a similar system could be provided as for guest houses.

Two respondents objected to the lack of provision for cycle parking.

One respondent supported car club bays and felt more were required.

One respondent asked if residents permits were transferable between vehicles.

One respondent asked how trailers would be accommodated.

One respondent requested short term parking i.e. 30 minutes bays across the access to their garage on Catherine Street. - It is not normal practice to provide short term parking across private accesses as these can be used by non residents. A 30 minute bay would not be useful for any users and therefore render the bay useless. Furthermore it is not possible to place single bay across an access as it would not be possible to sign it.

The most appropriate solution would be to protect the garages with 'No Waiting At Any Time' restrictions.

.

Randolph Street

There are 55 properties in Randolph Street. 6 (11%) responses were received of which 3 indicated they had objections to the proposals and 3 did not object to the scheme. Of the objections received it is felt that one can be addressed.

The current parking demand in Randolph Street is for 47 vehicles. The proposed scheme provides 28 shared/permit holder only bays.

One respondent stated the scheme was not necessary.

One respondent felt that there was too much shared parking in Green Street, Hawkins Street and Leopold Street.

One respondent objected to the loss of parking in front of 53 Randolph Street (up to the fire hydrant) and in front of 42 and 44 Randolph Street. Parking at the end of Randolph Street has been prohibited to protect accesses and facilitate turning movements. However, it may be feasible to extend the bays as has been done in other roads.

One respondent was concerned that the review date was too late.

One respondent objected to the position of the car club bay on Hawkins Street as it results in a further reduction in parking spaces for residents.

One respondent suggested there was insufficient shared space as it would be occupied by residents.

Sidney Street

There are 44 properties in Randolph Street. 7 (16%) responses were received of which 6 indicated they had objections to the proposals and 1 did not object to the scheme. Of the objections received it is felt that 2 can be addressed.

The current parking demand in Sidney Street is for 24 vehicles. The proposed scheme provides 32 shared/permit holder only bays.

One respondent queries whether a business permit would cover a social worker, working across Oxford, Bicester and Banbury who comes home late at night. - If the respondent is a resident of the area they would be covered by a standard residents permit.

One respondent expressed concerns that disabled bays were being misused. – The usage of the existing disabled bays is currently under review and any redundant ones will be removed.

Three respondents objected to permit charges.

Three respondents felt that there is no problem in the area.

One respondent commented that the current restrictions are not enforced so why would the new restrictions be any different.

One respondent queried whether there was sufficient space for local businesses.

One respondent felt that there was no parking for public facilities in the evenings.

Silver Road

There are 31 properties in Silver Road. 3 (10%) responses were received all of which indicated they had objections to the proposals. Of the objections none could be addressed.

The current parking demand in Silver Road is for 27 vehicles. The proposed scheme provides 32 shared/permit holder only bays.

Three respondents felt there is no current problem with commuter parking.

One respondent suggested the first permit should be free.

One respondent felt the scheme was to generate revenue.

One respondent objected to permit charges.

Two respondents objected to footway parking in roads where it does not currently occur.

The carriageway in Silver Road is approximately 6.3 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Carriageway parking on both sides leaves a running lane width of 2.7 metres which means there is an increased risk of emergency vehicles not being able to pass. Providing footway parking on one side of the carriageway means a vehicle would need to encroach onto the footway 0.3m. The footway widths are approximately 1.5 metres which means the available footway widths will be 1.2 metres reducing only around street furniture for very short distances.

St Mary's Road

There are 101 properties in St Mary's Road. 18 (18%) responses were received, 9 of which indicated they had objections to the proposals, 8 did not and 1 did not state a preference. Of the objections 4 generally supported the scheme except for issues relating to permits, shared bays and lengths of 'No Waiting At Any Time'.

The current parking demand in St Mary's Road is for 117 vehicles. The proposed scheme provides 113 shared/permit holder only bays.

Two respondents felt that second permits should be issued on the basis of need.

Four respondents felt that residents should only be permitted one permit.

One respondent felt that parking should not be provided on both sides of the street.

The carriageway in St Mary's Road is between 5.6 metres and 5.8 metres wide. The minimum carriageway width to be able to provide carriageway parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Footway parking already occurs in St Mary's Road, but if carriageway parking were provided on both sides the running lane width would be between 2 metres and 2.2 metres which is insufficient for a vehicle to get down. Providing footway parking on one side of the carriageway means a vehicle would need to encroach onto the footway between 0.8 – 1m. The footway widths vary between 1.6 metres and 1.8 metres and therefore the remaining footway width would be between 0.6 metres at the narrowest point and 1.2 metres at its widest point which is unacceptable. Footway parking already occurs in St Mary's Road and the proposals will formalise the current practice and ensure the minimum footway widths are maintained.

One respondent expected that tighter restrictions would be required in due course.

Five respondents felt that visitors' permits should be per household not per resident to prevent HMO's being able to park an extra car.

One respondent felt that 25 visitors' permits weren't enough and that there should be 30-40 days worth of permits.

One respondent felt some roads between Cowley Road and Iffley Road should be one way.

One respondent felt that there were no current problems.

One respondent requested 'No Waiting At Any Time' restrictions outside their property.

One respondent objected to the 'No Waiting At Any Time' restrictions outside number 40 and numbers 84, 85 and 86.

One respondent objected to the shared parking along the convent wall on the north side of St Mary's Road. – It should be noted that there are no shared bays at this point.

One respondent objected to the shared parking in front of 105 – 109 St Mary's Road and on Leopold Street between St Mary's Road and Hurst Street as there is adequate shared parking on Leopold Street towards Cowley Road.

Stanley Road

There are 53 properties in Stanley Road. 11 (21%) responses were received 6 of which indicated they had objections to the proposals, 5 had no objections and 1 did not provide a response. One respondent who stated an objection indicated that they generally supported the proposals.

The current parking demand in Stanley Road is for 48 vehicles. The proposed scheme provides 74 shared/permit holder only bays and 1 car club bay.

One respondent felt that parts of Stanley Road were not wide enough for footway parking only on one side.

One respondent objected to permit charges.

One respondent objected to the 'No Waiting At Any Time' restrictions in front of numbers 40-42 Stanley Road as vans relating to this business park along the front. A second respondent objected to the fact these vans park at these location as they spray paint their vehicles on the street.

Two respondents felt the scheme was unnecessary.

One respondent objected to the restriction on the number of permits as they live in an HMO.

Two respondents requested 'No Waiting At Any Time' restrictions across their accesses.

One respondent objected as they wanted to ensure that a white access protection marking was provided across their access.

Where a permit holder bay crosses an access a white access protection marking will automatically be provided.

Stratford Street

There are 77 properties in Stratford Street. 26 (34%) responses were received 22 of which indicated they had objections to the proposals, 4 had no objections.

The current parking demand in Stratford Street is for 74 vehicles. The proposed scheme provides 69 shared/permit holder only bays and 1 car club bay.

Eighteen respondents objected to footway parking. (Two of which did not object to the scheme as a whole). One of which objected to the provision of the disabled bay on the footway. Some felt it would result in an increase in vehicle speeds.

One respondent queried why there was only footway parking on part of Stratford Street.

One respondent queried why the 'No Waiting At Any Time' restrictions does not line up with the gates of the properties.

One respondent objected to the provision of passing places as they cause increased speed.

Two respondents objected to the charging format suggesting the first car be free (or cheaper) and the second car increase in price. A third respondent felt the permits should be cheaper.

One respondent objected to permit charges.

Seven respondents objected to a restriction of 50 visitors' permits, of which one seemed to be unaware that this would be per person, and in their household they would receive 100 permits.

One respondent objected to the Iffley Fields area being included in the Magdalen Road Area.

Five respondents suggested Iffley Fields should be a separate zone.

Three respondents felt the current system works well.

Eleven respondents objected to the loss of parking in the area.

One respondent suggested the scheme should be evenings only.

One respondent suggested that the zone should be operation between 10am to 11am and 2pm to 3pm.

One respondent suggested the scheme should operate between 8am – 6:30pm Monday to Saturday.

Objections were received relating to the significant changes being made at such a late date.

One respondent suggested residents permits should be restricted to 1 per household.

Two respondents indicated that the problem was in the evenings and weekends not during the day.

Warwick Street

There are 92 properties in Warwick Street. 28 (30%) responses were received, 24 of which indicated they had objections to the proposals, 3 had no objections. One respondent did not state a preference

The current parking demand in Stratford Street is for 81 vehicles. The proposed scheme provides 84 shared/permit holder only bays and 1 car club bay.

Seven respondents felt the scheme was unnecessary.

Ten respondents objected to the loss of parking spaces and concerns about where people would be able to park.

Fourteen respondents objected to footway parking. One respondent objected to footway parking both sides of Daubeny Road, and suggested that the footway parking in Chester Street is moved to the north west side. Four respondents indicated that residents have measured the road widths themselves and felt that the widths were adequate. Where roads are too narrow then the carriageway should be widened rather than the provision of footway parking.

One respondent felt that the footway parking was on the wrong side in Stratford Street and Warwick Street.

Three respondents objected to permit charges.

Two respondents objected to restricting the number of permits per household.

Three respondents objected to the lack of visitor permits and four objected to their inflexibility.

Two respondents felt the scheme would have a detrimental effect on the medical and psychology practices.

One respondent wanted the number of shared bays to be increased.

Four respondents felt the restrictions at junctions should be shorter.

One respondent objected to the 'No Waiting At Any Time' restrictions opposite the junction with Bedford Street.

The restrictions have been proposed to facilitate easier and safer turning movements around the junction. But it may be possible to reduce the extent of the restrictions.

Six respondents objected to the sign clutter the scheme would introduce.

One respondent suggested a city wide congestion charge as opposed to CPZ's

One respondent indicated that the scheme did not address the issues in Meadow Lane.

Seven respondents suggested Iffley Fields should be a separate zone.

One respondent felt there should be no restrictions during the day. Two objected to the scheme being in place 24/7.

One respondent objected to permit holder parking being placed across their garage.

One respondent felt there should be a greater variety of permit types. 1 hour, 3 hour and 24 hour.

Unknown address

There were nine responses which did not provide an address. Five respondents had objections to the scheme, 3 did not and 1 did not provide a response.

One respondent felt permits should be restricted to one per household.

One respondent was concerned about visitors for residents with health issues.

Five respondents objected to footway parking.

Two respondents objected to permit charges.

One respondent expressed concerns regarding the need of businesses and churches.

One respondent was against additional street clutter

One respondent wanted Ridgefield Road to be included within the zone.

**Notes of a public meeting
Iffley Fields Residents Association Meeting**

Monday 29 June, 7:30 pm

1. Residents felt that a 3m running lane was unreasonable in a Victorian area, and residents had undertaken their own measurements and did not find the streets too narrow. It was noted that CPZs in other areas of Oxford with narrower roads allowed parking on both sides and no footway parking.

2. Requests were made to widened the carriageway to accommodate a 3m running lane and allow residents to park on the carriageway not on the footways.

Wherever the road width is not enough, increase width by relocating kerb and reducing footway width.

3. Argyle Street –Query on how the lost car parking spaces in the street will be compensated?

The proposed design for Argyle Street in the formal consultation reduces the number of parking spaces by 26 when compared with the informal consultation design. The number of houses in Argyle Street is 81, residents are worried about where the displaced vehicles will park.

Residents felt that Argyle Street was wide enough for carriageway parking on both sides.

4. No commuter problem in Iffley Fields area.

A resident indicated that he had spoken with a senior officer at Oxfordshire County Council about the commuter problem in the area and was advised that there had been a single complaint in the whole zone regarding commuter parking. Some residents agree that there might be a commuter problem in part of the Magdalen Road Area but not in the Iffley Fields area.

5. Regarding the Fire & Emergency Service vehicle access problem

Many residents commented that they had never seen any vehicles facing problems in getting access through the Iffley Fields area.

One resident contacted the Fire Service directly and indicated that they had suggested that they could access streets in the area, and were asked a leading question into stating a 3m width was required.

One of the residents indicated that a car in one road was burnt out but the Fire Service couldn't get to it quickly because of problems with access.

6. Concerns were raised regarding the lack of data obtained in the area i.e. road widths, pavement widths, the parking demand etc. It was indicated that there

was no information on current capacity (i.e road length divided by vehicle length x2) as opposed to current demand. (The capacity as defined by the residents was not available, as engineers did not agree that this was the most appropriate way to determine the capacity) It was explained that this was not the case. It was also suggested that the data that was obtained was inaccurate.

7. Queries regarding reasoning for including Iffley Fields area in the proposal

It was explained that the Iffley Fields area was included in the scheme because vehicles may be displaced to this area if left out of the scheme.

The majority of residents indicated that they would be prepared to risk it rather than have the present scheme.

8. Concerns that pavement parking will be too restrictive for pedestrians and reduce safety particularly for children. Also concerned about bin days.

9. Request that the Iffley Fields area be referred to separately in the committee report

10. Request for the Iffley Fields area to be a separate zone.

11. Request that the decision for the implementation of the scheme be postponed because the second consultation is significantly different from the first consultation and so there is insufficient time to oppose and get the answer back.

12. One of the county councillors – agreed that the Fire Service needs enough space on the road but that the Fire Service had no plans to purchase smaller fire engines and they had a smaller resale value.

13. Meadow Lane – no restriction

Concerns were raised that the council couldn't find who owns the land and that Meadow Lane passing places will become a car parking space for commuters.

Residents were assured the County Council were working on it.

14. Disabled parking bay on the pavement.

One resident requested that the kerb be lowered if a disabled bay was placed partially on the footway.

15. Concerns raised about the lack of consideration given to the people who visit the Church, Businesses and the health centre. One of the residents expressed that there is not enough shared parking bays.

16. Concerns raised regarding the lack of flexibility in the visitor permits as when the scheme is implemented it will affect the social life of the residents. Would like to see visitor permits split into 2-3 hour blocks as it felt that the proposed system is not flexible enough.

17. Received a petition from 48 properties in Argyle Street, 6 properties in Bedford Street and 3 properties from Warwick Street objecting to the scheme.
18. Residents are concerned that the scheme provides no benefit and in fact makes the situation worse. The current problem is finding a space in the evenings not parking during the day.
19. All the residents who attended (except one) were against the proposals. (It was estimated that there were in the region of 150 people in attendance at the meeting). The vast majority wanted the scheme abolished.
20. Concerns were raised that the roads like Cricket Road and Meadow Lane will have parking problems once the scheme is implemented.
21. Residents are happy about the car club scheme and want to support it.
22. Residents expressed their concern that there is no specific reason why the area is being proposed for a controlled parking zone and that there is no set criteria in deciding whether or not the scheme should be implemented.
23. Residents requested another meeting with representatives of the County Council and those involved in the decision of whether or not to implement the scheme.

**Notes of a public meeting
Proposed CPZs in Divinity Rd and Magdalen Rd areas of Oxford**

**Wednesday 22 July, 7:30 pm
St Clement's Family Centre, Cross Street**

Individuals were invited to submit forms requesting to speak, and were allowed a maximum of 3 minutes each. After each speaker, Cllr Hudspeth responded to their specific queries where appropriate.

In attendance: Cllr Hudspeth, Cllr Rose, Joy White, Peter Egawhary (OCC), Naomi Barnes (Jacobs), Edward Murphy (Fire and Rescue Service), plus the local Oxford City councillors. 108 people signed in to the meeting, including local residents and businesses.

Cllr Hudspeth introduced the meeting and said that although the consultation period had now ended all feedback was being considered before a decision that would be made on 1 October.

The main points raised by each speaker are listed below.

1. **Dennis Pratley, local businessman**
 - Lack of public transport as alternative to driving
 - CPZ would lead to more parking in front gardens
 - Residents would take up the 'shared' bays
 - Decision has already been made
2. **Mark Mason, local businessman (MM studios, Percy St)**
 - Shared bay parking is flawed
 - Some cars in the area are parked and not used for over a month, blocking spaces
 - Parking needs to be available for customers, who sometimes stay all day
 - Shared bays should be timed for all users
 - More flexibility is needed for businesses
 - Could businesses have permits like hotel and guesthouse permits?
3. **Ellie Dommett, Oxford Samaritans**
 - Samaritans chose Magdalen Rd based on accessibility including parking
 - Parking needed for staff after 6:30 pm
 - 120 volunteers, many from outside Oxford, come in to work in the evenings.
4. **Sarah Sleet, Iffley Fields Residents Association**
 - Design is so flawed that it is not worth talking about minor improvements
 - Change to design at formal consultation stage – substantially less parking.
 - Scheme will make residential pressure worse

5. **Amar Latif, Iffley Fields Residents Association**
 - Commuter parking reason flawed - commuter parking is not a problem.
 - Where is the detailed study of Iffley Road announced in LTP?
 - Naïve to suggest that 2 permit limit will solve the capacity problem
 - Why should residents pay to stop congestion?

6. **Sarah Sharp, resident, Iffley Fields area**
 - Iffley Fields should be a separate CPZ
 - County Council should buy smaller fire engines
 - Fire Service found few problems with access
 - Effect of CPZ on front gardens

7. **Mari Girling, resident, Iffley Fields area**
 - Pavements are for people, not cars
 - County council should buy smaller fire engines
 - The scheme will affect vulnerable road users

8. **Sarah Wild, resident, Iffley Fields area**
 - Concern over loss of parking in Iffley Fields area
 - The parking problem is in the evening.
 - Concern over restriction on visitor permits especially for home workers and families with young children
 - Could visitor permits be for 2-hour slots?
 - CPZ will affect people's social lives

9. **Colin Whittle, Southfield Golf Course**
 - Different parts of the proposed areas have different problems.
 - Access problems in Hill Top Road – serious health and safety concerns
 - Refuse vehicles cannot get down Hill Top Road
 - Problem is in University term time only.

10. **Stephen Jones – Hill Top Road Residents Association**
 - CPZ should not be 'one size fits all'
 - Problem in Hill Top Rd is mainly due to students driving to Brookes
 - Problem is daytime only
 - Footway parking would have a bad effect on Jack Howarth House residents
 - Status quo is not acceptable
 - County Council should find a way through and not put things off

11. **Nicholas Lawrence, Iffley Fields area resident**
 - Agree with need for CPZ
 - Wants a response from the Fire Service (see below)

12. **Paul Cullen, Oxford Pedestrians' Association**
 - Pavements are for people
 - Streets are more than storage for vehicles
 - Current situation has arisen because of council's failure to act as custodian of the street.
 - In Ferry Rd and William St (Marston South CPZ) people are forced to walk in the road due to footway parking
 - Inclusive Mobility guidance says pavements narrower than 1.5m should be for max 6m length.

13. **Corinne Grimley Evans, Oxford Pedestrians' Association**
 - If council is condoning pavement parking, why does it fund anti-pavement parking stickers?
 - Everybody pays for the upkeep of pavements – why should they be given over to car drivers?
 - Pavement parking will damage kerbs
 - Pavement parking would take away people's right to use the pavement.

14. **Kerry Patterson, Hill Top Rd resident**
 - Different problems in different areas within the CPZ areas.
 - Cause of problem is commuting by Brookes students, as well as the developments on the Churchill and related sites
 - Students park across drives
 - Problem is in the day time in Hill Top Road
 - Solution may simply be sign saying 'residents only parking' and leave it at that.

15. **Barry Allday, The Goldfish Bowl, Magdalen Rd**
 - CPZ will take away parking for customers to this specialist shop
 - 8 specialist staff will find it difficult to get to work without parking nearby
 - Why does the business permit cost so much more than residents permits?
 - Supports the view that students are the problem.

16. **Alan Hobbs**
 - Why are the chicanes being kept in Southfield Road – they serve no function as people park right up to them.

17. **Anthony Cheke, The Inner Bookshop, Magdalen Rd**
 - Area suffers from overspill from existing E Oxford CPZ
 - Sees pavement parking as essential to provide enough parking
 - CPZ will cause issues for businesses
 - Residents will block the shared spaces
 - Could allow weekend parking outside school in Hertford St
 - Lack of parking in Catherine St
 - Pavement parking works in Cambridge
 - Scheme will need strict enforcement

18. **Barbara Crossley, Divinity Rd area resident**
 - Pleased about new 20mph limit coming in
 - Concern over who is a resident and how they will prove it?
 - Wants road closures
 - Too many shared bays in Southfield Rd

19. **Cllr Larry Sanders**
 - Why not leave Iffley Fields out and wait and see if there is a problem?
 - Why can't car use by Brookes students be controlled when they are living out? Shouldn't rule out this option.

20. **Sian Charnley, Magdalen Rd area resident**
 - Safe pavements should not be negotiable
 - White lines on the pavement will not solve the problem – people can't park well enough.
 - Cars manoeuvring on and off the pavement will be dangerous
 - How will children be trained to cross the road?
 - Will there be enough money to enforce parking?
 - Scheme shows lack of vision
 - Should be addressing climate change

21. **Pete Turville**
 - 2 cars essential for many households for getting to work
 - Main problem is commuters
 - Council should be taking on large employers
 - Council hasn't worked out where the commuters come from
 - Why should residents pay for problem they are not causing?
 - Why not have a congestion charge?
 - County Council has no political mandate for the city
 - CPZ will cause substantial loss of parking space and lead to overspill into surrounding areas
 - Nature of the area will change as families will avoid it.

22. **Louise Locock, Iffley Fields Residents Association**
 - Fire Service concerns are 'muddying the water'
 - When people asked for a CPZ they did not know what it would look like
 - Want further consultation on a different scheme
 - What scheme to be deferred

23. **Peter Lewis, Iffley Fields area resident**
 - Scheme should be put to referendum
 - Decision will be made behind closed doors, with no scrutiny
24. **David Boshier, Argyle St resident**
 - LTP did not identify CPZs in these areas
 - Concern over vehicle speed
 - How does this fit with school travel plans and encouraging children to walk to school?
 - Will fines be issued for footway parking?
25. **Alan Berman, Southfield Rd resident**
 - There is no problem with emergency access
 - No need for pavement parking
 - Should be able to control commuter and Brookes parking by other means
 - CPZ is a misuse of public funds
26. **Hugh Jaeger, Bus Users UK**
 - Bus users are pedestrians – concern over pavement parking
27. **Richard Twinch, Hill Top Rd resident**
 - Need for flexibility – treat each area according to its needs
 - Need to be lenient at start
 - Need to show humanity
 - Need to consider businesses
28. **Finn Fordham**
 - Unhappy that people are being made to feel guilty about opposing the scheme, because of Fire Service issues
 - Fire Service data provided only covers Divinity Rd area
 - Shows only 1 access problem in 8 years
 - Need to have a flexible scheme or do nothing
29. **Paul Pemberton, Aston St resident**
 - Scheme is unfair to HMOs
 - In a shared house some people won't be able to get to work if they can't get a parking permit
30. **Cllr John Tanner**
 - In favour of parking restraint
 - County council not listening
 - Should not impose scheme on Iffley Fields
 - Opposes pavement parking
 - Should not charge for parking permits
 - Ridgefield Rd area should be included.
31. **Cllr Nuala Young**
 - Smaller fire engines should be pursued
 - People's concerns should be made publicly available.

Edward Murphy of the Fire and Rescue service was called to respond at various points in the meeting. Below is a summary of the points he made:

Smaller fire appliances:

Service's efficiency and response times across the county would be compromised by having some smaller engines rather than a standard fleet. When there is a fire, the nearest appliance will attend. Smaller appliances carry lower payload and less water.

Reported difficulties in attending incidents: Since 1996 there have been 146 incidents in the area. In about 10% of cases crews reported difficulty getting to the incident. Parked cars can prevent crews from getting out of the vehicle.

The meeting closed at 21:30.

ANNEX C**Existing footway parking conditions in the Magdalen Road area – selected streets**

Street	% cars on footway	No. cars on footway <1m from boundary	% cars on footway <1m from boundary	Mean distance from boundary – cars on footway (20% sample) cm	Approx min distance from boundary cm
Charles	100%	35	48%	120	60
Aston	100%	15	38%	113	75
Percy	77%	18	50%	87	70
Essex	67%	24	86%	93	60
Fairacres	44%	21	62%	96	75

ANNEX D**Surveys undertaken by the Fire and Rescue Service**

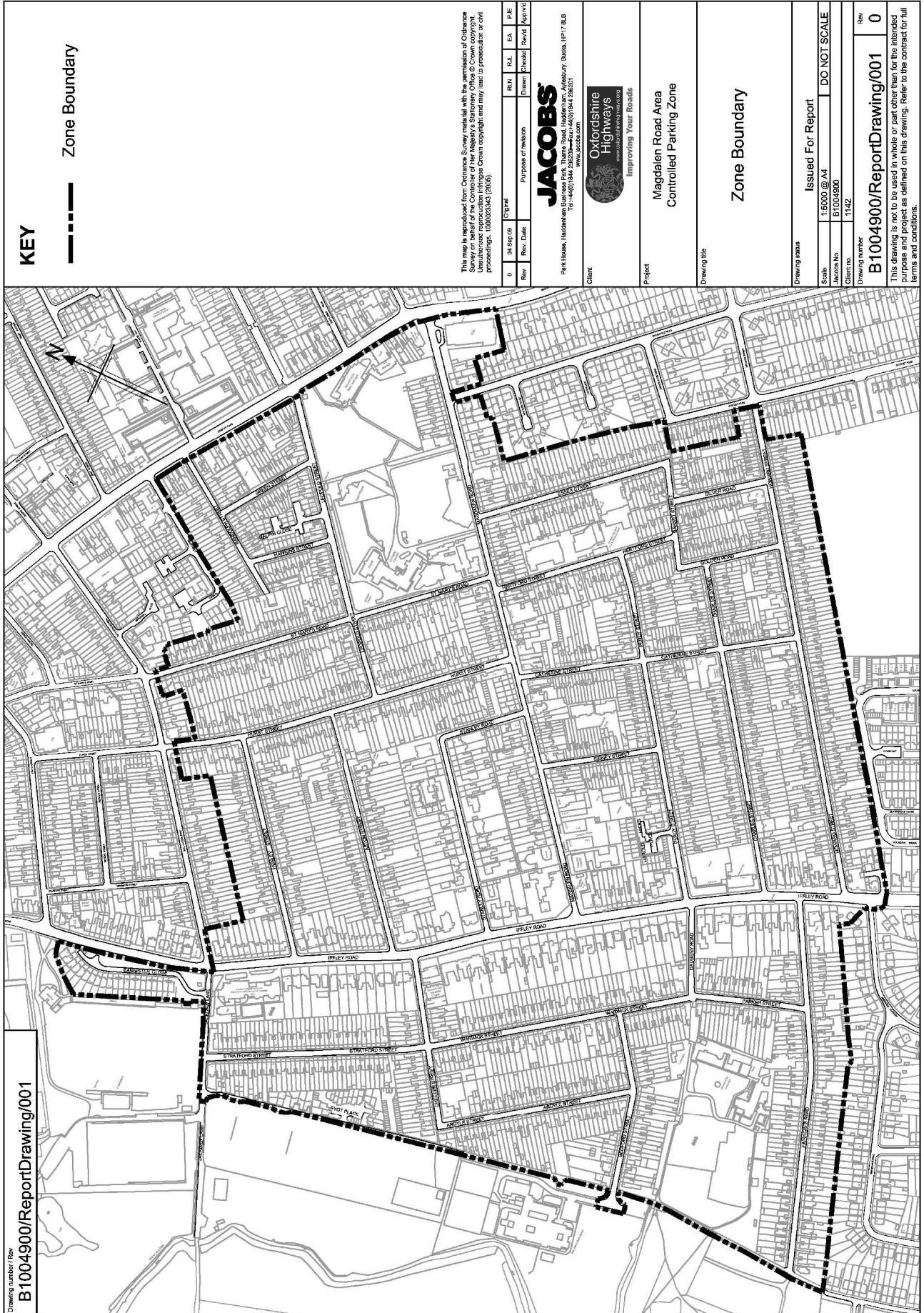
Road	Date	Time	Comments/Problems
Argyle Street	12/7/09	9:49	Very tight due to car parking, very slow progress with guides.
Bedford Street	10/7/09	21:30	Guided through, took approx 5 minutes to get half way. Could not go further after junction with Argyle Street due to badly parked vehicles.
	10/7/09	18:00	Attended incident: Guided through, took approximately 10 minutes.
	12/7/09	10:00	As above.
Warwick Street	10/7/09	21:45	One car prevented access.
		9:45	Very tight, guided through.
Fairacres Road	10/7/09	22:00	No access due to many cars making it too tight.
	11/7/09	10:00	Also no access.
	12/7/09	10:15	Very tight access not good.
Chester Street	10/7/09	21:55	Couldn't fit through, had to reverse out due to one designated parking area at bottom of the road.

Proposed minor amendments subject to reconsultation.

- i. If it were decided to proceed with the scheme as proposed, the following amendments would be recommended, subject to further consultation with residents and businesses in the immediate vicinity.
- ii. Where footway widths are 1.1 metres for extended lengths that the minimum allocation of 0.3 metres for a tyre be reduced to 0.2 metres;
- iii. Review location of hydrants near 15 Magdalen Street, 14 Leopold Street, and Car Club bay on Fairacres Road. If fall within the bay amend proposals to protect the hydrant;
- iv. Argyle Street: Provide additional shared bays;
- v. Bannister Close: Change the existing limited waiting proposed in Bannister Close from 'No Waiting Monday to Friday 8am – 6pm' to 'No Waiting Monday to Friday 11am – 1pm';
- vi. Bedford Street: Change the 'No Waiting At Any Time' across the rear access of 69/71 Argyle Street to 'Permit Holders Only'.
- vii. Argyle Street: Reduce the length of 'No Waiting At Any Time' outside 40/42 Argyle Street by providing a 'Permit Holders Only' bay;
- viii. Aston Street: Change 'Permit Holders Only' across the access of 22 Aston Street to 'No Waiting At Any Time';
- ix. Bedford Street: Change the 'No Waiting At Any Time' around the turning head of Bedford Street to 'No Waiting 8am – 6pm Monday to Friday';
- x. Charles Street: Review extent of 'No Waiting At Any Time' across the rear access of 87 Charles Street;
- xi. Chester Street : Change existing '2 hour shared bays 8am – 6:30pm Monday to Sunday and Permit Holders bay 24 hours Mon-Sun' to '3 hours shared bays 8am – 6:30pm Monday to Sunday and Permit Holders bay 24 hours Mon-Sun';
- xii. Essex Street : Replace 'No Waiting At Any Time' with 'No Waiting 8am – 6:30pm Monday to Friday' across School Keep Clear Markings;
- xiii. Galpin Close: Contact the land owner to seek permission to provide 'No Waiting At Any Time';
- xiv. Green Street: Change 'Permit Holders Only' across the access to 9/10 Green Street to 'No Waiting At Any Time';

- xv. Henley Street: Change 'Permit Holders Only' for the length of the dropped kerb in front of the garages at 52A Henley Street to 'No Waiting at Any Time';
- xvi. Henley Street: Change 'Permit Holders Only' across the garage to 1b Henley Street to 'No Waiting At Any Time';
- xvii. Hertford Street: Replace 'No Waiting At Any Time' with 'No Waiting 8am – 6:30pm Monday to Friday' across School Keep Clear Markings;
- xviii. Percy Street: Change 'No Waiting at Any Time' across the garages owned by the hairdressers on Percy Street to '3 hour shared bays 8am – 6:30pm Monday to Sunday and Permit Holders bay 24 hours Mon-Sun';
- xix. Hurst Street: Change 'Permit Holders Only' across the access to 104 Hurst Street to 'No Waiting At Any Time';
- xx. Hurst Street: Replace 'No Waiting At Any Time' on the north east side near the Bullingdon Road to 'Permit Holders Only' ;
- xxi. Hurst Street: Change 'No Waiting At Any Time' in front of 105, 122 and 112 Hurst Street to 'Permit Holders Only';
- xxii. Iffley Road: Change 'No Waiting At Any Time' across the frontages of 299, 299A, B & C Iffley Road to 'No Waiting 8am - 6:30pm Mon- Fri';
- xxiii. Iffley Road: Reduce the length of the zig zag lines and 'No Waiting At Any Time' across the frontages of 225 – 227 Iffley Road to '2 hour shared parking bays 8am – 6:30pm Mon-Sun and Permit Holders bay 24 hours Mon-Sun';
- xxiv. Hawkins Street: Relocate the car club bay in Hawkins Street to Leopold Street and replace with 'Permit Holders Only';
- xxv. Hertford Street: Change 'No Waiting At Any Time' with 'No Waiting 8am – 6:30pm Mon- Fri' across School Keep Clear markings;
- xxvi. Catherine Street: Provide additional '2 hour shared parking bays 8am-6:30pm Mon- Sun, Permit Holders bay 24 hours Mon-Sun' near the junction with Magdalen Road;
- xxvii. Iffley Road: Change the shared bays on the east side of Iffley Road from '3 hour shared parking bays 8am-6:30pm Monday to Sunday, Permit Holders 24 hours Mon-Sun' to ' to '3 hour shared parking bays 8am-6:30pm Mon-Sun and Permit Holders 24 hours Monday to Sunday' leaving it open to all users in the evenings;
- xxviii. Magdalen Road: Change the existing '2 hour shared parking bays 8am-6:30pm Mon-Sun and Permit Holders bay 24 hours Mon-Sun' on the south side to 'shared parking bays 8am-6:30pm Mon-Sun and Permit Holders bay 24 hours Mon-Sun' leaving it open to all users in the evenings;
- xxix. Magdalen Road: Change the '2 hour shared parking bays 8am to 6:30pm Mon-Sun and Permit Holders 24 hours Mon-Sun' in the vicinity of the Pegasus

- Theatre to '3 shared parking bays 8am to 6:30pm Mon-Sun and Permit Holders 24 hours Mon-Sun';
- xxx. Magdalen Road: Change 'Permit Holders Only' in front of 147/147a Magdalen Road to '2 shared parking bays 8am to 6:30pm Mon-Sun and Permit Holders 24 hours Mon-Sun';
 - xxxi. Parker Street: Change 'Permit Holders Only' in front of the gate of 26 Parker Street to 'No Waiting At Any Time';
 - xxxii. Percy Street: Change 'Permit Holders Only' across the access to 76 Percy Street to 'No Waiting At Any Time';
 - xxxiii. Percy Street: Change the shared bays on north west side near the junction with Iffley Road from '3 hours shared parking bays 8am-6:30pm Mon-Sun, Permit Holders bay 24 hours Mon-Sun' to '3 hour shared parking bays 8am-6:30pm Monday to Sunday and Permit Holders bay 24 hours Mon-Sun' leaving it open to all users in the evenings;
 - xxxiv. Catherine Street: Change 'Permit Holders Only' across the access to the garages near 34 Catherine Street to 'No Waiting At Any Time';
 - xxxv. Randolph Street: Replace the length of 'No Waiting At Any Time' to 'Permit Holder Only' in front of 53 Randolph Street;
 - xxxvi. St. Mary's Road: Change 'Permit Holders Only' across the access of 37/38 St Mary's Road to 'No Waiting At Any Time';
 - xxxvii. Stanley Road: Review design on the northwest side – southeast arm of Stanley Road. Stanley Road: Change 'Permit Holders Only' across the accesses to 2A and 32 Stanley Road to 'No Waiting At Any Time';
 - xxxviii. Stratford Street: Retain the disabled bay outside 25 Stratford Street on the carriageway and provide 'No Waiting At Any Time' opposite it replacing proposed 'Permit Holders Only';
 - xxxix. Warwick Street: Increase the number of shared bays in Warwick Street (to be determined);
 - xl. Warwick Street: Reduce the extent of the 'No Waiting At Any Time' restriction on Warwick Street opposite Bedford Street and provide 'Permit Holders Only'.



KEY

--- Zone Boundary

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100002554 (2015)

Rev	Date	By	For	Checked	Drawn	Rev'd	Appr'd

JACOBS

Part House, 1 Magdalen Street, Oxford, Oxfordshire, OX1 1EJ, UK
 Tel: +44(0)1845 212321 Fax: +44(0)1845 212321
 www.jacobs.com



Improving Your Roads

Client

Project

Magdalen Road Area
Controlled Parking Zone

Drawing title

Zone Boundary

Issued For Report

Scale	1:500 @ A4	DO NOT SCALE
Access No	51004900	
Client no.	T142	

Drawing number	B1004900/ReportDrawing/001
Rev	0

This drawing is not to be used in whole or part other than for the intended purpose or project as defined on this drawing. Refer to the contract for full terms and conditions.

Drawing number / Rev
B1004900/ReportDrawing/001