

Divisions affected: *Cowley, Churchill & Lye Valley, Jericho & Osney, Wolvercote & Cutteslowe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

20 JUNE 2024

OXFORD: PROPOSED RESIDENT & VISITOR PARKING PERMIT ELIGIBILITY AMENDMENTS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following proposals in respect of eligibility for parking permits within various Controlled Parking Zones (CPZs) within Oxford, as advertised:

- a) **Cowley Central East – i) exclude No.31 Bailey Road from eligibility for resident's parking permits and residents' visitors' parking permits, and ii) allow eligible properties in Lockheart Crescent to apply for two residents permits per property as per others within the zone,**
- b) **Cowley Central West – exclude No.6 Bartholomew Road from eligibility for resident's parking permits and residents' visitors' parking permits,**
- c) **Florence Park – exclude i) No.26 Clive Road, and ii) No.7 Cornwallis Close from eligibility for resident's parking permits and residents' visitors' parking permits,**
- d) **Headington West – exclude i) No.59 Grays Road, ii) No.64 Valentia Road, and iii) No.25 Gypsy Lane from eligibility for resident's parking permits and residents' visitors' parking permits,**
- e) **Jericho – exclude No.77A (Basement Flat) Walton Street from eligibility for resident's parking permits and residents' visitors' parking permits,**
- f) **Wood Farm – exclude No.17 Pauling Road from eligibility for resident's parking permits and residents' visitors' parking permits,**

- g) Upper Wolvercote – allow all boats at the ‘Agenda 21’ residential moorings to be eligible to apply for resident's parking permits and residents' visitors' parking permits.**

Executive Summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes, and the associated conditions within the planning permissions granted by Oxford City Council.
3. Planning permissions are granted for residential units on the basis that applications for Residents Parking Permits will be subject to the relevant Traffic Regulation Order for that area, which may limit eligibility for residents to obtain residents and/or visitors parking permits.

Financial Implications

4. Funding for consultation (and all other aspects) on the proposals has been provided by the various developers of the properties in question.

Legal Implications

5. These proposals have been put forward because of associated conditions within the planning permissions granted by Oxford City Council as a result of the development of properties within the city for residential purposes.
6. The developers have separately entered into a ‘Unilateral Undertaking’ with the County Council to undertake the promotion, consultation and, if appropriate, the making of a traffic regulation order to exclude the specific sites from eligibility for parking permits as appropriate.
7. The ‘Unilateral Undertaking’ is a simplified version of a planning agreement, which is considered to be a relatively quick and straightforward option and is entered into by the landowner and any other party with a legal interest in the development site.
8. The proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Equality and Inclusion Implications

9. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
10. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised current blue badge.
11. Proposals brought forward for changing permit eligibility link to the City Council's planning policies which require developments to be car free where criteria stipulates that there is good transport links and access to local facilities.

Sustainability Implications

12. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes, whilst ensuring that developments do not generate a level of on-street vehicular parking which would be prejudicial to highway safety or cause parking congestion in the immediate locality.

Formal Consultation

13. Formal consultations were carried out between 11 April & 10 May 2024. A Notice was published in the Oxford Times newspaper, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, local Oxford City Councillors, and the local County Councillors.
14. Letters were also sent directly to approx. 630 properties in the areas surrounding the various proposed amendments.
15. 29 responses were received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
No.31 Bailey Road	5	2	2	20	29
Lockheart Crescent	6	1	2	20	29
No.6 Bartholomew Road	5	2	2	20	29
No.26 Clive Road	4	2	2	21	29
No.7 Cornwallis Close	4	2	2	21	29

No.59 Grays Road	4	3	2	20	29
No. 64 Valentia Road	5	3	2	19	29
No. 25 Gipsy Lane	5	3	2	19	29
No.77A Walton Street	4	1	3	21	29
No.17 Pauling Road	4	1	3	21	29
'Agenda 21' moorings	17	2	2	8	29

16. Additionally, a further four emails were also received comprising of one supporting the inclusion of the 'Agenda 21' moorings but objecting to No.77A Walton Road being excluded, one supporting the amendments in the Florence Park CPZ, and two non-objections.

17. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

18. Thames Valley Police & Oxford Bus Company expressed no objections to the various proposals.

19. In response to the general concerns about having constraints placed on residents' ability to park where they live, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes.

20. The proposals – a condition of planning approval granted by the City Council – will help ensure that the potential increase in residents at properties as a result of the development do not result in increased demand for on-street parking in the local area, thereby adversely affecting existing residents.

Cowley Central East:

21. In the Cowley Central East CPZ – which was introduced in 2021 – residents are currently permitted to apply for a maximum of one permit per resident (with a maximum of two permits per property), with 50 visitor permits also permitted a year.

22. At No.31 Bailey Road, planning approval has been granted by Oxford City Council change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Sui Generis) for up to 9 occupiers (23/02014/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for residents' parking permits and residents' visitors' parking permits.

23. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
24. Additionally, the development is located within a 400m walk of a regular public transport service and within 800m of a local supermarket, and is therefore considered to be eligible to be car-free.
25. At Lockheart Crescent, when the CPZ was originally introduced, residents were limited to a maximum of one permit per property – unlike the rest of the zone. Following representations from local residents, and input from the local County Cllr, it was proposed that residents should be able to apply for one additional permit per property.
26. Officers feel that the potential level of demand for additional permits – if approved – is unlikely to generate a significant increase of on-street vehicular parking, and as such wouldn't have an impact on parking congestion in the immediate locality either.

Cowley Central West:

27. In the Cowley Central West CPZ – which was introduced in 2021 – residents are currently permitted to apply for a maximum of one permit per resident (with a maximum of two permits per property), with 50 visitor permits also permitted a year.
28. At No.6 Bartholomew Road planning approval has been granted by Oxford City Council for change of use from dwellinghouse (Use Class C3) to House of Multiple Occupation (Use Class C4) (22/00586/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits.
29. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
30. The house is situated within 800m of a local shop and 400m of a frequent bus service, and is therefore considered to be eligible to be car-free. Additionally, where existing sites/properties are being redeveloped the planning technical advice note states that there should be no net increase in the number of parking spaces.
31. It should also be noted that there would be continued provision of two (off-street) spaces and a garage for use by the occupants.

Florence Park:

32. In the Florence Park CPZ – which was introduced in 2022 – residents are currently permitted to apply for a maximum of one permit per resident (with a

maximum of two permits per property), with 50 visitor permits also permitted a year.

33. At No.26 Clive Road planning approval has been granted by Oxford City Council for the change of use from dwelling house (Use Class C3) to a large house in multiple occupation (Sui Generis) (23/00621/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits.
34. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
35. Where existing sites/properties are being redeveloped the planning technical advice note states that there should be no net increase in the number of parking spaces, whilst it should also be noted that an existing area of hardstanding to the front of the property would be retained, likely to accommodate up to two vehicles.
36. At No.7 Cornwallis Close planning approval has been granted by Oxford City Council for the change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Sui Generis) of up to 8 occupants (23/02688/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits.
37. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
38. An existing area of hardstanding to the front of the property would be retained for the purposes of vehicle parking, large enough to accommodate a single car.

Headington West:

39. In the Headington West CPZ – which was introduced in 2000 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.
40. At No.59 Grays Road planning approval has been granted for the change of use of a House of Multiple Occupation (Use Class C4) to a Large House in Multiple Occupation (19/02527/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
41. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

42. One off-street parking space is proposed as part of the development, which whilst under the guidance of one parking space for every two bedrooms was considered acceptable. Additionally, cycle parking for up to 10 cycles will be provided through a store in the rear garden which is accessed via a side gate and under-croft passage.
43. At No.64 Valentia Road planning approval has been granted for the change of use of a House of Multiple Occupation (Use Class C4) to a Large House in Multiple Occupation (22/01692/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
44. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
45. The property is located within a 400m walk to frequent public transport services and within 800m walk to a local supermarket, and is therefore considered to be eligible to be car-free.
46. One off-street parking space is proposed as part of the development, and cycle parking for up to 10 cycles (i.e. one space per occupant) will be provided through a covered store in the rear garden.
47. At No.25 Gipsy Lane planning approval has been granted for the change of use of a House of Multiple Occupation (Use Class C4) to a Large House in Multiple Occupation (21/03305/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
48. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area, and to also ensure that the low-car nature of the development is met.
49. The site is in a location considered to be 'highly sustainable', with good access to public transport. The property also provides an area of hardstanding to the front of the property for two off-street car parking spaces.
50. Additionally, storage for eight cycles will be provided to the rear of the site, with access gained to the rear through an under-croft passage. The store would be covered and contain Sheffield stands, meaning the cycle parking would be accessible, useable and secure.

Jericho:

51. In the Jericho CPZ – which was introduced in 2000 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.

52. At No.77A (Basement Flat) Walton Street planning approval was granted for the sub-division of building to form self-contained flat in basement (10/00942/FUL), a condition was placed as to exclude the new property from eligibility for resident's parking permits and residents' visitors' parking permits.
53. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.

Wood Farm:

54. In the Wood Farm CPZ – which was introduced in 2019 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.
55. At No.17 Pauling Road planning approval has been granted for the change of use from dwellinghouse (Use Class C3) to House of Multiple Occupation (Use Class C4) (24/00050/FUL), a condition as placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
56. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
57. The property is within 800m of a local shop and 400m of frequent bus service, and currently provides one car parking space. Additionally, storage for ten cycles will be provided to the rear of the property in the form of five Sheffield stands, which will allow for ten cycles to be secured.

Upper Wolvercote:

58. In the Upper Wolvercote CPZ – which was introduced in 2023 – residents are currently permitted to apply for a maximum of one permit per resident (with a maximum of two permits per property), with 50 visitor permits also permitted a year.
59. Following implementation of the CPZ, residents of the narrowboats stationed on the Oxford Canal at the 'Agenda 21' moorings requested consideration for eligibility to apply for permits. Following further input from the local County Councillor, an amendment to the permit eligibility was put forward to allow narrowboat residents in the vicinity to be able to apply for permits, which would be on the same basis as other residential properties within the CPZ.
60. Officers feel that the possible level of demand for permits – if approved – is unlikely to generate a significant increase of on-street vehicular parking, and as such wouldn't have an impact on parking congestion in the immediate locality either.

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation responses

Contact Officers:

James Whiting (Team Leader - TRO and Schemes)

June 2024

ANNEX 1

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – These proposals have no impact on regular scheduled bus services. The principle behind the changes proposed is understood and is broadly supported, in fact.
(3) Local resident, (Oxford, Walton Street)	<p>No.77A Walton Street - Object 'Agenda 21' moorings - Support</p> <p>We have received the consultations as house owners on Walton Street. Let me start by saying that I think its very good that boats moorings on Upper Wolvercote gets parking permits and visitor parking permits. The boat moorings across Oxford gives a lot of charm to the town and to enable people living on them ensures that the boats are kept floating.</p> <p>Then on the other questions we just wanted to say Jericho already today is way to gentrified. If smaller apartments/basement flats etc cannot be rented by trades persons we risk becoming a university ghetto, ie only students, junior researchers etc will be able to live here. We need those with occupations demanding a car to also be able to live here. This might be just one apartment and admittedly we did ourselves take one similar apartment off market when we bought our house and merged it into our family dwelling. Still the trend is not good. To many of the trades people are already forced out of town. So in short we would with regards to 77A hope it can keep its residents parking permit.</p>
(4) Email response, (unknown)	<p>No.26 Clive Road - Support No.7 Cornwallis Close - Support</p> <p>I am writing to support the changes to the Florence Park parking zone. It seems to me that car-free developments must be the way to go.</p>

<p>(5) Local resident, (Cowley, Bailey)</p>	<p>No.31 Bailey Road – Support</p> <p>The parking around Bailey Rd is far too busy for any extra cars.</p>
<p>(6) Local resident, (Cowley, Bailey Road)</p>	<p>No.31 Bailey Road – Object Lockheart Crescent – Object No.6 Bartholomew Road – Object No.26 Clive Road – Object No.7 Cornwallis Close – Object No.59 Grays Road – Object No. 64 Valentia Road – Object No.25 Gipsy Lane – Object No.77A (Basement Flat) Walton Street – Object No.17 Pauling Road – Object ‘Agenda 21’ moorings – Support</p> <p>I do not see a reason for applying this parking restriction as we never had any issues with parking and cant see any forthcoming reasons to restrict parking in this area.</p>
<p>(7) Local resident, (Headington, Valentia)</p>	<p>No. 64 Valentia Road – Support No.25 Gipsy Lane – Support</p> <p>We have no parking availability as it is, Brookes, NHS and HMO’s take up visitor parking and we have little resident only parking.</p>
<p>(8) Local resident, (Headington, Valentia Road)</p>	<p>No.59 Grays Road – Object No. 64 Valentia Road – Object No.25 Gipsy Lane – Object</p> <p>Too many cars on Valentia Road and Gipsy Lane.</p>

<p>(9) Local resident, (Headington, Gispy lane)</p>	<p>No.31 Bailey Road – Object Lockheart Crescent – Support No.6 Bartholomew Road – Object No.26 Clive Road – Object No.7 Cornwallis Close – Object No.59 Grays Road – Object No. 64 Valentia Road – Object No.25 Gipsy Lane – Object No.77A (Basement Flat) Walton Street – Concerns No.17 Pauling Road – Concerns ‘Agenda 21’ moorings – Concerns</p> <p>Most houses are not near any other means of parking some with only a driveway with space for one car. This is not suitable for houses with more than one bedroom, it means partners/children do not have a space to park and if work is carried out on their house there is no suitable alternative for the residents to park while this is ongoing</p>
<p>(10) Member of public, (Kidlington, Wilsdon Way)</p>	<p>‘Agenda 21’ moorings – Support</p> <p>The residents on boats always parked in this area historically. They need somewhere to park vehicles, if they have one.</p>
<p>(11) Local resident, (Oxford, Bailey Road)</p>	<p>No.31 Bailey Road – Support Lockheart Crescent – Concerns No.6 Bartholomew Road – Support No.26 Clive Road – Support No.7 Cornwallis Close – Support No.59 Grays Road – Support No. 64 Valentia Road – Support No.25 Gipsy Lane – Support No.77A (Basement Flat) Walton Street – Support No.17 Pauling Road – Support ‘Agenda 21’ moorings – Object</p>

	<p>My objections are that these are multi occupancies residents which are gone to clog up our local roads . We have rented houses local and each house seems to have not just cars but works vans parked across paths , with no permits etc.</p>
<p>(12) Local resident, (Oxford, Lockheart Crescent)</p>	<p>Lockheart Crescent – Support</p> <p>I support eligible properties in Lockheart Crescent having a second permit assuming it refers to those few properties on the odd side of the road whose front gardens have no direct access to the road (7, 9, 11 & 13).</p>
<p>(13) Local resident, (Oxford, Lockheart Crescent)</p>	<p>No.31 Bailey Road – Support Lockheart Crescent – Support No.6 Bartholomew Road – Support No.26 Clive Road – Support No.7 Cornwallis Close – Support No.59 Grays Road – Support No. 64 Valentia Road – Support No.25 Gipsy Lane – Support No.77A (Basement Flat) Walton Street – Support No.17 Pauling Road – Support 'Agenda 21' moorings – Support</p> <p>I live at no 11 Lockheart. I am 1 of 4 residents that doesn't have off road parking which is worrying for me as my daughter is taking driving lessons. she will eventually need somewhere to park. Since the CPZ have started only 6 residents have purchased permits as they use their gardens now. I would be grateful if we were allowed to purchase a second permit like all the other streets in this area.</p>
<p>(14) Local resident, (Oxford, Lockheart Crescent)</p>	<p>Lockheart Crescent – Support No.6 Bartholomew Road – Support</p> <p>I live in Lockheart crescent in one of the houses that can not have off road parking. I cant access my front car with a car because I have a green in front of me, this means my house can only own one car. My adult son lives with me</p>

	<p>and at some point may need a car. I doubt very much the council is going to make exceptions for the five houses that can't have off road parking. On top of that the timing of parking is the wrong way around anyway (the problem is when everyone is at home in the evenings and weekends, not week days 8.30-18.30). So I want the possibility the have two cars for the house, like everyone else in a CPZ.</p>
<p>(15) Local resident, (Oxford)</p>	<p>No.31 Bailey Road – Concerns Lockheart Crescent – Concerns No.6 Bartholomew Road – Concerns No.26 Clive Road – Concerns No.7 Cornwallis Close – Concerns No.59 Grays Road – Concerns No. 64 Valentia Road – Concerns No.25 Gipsy Lane – Concerns No.77A (Basement Flat) Walton Street – Concerns No.17 Pauling Road – Concerns ‘Agenda 21’ moorings – Concerns</p> <p>This consultation is useless without knowing the reasons why eligibility is withdrawn.</p>
<p>(16) Local resident, (Oxford, Nelson Street)</p>	<p>No objection</p> <p>All seems reasonable</p>
<p>(17) Local resident, (Oxford)</p>	<p>No.31 Bailey Road – Concerns No.6 Bartholomew Road – Concerns No.26 Clive Road – Concerns No.7 Cornwallis Close – Concerns No.59 Grays Road – Concerns No. 64 Valentia Road – Concerns No.25 Gipsy Lane – Concerns No.77A (Basement Flat) Walton Street – Concerns No.17 Pauling Road – Concerns</p>

	<p>I think parking permit eligibility shouldn't be taken away from specific houses. For example, I live in Jericho and there are plenty of spaces available at all times.</p>
<p>(18) Local resident, (Oxford, Wolvercote)</p>	<p>'Agenda 21' moorings – Support</p> <p>I live on the canal, although not on A21. I feel it is important that people living in alternative accommodation such as boats should not be deacriminated against and should be able to apply for permits like other residents</p>
<p>(19) Local resident, (Oxford, Lockheart Crescent)</p>	<p>Lockheart Crescent – Support</p> <p>I am a resident of Lockheart Cresescent and live on the section of the street where there is no road access to our front garden to make a driveway - we therefore have no option for off-road parking and therefore are only able to have one car parked on the street. My husband works outside of Oxford and work pattern means needing the car during weekends and some evenings. This has been extremely restrictive and isolating for our young family. I am very pleased to see this amendment has been considered, especially when all other streets in the ward have access to two permits per household if needed. There didn't seem to be a reasonable explanation as to why Lockheart Crescent was the only one singled out in this way.</p>
<p>(20) Local resident, (Sunnymead, Aldrich Road)</p>	<p>'Agenda 21' moorings – Support</p> <p>Boaters must be considered as residents</p>
<p>(21) Local resident, (Temple Cowley, Bailey Road)</p>	<p>No.31 Bailey Road – Support No.6 Bartholomew Road – Support No.26 Clive Road – Support No.7 Cornwallis Close – Support No.59 Grays Road – Support No. 64 Valentia Road – Support No.25 Gipsy Lane – Support</p>

	<p>No.77A (Basement Flat) Walton Street – Support No.17 Pauling Road – Support ‘Agenda 21’ moorings – Object</p> <p>Because placing HMO's in family residential areas shouldn't have been allowed in the first place.</p>
(22) Local resident, (Wolvercote, Agenda 21 Moorings)	<p>‘Agenda 21’ moorings – Support</p> <p>I live on a boat in Agenda 21 and need to be able to park my car within the upper wolvercote controlled area</p>
(23) Local resident, (Wolvercote, Agenda 21 Moorings)	<p>‘Agenda 21’ moorings – Support</p> <p>I live on the Agenda 21 moorings and am currently excluded from applying for a parking permit or visitors' parking permits. I would like to be able to do both these things!</p>
(24) Local resident, (Wolvercote, Collett Drive)	<p>‘Agenda 21’ moorings – Support</p> <p>Canal boat dwellers should not be discriminated against. They live in Wolvercote.</p>
(25) Local resident, (Wolvercote, Elmthorpe)	<p>‘Agenda 21’ moorings – Support</p> <p>This survey is the first small step for Council to finally undo their thoughtless oversight of disenfranchising the boat dwellers in the canal to the cost of parking space in Lower Wolvercote. Despite a precedent in Jericho, this should have been considered before the CPZ in Upper wolvercote was implemented. I really hope this amendment to allow the boat owners to park where they always have, will be approved. Your system / answers above are very badly presented and set up and will mislead the answers tally, as my interest is only in Wolvercote, yet your system requires an answer for all the points above in which I have no interest or knowledge.</p>
(26) Local resident, (Wolvercote, Godstow Road)	<p>‘Agenda 21’ moorings – Support</p>

	<p>The A21 boaters are Wolvercote residents, and should have access to the WPU parking areas on the same basis as residents on the streets in those areas. There appear to be adequate vacant parking spaces during the day in the WPU area, not least on the south side of the Godstow Rd hill.</p>
<p>(27) Local resident, (Wolvercote, Godstow Road)</p>	<p>‘Agenda 21’ moorings – Support</p> <p>The boaters on the canal have nowhere to park now so they have moved their vehicles to all parts. I would strongly support them in having permits for Upper Wolvercote.</p>
<p>(28) Local resident, (Wolvercote, Upper wolvercote)</p>	<p>No.31 Bailey Road – Support Lockheart Crescent – Support No.6 Bartholomew Road – Support No.26 Clive Road – Support No.7 Cornwallis Close – Support No.59 Grays Road – Support No. 64 Valentia Road – Support No.25 Gipsy Lane – Support No.77A (Basement Flat) Walton Street – Support No.17 Pauling Road – Support ‘Agenda 21’ moorings – Support</p> <p>I support residents to be able to apply and register for parking close to their homes. I particularly support the agenda 21 moorings to be allowed to register for a permit, the current situation is leading to a number of cars parked in inappropriate places e.g up the side of verges near by. I live in an agenda 21 mooring and i work for a children’s mental health charity, for this work I need to travel across Oxfordshire and Buckinghamshire to meet young people and their families. A car is essential to this work and not being able to park in wolvercote has been really difficult for me</p>
<p>(29) Local resident, (Wolvercote, Godstow Road)</p>	<p>‘Agenda 21’ moorings – Support</p> <p>I am a local resident and my neighbours on the canal need access to parking too.</p>

<p>(30) Local resident, (Wolvercote, Oxford Canal)</p>	<p>'Agenda 21' moorings – Support</p> <p>As permanent residents (and eligible voters) of upper wolvercote, it is reasonable we be granted parking permits in our locality. The computer generated problem has come about purely because our shared address is outside the wolvercote boundary.</p> <p>Obviously since the parking restrictions have come into force, lower wolvercote parking has become heavily inundated with vehicles. It would seem sensible to at least remove agenda 21 boaters cars from the problem.</p>
<p>(31) Local resident, (Wolvercote, Oxford canal)</p>	<p>'Agenda 21' moorings – Support</p> <p>I am in the agenda 21 boats and we would like to be included in our local area for parking permits</p>
<p>(32) Local resident, (Wolvercote Oxford, Elmthorpe Road)</p>	<p>'Agenda 21' moorings – Support</p> <p>Support the canal boat residents to be able to park in the area</p>
<p>(33) Local resident, (Oxford, Duke's Lock Moorings)</p>	<p>'Agenda 21' moorings – Support</p> <p>I am supporting that all boats on the agenda 21 residential moorings be given access to residents permits.</p>