

CABINET MEMBER FOR ENVIRONMENT – 17 DECEMBER 2020

**OXFORD – COWLEY CENTRAL AREA (EAST):
PROPOSED CONTROLLED PARKING ZONE (CPZ)**

Report by Interim Director of Community Operations

Recommendation

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

Executive summary

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

Introduction

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:
 - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
 - Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
 - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

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

Background

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

Formal Consultation

- Formal consultation on the revised proposals as shown at Annexes 1 and 2 was carried out between 22 October and 20 November 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 900 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
- Seventy-two responses were received during the formal consultation (an approximate response rate of 8% based on number of letters sent out) These are summarised in the tables below:

CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	1	40	41 (57%)
Support	1	16	17 (24%)
Neither/Concerns	2	12	14 (19%)
<i>Total</i>	<i>4</i>	<i>68</i>	<i>72 100%</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	1	39	40 (56%)
Support	-	14	14 (19%)
Neither/Concerns	3	15	18 (25%)
<i>Total</i>	<i>4</i>	<i>68</i>	<i>72 (100%)</i>

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

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Summary of responses for CPZ from local residents by road:

Road	Object	Support	Concerns	Total
Bailey Road	5	2	1	8
Barns Road	6	-	2	8
Bartholomew Road	1	-	-	1
Bennett Crescent	-	-	1	1
Boswell Road	10	2	-	12
Church Cowley Road	-	-	1	1
Cleveland Drive	-	-	1	1
Clive Road	-	-	1	1
Gerard Place	1	-	-	1
Knolles Road	2	1	-	3
Liddell Road	1	-	-	1
Littlehay Road	1	-	-	1
Lockheart Crescent	7	4	-	11
Maidcroft Road	-	1	-	1
Napier Road	4	2	2	8
Phipps Road	2	2	-	4
St Lukes Road	-	1	1	2
St Omer Road	5	1	2	3
Total	40	16	12	68

8. Individual responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.
9. Thames Valley Police did not object to the proposals, citing the fact that the burden on enforcement would not fall on them.
10. Church Cowley St James Primary School expressed strong concerns on the impact of the scheme on members of staff, over 50% of whom currently drive to work due to the distance from their home addresses and lack of convenient public transport. Noting these concerns it is recommended that in line with a number of other schools in existing CPZ areas in Oxford business permits for the Cowley Central West CPZ are made available to the school, at the approved annual fee, for the use of the staff, with the maximum number of such permits to be determined in consultation with the school, as included in the recommendation in the accompanying report on that scheme (Item 5 on this agenda).
11. The Cowley Area Transport Group expressed support for the proposed CPZ but raised a query about the detailing of proposed additional waiting restrictions on Barns Road and also suggested improvements to the existing cycle track provision. While these specific matters are outside the scope of the CPZ they will be considered by officers reviewing cycling provision in this

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area. In response to their query the group raised on the consultation on additional waiting restrictions in the Cleveland Road, St. Omer's Road and Gerard Place area, it is confirmed that all addresses were sent a consultation letter and the proposed additional no waiting at any time restrictions are at the request of residents.

12. The remaining responses were from members of the public consisting of thirty-nine objections and fifteen expressions of concern on the grounds of lack of need for a controlled parking scheme in the area, cost of permits for both residents & their visitors, the number of permits residents would be eligible for and the adverse effect on parking availability for residents and visitors.
13. The majority of objections raised by residents queried the actual need for controlled parking or additional waiting restrictions in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for residents and their visitors.
14. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of permits available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances, noting in particular concerns raised by occupants of properties currently with more than 2 vehicles, permit costs and visitor permit allocation are the same as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property (excepting Lockheart Crescent – see below), consistent with many other CPZs.
15. At the request of the local member and to address the particular pressures on parking in Lockheart Crescent and the number of properties in multiple occupation, a limit of one vehicle permit per property is proposed. While objections were received in respect of this proposed limit, it is considered appropriate to help address the current difficulties here.
16. A number of the objections expressed the view that some of the proposed no waiting at any time restrictions were excessive and requested a review. It is confirmed that the detailed responses will be investigated by officers and, in consultation with the local member, adjustments made as appropriate.
17. Expressions of support were received from sixteen members of the public for the CPZ and from fourteen members of the public in respect of the proposed waiting restrictions.

Monitoring and evaluation

18. It is suggested that the scheme, if approved, be reviewed approximately 12 months after implementation.

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

21. No equalities or inclusion implications have been identified in respect of the proposals.

JASON RUSSELL

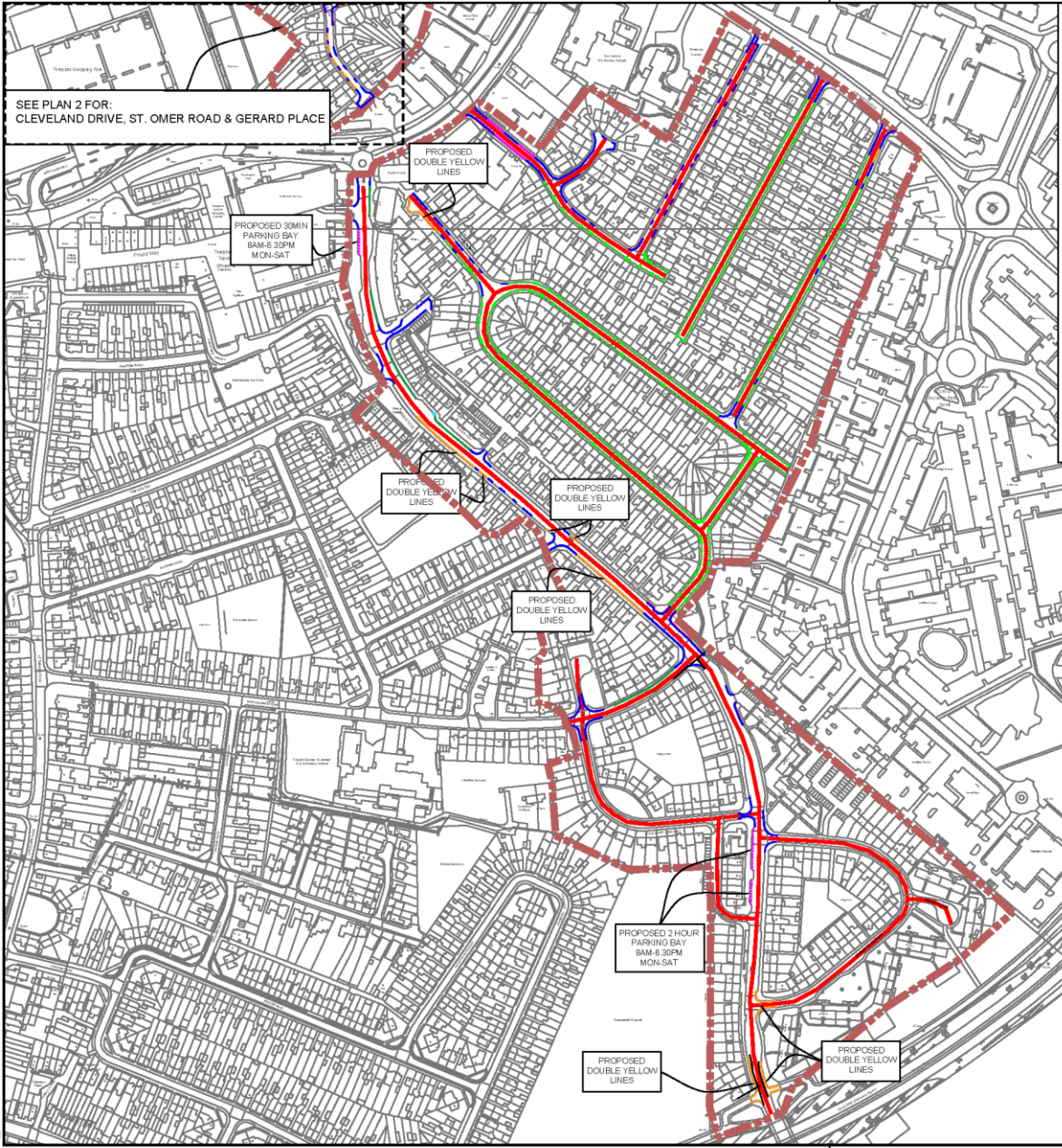
Interim Director of Community Operations

Background papers: Plan of proposed Controlled Parking Zone
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Jim Whiting 07584 581187

December 2020

\oxfordshire\Transport & Highways\4. Improvement Schemes\Traffic and Road Safety\Projects\A - Oxford CPZ - 2 Cowley Centre East CPZ\Plans\Cowley Centre East V2.dwg

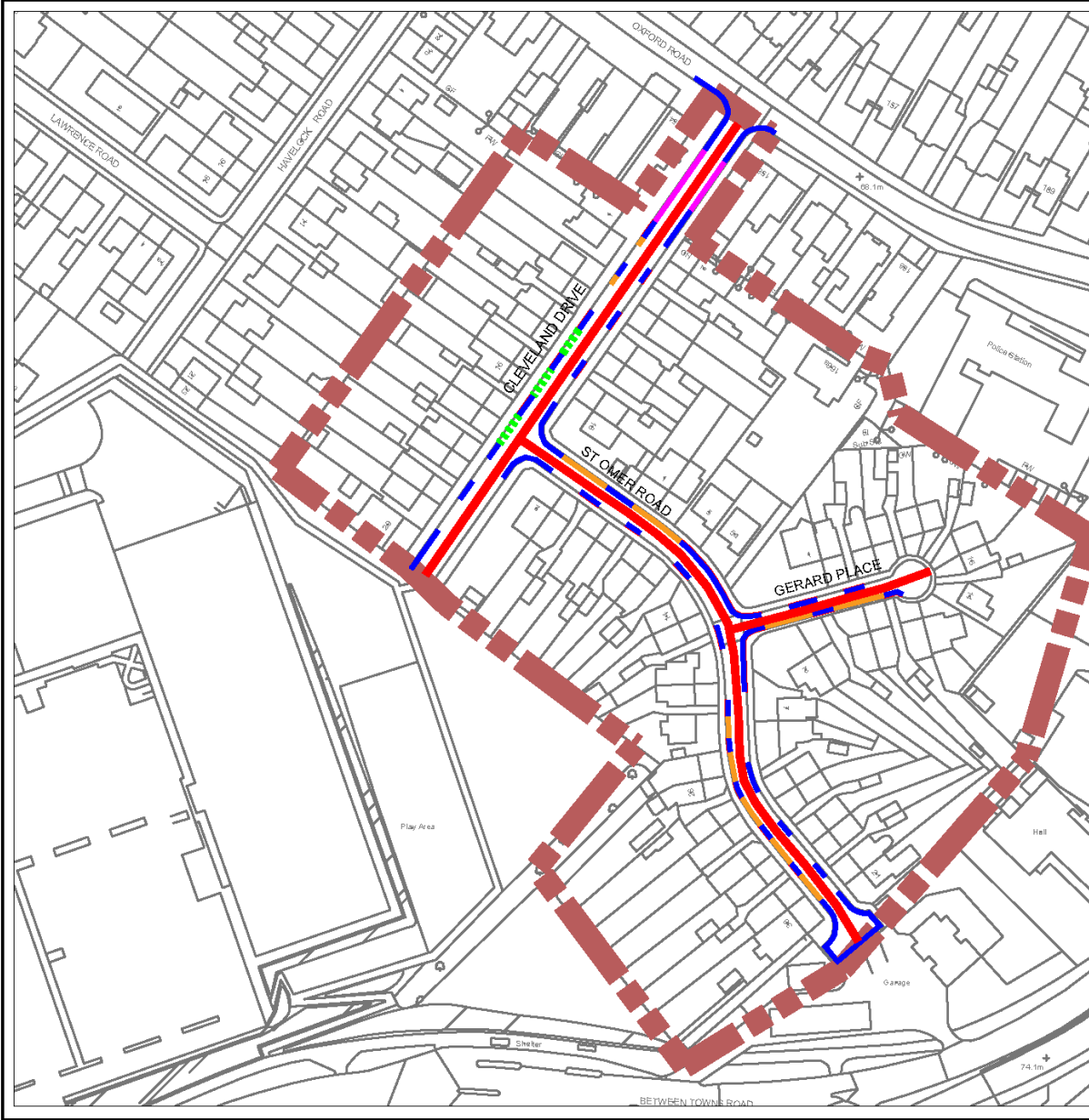


- KEY**
- EXISTING NO WAITING AT ANYTIME (DOUBLE YELLOW LINES) TO REMAIN
 - EXISTING NO WAITING 8AM-6.30PM, MON-SAT (SINGLE YELLOW LINES) TO REMAIN
 - EXISTING 1 HOUR PARKING 8AM-6.30PM, MON-SAT TO REMAIN
 - EXISTING DISABLED PARKING BAY
 - PROPOSED PERMIT HOLDERS ONLY (ZONE ADDRESSES) BETWEEN 8AM-6.30PM, MON-SAT.
 - - - PROPOSED REMOVAL OF NO WAITING (SINGLE YELLOW LINES) 3PM-4PM, MON TO FRI.
 - PROPOSED NEW OR CHANGE TO NO WAITING AT ANYTIME (DOUBLE YELLOW LINES).
 - - - PROPOSED SHORT STAY PARKING BAYS (SEE PLAN FOR DURATION) 8AM-6.30PM, MON-SAT
 - - - ZONE BOUNDARY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION				
<small>IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small>				
CONSTRUCTION				
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 <small>Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>				
Project title		COWLEY CENTRE EAST		
Drawing title		PROPOSED PERMIT PARKING AREA PLAN 1 OF 2		
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NTS	JW			
	Date drawn	Date checked	Date approved	
	01/09/2020			
Oxfordshire Project No. & File Ref				
Drawing No.				Revision
				0

ANNEX 1

Oxfordshire Transport & Highways\4. Improvement Schemes\Traffic and Road Safety\Projects\A - Oxford CPZ 2 Cowley Centre East CPZ\Plans\Cowley Centre East V2.dwg



KEY

- EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO REMAIN
- EXISTING 30 MINUTE BAYS 8AM-6.30PM, MON-SAT TO REMAIN
- - - EXISTING NO WAITING 8AM-6.30PM, MON-SAT TO BE REMOVED AND BE REPLACED BY PERMIT HOLDER PARKING (ZONE ADDRESSES ONLY)
- PROPOSED PERMIT HOLDERS (ZONE ADDRESSES ONLY) BETWEEN 8AM-6.30PM, MON-SAT
- PROPOSED CHANGE TO NO WAITING AT ANYTIME (DOUBLE YELLOW LINES)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION				
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS				
CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)				
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USE (ENTER 'NONE' IF APPLICABLE)				
DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)				
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Oxfordshire Project No. & File Ref. Drawing No.				Revision 0

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Church Cowley St James Primary School	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I want to formally record what I believe to be a severe lack of consideration or understanding on how our school operates and the effect this new parking scheme will have on the schools ability to retain school staff or to recruit new school staff.</p> <p>We currently have nine parking spaces and fifty-eight staff. The vast majority of our 18 teachers park on the roads surrounding the school.</p> <p>We find it difficult to recruit teaching staff to our school at present. This is not because we are a poorly performing school; in fact, we are an Ofsted graded Good school. It is also not because we are located in a poor area; despite having a population where many children live below the poverty line Cowley is a vibrant, positive and great place to live and work. Over the past 8 years we've put lots of effort into recruiting and retaining teachers. Many staff are turning away from the pressures of working in education. Working in this school can be challenging and therefore not as "attractive" to other areas in Oxfordshire. We also lose out because of the high cost of living in the area, teachers cannot afford to live and work in Cowley. The controlled parking zone will add to the challenges of recruiting high quality staff for our school.</p> <p>Over half of our staff drive to work. Most staff do not live locally and around 30% of staff live in excess of 5 miles away. Many drop their own children off at school/childcare before travelling to work. Most would require a minimum of two buses to get to work. Quite simply, they are reliant on their car to get to and from work and bring their work, such as book marking to and from school. This would not be possible on public transport.</p> <p>When asked, our staff would actively seek employment elsewhere if controlled parking was brought into the area surrounding the school. Our school will suffer hugely from the loss of our current staff who are all professional, caring and talented individuals. We would then be forced to try to recruit new staff who would be equally reluctant to work in an</p>

	<p>area where there is no parking. This will have a massively negative affect on the school and our local community.</p> <p>Local councillors initially said that the school would be able to purchase additional parking permits; there was no mention of a maximum of two.</p> <p>Quite simply, without consideration for special parking permits for school staff we will end up becoming a school that is unable to recruit suitable staff and the controlled parking scheme will have caused this. I and other members of the senior leadership team, and school governors believe local children will suffer as a direct result of this scheme.</p> <p>We are hugely in favour of a scheme, the associated bus gates and blocks/blockade to stop/reduce traffic around school during pick up and drop off times. We have a nitrogen oxide monitor on the road next to school, we are members of the OCC walk to school campaign and support measures to reduce traffic next to/near to school.</p> <p>The schemes short-sightedness in limiting school parking will severely limit the school's ability to perform our duties. We ask that the school are granted annual free permits, as any cost will come from our budget, permits to distribute to staff in order that our school can continue in our local community.</p>
<p>(3) Local Group, (Cowley Area Transport Group)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>We support the principle of a Controlled Parking Zone throughout all the roads specified. We feel that this in the best interests of the community due to car parking by non-residents, and the significant impact of rising numbers of delivery vehicles due to the continuing growth of online shopping. We support the City and Council policy of having CPZs in all residential areas in Oxford. This is also necessitated by the greenfield housing targets of the City Council and neighbouring councils, which are likely to lead to more people trying to commute into Oxford for work – from fringe of Oxford urban extensions and proximate planned housing developments with tens of thousands of homes suggested. The efforts by drivers to avoid paying for parking in the multi storey car parking spaces available at Templars Square in Crowley are reflected in parking problems already. Put this is part of a wider problem of drivers avoiding use of Park and Ride sites in favour of trying to park within Oxford's residential areas in general. The Controlled Parking Zone covering the Lye Valley estate certainly reduced on-street parking by non-resident vehicles in Peat Moors and in the western part of Bulan Road.</p> <p>We do have some concerns give the lack of clarity in the maps associated with this consultation:</p> <ol style="list-style-type: none"> 1. The map seems to suggest double yellow lines on one side of Barns Road only, and this seems to be on the

	<p>southerly side which has a cycle track subject to blocking by errant drivers parking their cars across it. If double yellow lines are intended only for this side, then the cycle track must be widened and will require frequent observation to ensure it is not parked on. We also want this cycle track to be made two way, with car parking provision only on the other side of Barns Road and kept to a minimum. Clearly, the issue of delivery vehicles and double yellow lines where they should not park is becoming an irritant in some areas and the relevant authorities may wish to consider whether a Code of Conduct for delivery vehicles is needed to deter illegal parking.</p> <p>2. We accept the need for the suggested extension of double yellow lines to prevent parking particularly on corners and across driveways. We can see this is more likely to be a sensitive issue in the Cleveland-St.Omers-Gerard Place area as road space is tight. It seems very likely that residents in this particular area may need some direct door to door consultation on this matter.</p>
(4) Local Resident (Oxford, Bailey Road)	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>I object to the controlled parking zone on Bailey Road. I don't think there is a need for our road to have parking permits. There number of people parking in our road that work in the children services building is minimal (one or two cars a couple of days per week day) or not existent, and with the increasing number of people working from home there is no need in our road for controlled parking. Parking charges will mainly affect us residents and having to pay for our guests too will increase the financial burden in our families.</p> <p>The existing No Waiting 3pm to 4pm Monday to Friday restriction (single yellow lines) should stay instead of CPZ.</p>
(5) Local Resident (Oxford, Boswell Road)	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>As a family living on our own we cannot afford any additional expenses and we do not see any reason to put in place a Controlled Parking Zone.</p>
(6) Local Resident (Oxford, Bailey Road)	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>I am objecting to the proposals set out for the CPZ, we are in the middle of a crisis, people are struggling with finances and the council thinks that the best they can do to improve peoples' lives is to hit them harder with more unnecessary tax. During this time of crisis there has not been anything the council has done to help people, council taxes are still high, no relief for families and you kept taking monies from residents. Why are you trying to implement something that was roundly rejected by residents two years ago, Why?</p> <p>I cannot understand why I have to pay the council for the privilege of receiving my family and friends at my property. If the council is seeking ways to raise funds, that can be directed at central government that has been cutting funds and not to hit residents with an unjustified tax in the guise of CPZ.</p> <p>Your CPZ is not wanted or required in Bailey Road.</p>
(7) Local Resident (Oxford, Bailey Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is, in this my home street, no parking problem. Since I am unemployed, I will not be able to pay for parking anyway. During the pandemic, with people out of work or furloughed how can you possibly justify putting in parking charges ?</p> <ul style="list-style-type: none"> - the cost of the parking permits is an unfair imposition on those suffering in the pandemic - the cost of changing road markings and signage is mis-spent, should be on support for people - any problems caused by those travelling for work go away in the pandemic <p>I fundamentally object to parking charges anyhow, but doing this during the pandemic is at best insensitive - at worst opportunistic sneaking in charges and costs when there are important things t worry about.</p>
(8) Local Resident (Oxford, Bailey Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>This scheme will not resolve the problems in Bailey Rd, Boswell Rd, Knowles Rd or Fredrick Rd, the scheme will only work if you prevent the workers in the business park using the area as you enter Boswell Road from Barnes Road, and stop the NHS staff along with Social Services abusing the parking permits that OCC issued to these organisations as well as their own staff that use the above residential area as their office car park. In respect of the notification period your letter is dated the 22/10/20 but was delivered on the 2/11/20 ten days after the letter was written. You are also unfairly doing this during a period of lockdown when the local residents are unable to meet or consult with each other to get their</p>

	own consensus of opinion. You have also failed to consider the existing no waiting 1pm to 2pm Monday to Friday restriction in the above area.
(9) Local Resident (Oxford, Bailey Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Im am opposing to the CPZ on Bailey road. This is not a busy road that affects parking. I never have any concerns about parking on the road. Young families and all will be affected financially, as we have relatives that come to visit. I think only Knolles road is or was affected. And if Bailey road needs some restrictions, my view is to impose a 1 or 2 hour parking restriction in a few places that are close to Knolles Road. But the whole road does not need parking restrictions.</p>
(10) Local Resident (Oxford, Barns Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Roads that will include parking places for permit holders only do not seem needed. For example Bailey and Boswell Road Houses nearly all have car parking spaces within their house fronts, They do not be blocked getting in and out of these house areas by where people currently park in the Road. So more importantly these Roads for example should stay available to public parking, not least needed by occupiers of Barns Place whose area does not have any parking spaces. Alternatively, can 242a Barns Place occupiers get Permit Holders for Bailey and Boswell Road parking?</p>
(11) Local Resident (Oxford, Barns Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't think there is a need to have park restriction in Barns road, especially the part between the roundabout to Bartholomew Road and Dodgson Road.</p>
(12) Local Resident (Oxford, Barns Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We do not need. Money making exercise. Restricting two permits per household would be fine for HMO but not normal</p>

	household.
(13) Local Resident (Oxford, Barns Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to all of the following:</p> <p>Having to pay to park at my own home (as though the cost of living in Oxford isn't high enough).</p> <p>The limit of 2 permits per household (this will not be enough in our house of 4 adults, with our own lives to live and jobs to get to).</p> <p>The limit on the number of visitor permits, and having to pay to have visitors in the first place (ridiculous to think that you can dictate how many visitors people can have).</p> <p>The dictation of what vehicles will be allowed (height, width, length and weight restrictions. Are you mad? Does that mean I will have to replace my car if it doesn't meet these requirements? Or that I will have to take a measuring tape with me if I go to purchase a new vehicle? It's an absolute joke).</p> <p>As well as this if I have paid to be able to park, and someone who is parked illegally prevents me from being able to park near my home, are you going to refund me the permit cost? As you will have failed to deliver on what your idiotic proposal suggests it will provide to the residents.</p> <p>Furthermore, these restrictions and dictations seem to me to be discriminatory against those with hidden disabilities; who may be unable to complete all the forms that will be required and unable to cope with the stresses that will be caused by having to constantly worry about letting the council know any time you replace your car, or have to have a temporary replacement car if the regular car is out of action (this in itself can cause a great deal of stress and anxiety to some people with hidden disabilities, without the addition of having to contact the council).</p> <p>It also seems to me that your costing pays no heed to the differing financial circumstances of individuals, the cost of £65 per year may be nothing to some, but could be the straw that breaks the camel's back for others.</p> <p>In my opinion as someone who lives in the area there are far better solutions to the perceived problem of parking (I have</p>

	<p>never seen or experienced any issues along our stretch of the road that make this proposal necessary in the first place).</p> <p>Some of the ways I feel you could better resolve issues with parking would be:</p> <p>Reopen the old car park behind Templar's Square, or flatten it and rebuild (it appears to have been sat empty and entirely unused for years).</p> <p>Use the land of the former disused Murco Service Station to create a new car park, rather than building more residential properties, which will surely only exacerbate any parking issues in the area.</p> <p>Turn half of the field behind Kersington Crescent into a car park (the only use that field gets at the moment is as a gathering spot for the alcoholics and drug addicts).</p> <p>Undertake to drop the kerb/pavement along Barns Road to enable people to have accessible driveways rather than wasted front garden space.</p> <p>Turn some of the overly wide pavement along Barns Road into diagonal parking bays, this would provide several more parking spaces for residents to use.</p> <p>All your current proposal will do is cause frustration among many of the residents and push the perceived problem elsewhere. I strongly object to the proposal of a CPZ and parking restrictions in this area and do not think for one minute that being dictatorial about the permitted parking will be of any help to anyone.</p>
<p>(14) Local Resident (Oxford, Barns Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There are approximately 54 flats, plus Barns Court, plus new development plus 40 plus houses with about 16 spaces for all currently. Why has the Council not developed more spaces as in Blackbird Leys for residents? Where will permit holders park and how many spaces will there be? Gates in Florence park have just pushed the problem further down the road. Who will police all of this? Money would be better spent on providing long term parking spaces. If a resident is not British are their vehicles subject to the same fines and taxes, as this does not seem to be the case? Will this solve the problem of having multiple vehicles parked by 1 resident? If you issue permits you have to have the spaces to park and I am not at all confident that this is the case, without the council investing in residents parking spaces. Cowley is forever neglected in terms of investment for the residents who live here and the council taxes we pay.</p>

(15) Local Resident (Oxford, Barns Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>As a resident at Barns Road for the past 20 years, I do not believe that this is necessary. I have not seen a problem with parking (apart from the occasional idiot parking across our drive and blocking us in) and feel that it is just another way for the council to extort money from residents. I already pay Road Tax for my vehicle and council tax for services provided by the council and do not feel that it is fair to enforce yet more expense on local residents.</p> <p>In our household where there are 4 adults, it would be impossible to park all of our vehicles off the road. Both my husband and I need vehicles to carry out our business's (building trades and interior design), and my daughter needs a car to commute to work so it is not an option to get rid of them!</p> <p>It would also make it very difficult for us to have my stepsons, our granddaughter or our elderly parents visit and basically equates to dictating how many visitors we are allowed in a year and also taxing them for visiting us! - The whole scheme is totally unfair and I object most strongly to this systematic form of regressive taxation.</p>
(16) Local Business (Oxford, Barns Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Totally unnecessary and will create more expense for me and my business.</p> <p>This is purely a scheme dreamt up by the council to extort more money from residents and disadvantages those who have no option but to park on the road outside their own house!</p> <p>As a business owner I need a vehicle to carry out my work. I regularly have to travel to clients' homes to either carry out consultations, decorating or soft-furnishing installations - This is not something I could do using public transport!</p>

<p>(17) Local Resident (Oxford, Bartholomew Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I think that the community is best served the way things are. There is absolutely no need to impose further restrictions. I have lived on this road for nearly 20 years and there is absolutely no problem with parking. This will be a great inconvenience to residents and any visitors they will have.</p>
<p>(18) Local Resident (Oxford, Boswell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am a resident and property owner on Boswell Road since April 2019. In order to afford a house in the area I grew up in, I had to be gifted a considerable amount from my family in order to be considered for a mortgage on a small house that, even requiring substantial repair, cost £320,000. Our driveway only has capacity for one car so we would either have to pay the ever-increasing permit every year or pay thousands of pounds to remove a tree and renovate our driveway.</p> <p>On top of the mortgage, bills and council tax that we have to pay, I find it an unnecessary additional expense that only serves to financially exploit hardworking citizens who are already trying to keep up with a housing bubble that has little likelihood of being curbed.</p> <p>I do not relish the experience of paying to park on a road that I have already paid, and will continue paying for the rest of my life, to live on. If there was any way of reducing the cost of the parking permit, this would be somewhat more amenable.</p> <p>I do not believe that 51% of respondents who supported the idea is a majority mandate to improve an area. Pretty much half the residents do not want this in their area and yet it is being imposed upon them.</p> <p>How did this even get to be brought to a vote if only half the residents believe it is a good idea? If it was a good idea for this area wouldn't there be a more resounding vote in favour?</p> <p>This money could be spent on more worthwhile endeavours such as having kept the local Temple Cowley swimming pool open or creating self-build schemes. Something that an actual majority can get behind.</p> <p>I could have got behind the permit if it was established after the supposed renovations on Templars Square where more</p>

	<p>people would be working and parking in the area, but it doesn't seem like that's ever going to get underway. Something it could have really benefitted from.</p> <p>Also, the majority of houses in this area are 1930's and so in definite need of repair, which is already a heavy cost to young residents such as myself, which the council is only compounding by charging an exorbitant cost per week of contractor parking.</p>
(19) Local Resident (Oxford, Boswell Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We don't have an issue with parking. We object to paying for permits. With Covid and working from home why should we have to pay.</p>
(20) Local Resident (Oxford, Boswell Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Working class residential area. There is not enough data that suggests there congestion on this street. Public in this area need to accommodate supporting workers that may serve this community. There is a natural reduction in car use and this will continue with better educating and post Covid changes in work patterns. Penalizing working families who are already stretched and affected. Limited public transport that helps reduction in car use. Double payment at work place permit for those e who work away day time. 8 to 6:30 timing is a sneaky arrangement to make residents pay. Most day-time workers return home by 6 and so they are forced to pay for a permit. The street is reasonably spacious and can accommodate more cars if necessary. Enforcing parking zone is not the most democratic and less restrictive option.</p>
(21) Local Resident (Oxford, Boswell road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>As a HMO all of whom are working towards our Paramedic degrees we can often work varying shift times and hours. This</p>

	<p>mean we alternate who can use our driveway and who can park on the street depending on shift times. It would be of high inconvenience to us to be restricted to only purchasing 2 parking permits or having permits at all as it would be an unnecessary additional cost.</p>
<p>(22) Local Resident (Oxford, Boswell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need for a parking restriction in Boswell Road. This campaign is founded by a small number of retired residents who object to any change in the area, do not drive and have an irrational sense of ownership over the public road outside their houses. The local councillor pursuing this on behalf of these residents is ill informed and pandering to a tiny minority of angry and directionless people in lieu of trying to deliver any meaningful policies in an area forgotten by the city and county councils.</p> <p>This prolonged process is a complete waste of council tax and council funds that would be much better spent enforcing parking restrictions along cycle and bus routes, improving the quality and safety of bus and cycle routes and managing a more environmentally friendly movement strategy. This is a thinly veiled attempt to increase revenue from a population who see very little reward for their extortionate council tax payments. Terrible roads, severely underperforming police force, awful and dangerously underinvested public realm, and high levels of public nuisance from street drinkers who abuse the public are all things that should be prioritised long before demanding more money from residents for parking outside their own houses....particularly considering the ridiculously overpriced bus fares to get into the city centre.</p> <p>There are too many things that need fixing before another half-baked and unnecessary folly is embarked upon through the taxation of residents who already receive too little in return for their current contributions.</p>
<p>(23) Local Resident (Oxford, Boswell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have no issues with the current situation. I am strongly opposed to the charges suggested associated with residents permits.</p>
<p>(24) Local Resident (Oxford, Boswell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>Boswell Road is never full of parked cars. Whether during the day, the evening, or the weekend. My housemate, I, and our friends have never had any trouble parking on Boswell road near our house. I don't own a car because of cost and environmental reasons, and I don't need one for commuting. However, I do sometimes rent a car for day trips etc. and friends and family drive here to visit me. Having a controlled parking zone will limit my ability and my friends and family's ability to park near my house. Therefore, the introduction of more parking restrictions will be a service downgrade for me.</p>
<p>(25) Local Resident (Oxford, Boswell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>This proposal does not have the Support of Residents !, see Past Consultations, and Traffic surveys, run by oxford city and county councils !, @ TAX PAYER EXPENSE !!</p> <p>These proposals are a Under Hand Way of Extracting More Money Out of HARD PRESSED Rate Payers A NICE LITTLE EARNER FOR THE COUNCILS !!!</p> <p>A lot of the traffic and parking comes from the RED BRICK Offices at the end of KNOLLES RD, BY N.H.S, AND SOCIAL WORKERS WHO WILL BE EXEMPT FROM THESE PARKING RESTRICTIONS !! AND, OF COURSE, COUNCIL WORKER!! TO GO SHOPPING!</p> <p>I EXPECT THE COUNCIL WILL IGNORE THE WISHES OF RESIDENTS, AND GO ALONG WITH THERE OWN ANTI PERSONNEL TRANSPORT AGENDA!</p>
<p>(26) Local Resident (Oxford, Boswell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Unfair Not needed and no evidence of any congestion or limited space Timing is unrealistic. I do night shift as a nurse. I have to pay at my street and at the hospital as I need my car due to poor bus service and child- care. I cannot afford it along with ever increasing council tax and living cost and housing cost.</p>

<p>(27) Local Resident (Oxford, Gerard Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I think this is purely for the council to generate revenue from the residents who live in this area where there is no parking problems.</p> <p>I think it is unfair to penalise all residents in an area when there is only an issue in certain roads.</p>
<p>(28) Local Resident (Oxford, Knolles Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>If this goes ahead it would be difficult & expensive for visitors to park, even possibly ourselves when permits run out!</p>
<p>(29) Local Resident (Oxford, Knolles Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I live on Knolles Road and am strongly opposed to the proposed CPZ, which I have learnt today is being pushed forwards for my road and others nearby.</p> <p>The opening paragraph of the proposal reads “Following the 'informal' consultation carried out in November/December 2018 (for details click here) regarding the proposal to introduce a Controlled Parking Zone (CPZ) within the Cowley Central East area, Oxfordshire County Council is now proposing to formally install a new Minimum Impact (low signage) CPZ. It is anticipated that this will help to address the local problems associated with commuter parking and overflow parking from Templars Square Shopping centre and John Allen Centre.”</p> <p>Please could you let me know what the outcome of the ‘informal’ consultation in Nov/Dec 2018 actually was? The page that is linked to in the present consultation doesn’t actually say what the findings of the 2018 ‘informal’ consultation were. I was strongly opposed to a CPZ at that time and I would like to know how many people were in favour of one and, ideally, I would like to see the views that were expressed at that time in favour and against the proposal. Presumably the 2018 consultation would have asked a number of questions, and there must be records of how people responded to those questions, e.g. % yes, % no. Please could you provide me with as much information about this as possible?</p>

<p>(30) Local Resident (Oxford, Liddell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>CPZ is not needed.</p>
<p>(31) Local Resident (Oxford, Littlehay Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>If these additional parking restrictions are implemented the problems of commuters, shoppers and others parking in residential streets just outside the zone will increase. My road already suffers from this, including cars parked for weeks because their owners have used it as free parking when they catch the airport bus to go on holiday.</p>
<p>(32) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Do I still need to pay street parking as I park in my driveway off-road.</p>
<p>(33) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am a resident at Lockheart Crescent and park in the driveway as do most people living here. I do know that the residents who live of the opposite side of this road do sometimes have difficulty as they don't have driveways. Instead of charging us permits to park where we live, it would be better if you made some parking for the residents on the opposite side. There is grass area opposite, all you have to do is make a parking space for each resident.</p>
<p>(34) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object regarding new parking permits: 1, It states only 1 permit (resident) for Lockhart Crescent only. What happens to families with multiple vehicles = one</p>

	<p>family has 5 vehicles which 3 can go on the drive. 2, I called a blue badge so would require a parking bay outside my property. 3, parking in Lockhart Crescent has always been for residents only. We would rather see parking bays then permits as it requires 5 days.</p>
<p>(35) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to residents parking permits. It states we will have only one residence permit for Lockhart Crescent which will become difficult we need bays not permits as this will cause cars from other streets with permits to park here so No permits</p>
<p>(36) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to parking permits we need parking bays not permits even more so. Only one resident parking permit which leaves us with many parking issues as many households have more than one vehicle so bays are what's needed.</p>
<p>(37) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We appreciate the work undertaken to create this proposal; however, it seems as though these current plans are penalising residents in the proposed CPZ area rather than focusing on the commuters. Can the permits not simply be allocated per household rather than another charge be added to residents in addition to what is already paid in Council Tax and additional Bin collection Duties?</p> <p>We can see why the use of permits has been suggested, but disagree that residents should burden the cost if the issues are being caused by others, namely commuters? Is there not another way to deter commuters from parking in these streets? Perhaps more questions need to be asked of the non-residents who park in these streets, as to why they don't feel they can use car parks, public transport or a cycle route. What might incentivise them to use other methods?</p> <p>We live on Lockheart Crescent in a house that don't have vehicular access to their property. Can you tell me why</p>

	<p>Lockheart Crescent was singled out as the only street of the 17 in the proposed CPZ that can only apply for one parking permit?</p> <p>As it stands, we currently only have one vehicle but are trying to purchase a second, ideally an electric or hybrid car. At the moment we're being hindered as we don't have off street parking and therefore can't charge the vehicle at home. By providing vehicle access to the 5 properties on the green in Lockheart Crescent it would mean a clearer and safer road with 5/6 cars off the street as well as reducing CO2 emissions, as it would enable us to purchase an electric vehicle - an initiative currently being widely promoted by the council.</p> <p>If the council aren't going to provide us with vehicle access to our property, which incidentally has been petition for by several houses on our side of the street, is it unreasonable to expect a free parking permit, as we have no option but to park on the street? In addition, if we were to purchase a second car then I think it would be reasonable for us to have two permits, as we have no off-street parking available, unlike 90% of the street.</p> <p>It feels as though there may be some other options available that won't disadvantage thousands of residents, it would be great if these could be explored further before this decision is made.</p>
<p>(38) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I would like to strongly register my opposition to include Lockheart Crescent within a Traffic Order to establish a parking zone. My mother lives alone on Lockheart Crescent and is, to all intents and purposes, housebound and reliant upon a quite extensive support network which is needed 7 days per week.</p> <p>Currently, myself and my sister provide much of the daily support she needs – which includes shopping, preparation of meals, washing, cleaning, emptying commodes, showering her etc. I also take responsibility for much of her finances and dealing with correspondence she receives - such as the Consultation Letter you sent. She is also reliant on various other helpers and tradespeople to maintain herself and her home. Other family members also periodically help out.</p> <p>The care she needs is increasing in scope and it is very likely in the near future that more support will be needed and this will increase further the number of care providers involved. My mother relies upon a limited income.</p>

	<p>The notice that has been put up by the County Council indicates that a maximum of one permit would be available per household in her street (for a fee) plus 50 free visitor day parking passes. It is my belief that, even if my mother were to pay for a space, that the availability of parking would fall far short of what is required over a year.</p> <p>In addition to this is the fact that the annual pass is restricted to 1 nominated vehicle – which is difficult to adhere to when she relies upon two family members for support and my mother’s need for attendance cannot always be planned for. As you must be able to appreciate, it is difficult enough arranging her care provision without the added barrier of placing parking restrictions in the area around her house.</p> <p>It must be added that my mother’s situation cannot be unique and therefore this will affect other elderly people who have similar care requirements.</p> <p>What is particularly galling is the fact that my mother has lived in Lockheart Crescent for over 30 years and, in all that time, I have never experienced any problem in parking by her house. We are really worried about this proposal as it would make a difficult situation much more difficult.</p>
(39) Local Resident (Oxford, Napier Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>the clarity of the notification is not clear enough, i fail to see how temporary permits will be issued, how long will they take to arrive. I'm over 70 so i understand visitors will be free, do they still have to show a permit? will i be given one to give them.? nothing like this is made clear. as someone over 70 I find this very confusing.</p>
(40) Local Resident (Oxford, Napier Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>1) the consultation letter is dated 22nd October 2020 yet it was only received on 30th October reducing the notice and consultation period. 2) the consultation letter is ambiguous. It reads that the present signage to Napier Road is to be removed (which is underlined) and could be interpreted that the current restrictions ‘only’ are being removed, and Napier Road is not to be subject to a PPA. The notice and covering letter should be reissued to simply and explicitly state if OCC are proposing to “introduce a £65 annual fee per household on the residents of Napier Road and restrict parking”, which I believe is what is being proposed?</p>

	<p>3) there is no need for any changes to the parking restrictions in Napier Road. In the 13 years I've lived here I've never had any issue parking availability, neither have my immediate neighbours. Please can supporting evidence and survey data be provided to substantiate.</p> <p>4) Napier Road is not a through road. It is not practical to use for parking at Templars Square Shopping Centre. I do not believe it is affected in any way by this issue and it is simply not true that the road is used for parking for Templars Shopping Centre.</p> <p>5) We have repeatedly said we do not want permits on Napier Road, yet we are re-consulted every few years. Please stop this. Nothing has changed to warrant re-consultation.</p> <p>5) there should already be adequate provision with the parking available immediately outside the shops. If there is not, there is had been a fundamental planning error and the site has been over- developed beyond capacity. It is not reasonable to ask the nearby residents have to pay an additional annual fee (for permits) in addition to high council tax rates for an alleged parking congestion issue / traffic due to over-development.</p>
(41) Local Resident (Oxford, Napier Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Currently there are no parking issues in Napier Road and cannot see why we need control parking here. additional parking restrictions/ controlled parking will be inconvenient for residents and their visitors.</p>
(42) Local Resident (Oxford, Napier Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not see an issue with the current parking situation for on Napier Road where I live. There is always ample parking for me and seemingly for the other residents of the street. The proposed changes will only cost the residents more money without positively impacting the parking situation</p>
(43) Local Resident (Oxford, Phipps Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I live in Phipps Road. My daughter lives with us. We have 4 cars, a Council work van and a motor home. This proposal is causing me a great deal of concern as the rules are stating a maximum of 2 permits per household. I objected back in 2018.</p>

(44) Local Resident (Oxford, Phipps Road)	<p>CPZ - Object Parking Restrictions - Support</p> <p>It is going to cost us to park outside our home. We have a motor home which is over the 5 metre limit. I am concerned about where to park it,</p>
(45) Local Resident (Oxford, Bailey Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>The parking on Bailey road appears to work. I am not sure we should have to pay for a permit when the system currently seems ok. My wife and I both have cars which we need and it will be a big expense for us. Would it not be more sensible to ticket more often?</p>
(46) Local Resident (Oxford, Barns Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Will Barns Road & Kersington Crescent be in the same zone? Are flat face's Barns Road but we have to park in Kersington Crescent, are there plans to make a parking area in front of the flats (like places round Blackbird Leys)?</p>
(47) Local Resident (Oxford, Barns Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Given the issues with people currently parking wherever they want regardless of restrictions e.g. frequently blocking access to the Wolseley House garages despite double yellow lines, what does the council have planned to address this, which is likely to be exacerbated by increased restrictions.</p> <p>Can you confirm all residents will be eligible for residents and visitors permits whether they live in flat blocks or houses and regardless of intentions when flats were built (e.g. car free developments)? For the avoidance of doubt, I am strongly</p>

	<p>in favour that all residents within the proposed zone have access to both residents and visitors permits without exclusion.</p>
<p>(48) Local Resident (Oxford, Bennett Crescent)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I support creating any new CPZs in Oxford. However, this CPZ should not be implemented before the proposed Temple Cowley (Oxford) (CPZ) which was previously trailed but never materialised.</p> <p>This proposal will displace parking, especially parents dropping children off at the Our Lady's Catholic primary school to roads which don't have a CPZ.</p> <p>The fees of £65 a year are too low to provide any incentive to switch away from cars. The bus routes here are good but expensive, increased CPZ revenues could go into subsidising public transport more.</p>
<p>(49) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Anxious there will be a knock on effect on church Cowley road if you bring in CPZ in Cowley area. I feel we don't really need it and I certainly wouldn't want it in my road Church Cowley road at any future point.</p>
<p>(50) Local Resident (Oxford, Cleveland Drive)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I support the plans but am concerned that by leaving some roads in the area out, there will be increased parking on those roads. Clive Road, Maidcroft Road, Littlehay Road, Lawrence Road, Havelock Road will all suffer from overflow under the current proposals.</p>
<p>(51) Local Resident (Oxford, Clive Road)</p>	<p>CPZ – Concerns Parking Restrictions - Concerns</p>

	<p>It says that the double yellow lines in front of driveways will remain as at present. I live on Cleveland Drive and share a driveway. At times, when people park on both sides of the driveway (wheels can be beyond the double yellow lines, but the length of the car means that either the front or rear of the car are over the yellow lines! With cars parked on the other side of the road, we have found that we either have great difficulty or cannot get the cars parked within our premises out on to the road. This might not happen with more controlled parking, but if thought can be given to lengthening the double yellow lines in front of driveways this might help.</p>
<p>(52) Local Resident (Oxford, St Lukes Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I think a £65 charge for a permit for a resident is a bit excessive, I have 2 cars, £30 is more reasonable</p> <p>I also object to this high charge as a resident when there are non-resident multiple cars, that never get stopped or fined that are parked for the NHS offices and 20 to 30 cars arriving for the school run who park for free and obstruct the yellow lines, and park blocking the exit from St Lukes to Garsington Road every day between 8:00 and 9am and 2:30 to 3:30 every day. Why should I pay as resident when all these park for free, against highway code with no consequences?</p> <p>I would object less to the charge if it meant the road was clear of non-resident cars which I doubt will happen though!</p>
<p>(53) Local Resident (Oxford, St Omer Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>The concern I have is that the proposed redevelopment of the former Murco Service Station is mentioned in the attached Notice but there is no mention within the Draft Order excluding the proposed development. I assume that the proposed three residential houses will be issued with a St Omer Road postal address but how will these properties be excluded if the CPZ is implemented prior to the completion of the proposed redevelopment? Under the informative note 2 of the planning permission 18/03287/FUL it states "If funding is found for the implementation of a Controlled Parking Zone along St Omer Road and it successfully passes consultation, the proposed units will be excluded from eligibility for parking permits." Therefore, surely reference to this effect should be clearly made within the Draft Order to clarify the situation and to avoid any future misunderstanding.</p> <p>I would also like to point out that the CPZ boundary line shown on Plan 2 incorrectly shows it passing through the rear of the Cowley Workers Club and Trinity Court. Furthermore, the 'Zonal designation' is stated as CT in the Draft Order</p>

	<p>instead of CE as stated in the Public Notice.</p> <p>In light of planning permission being granted for the redevelopment of the former Murco Service Station site, I would now generally support the CPZ proposal providing that my above concern is addressed, and trust that the enforcement of the CPZ will be duly implemented.</p>
<p>(54) Local Resident (Oxford, St Omer Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>As a resident of St. Omer Road who experiences sporadic difficulty joining the highway from my drive because of the current parking arrangements in combination with narrow curb drops and road curvature, I am interested to know of the proposed fate of the current 'no waiting 8am to 6pm' sections of St Omer Rd, and in particular the section which lies between No. 20 & No. 22. it wasn't clear from your letter whether the St Omer Rd were to be converted to double yellow lines or not.</p> <p>As the double-yellow lines on the right of No.20 and the single yellow line on the left extend almost to the narrow dropped curb, legally parked vehicles on either side form a channel which must be cleared before a turn on to the highway can commence; as there is also parking opposite this is sometimes not possible, depending on the size of the parked vehicles. Also, on occasion, large vehicles legally parked either side of the private drives actually extend over the curb drop, effectively blocking people in.</p> <p>Our preference would be that the single yellow line between Nos 20 and 22 be converted to double yellow lines, and further to that, the double yellow lines be extended beyond our driveways a short distance to allow safer access to the highway. I would be interested to hear whether your proposals would address the issues above, and if not, who I should contact in order to have the single yellow line between Nos 20 and 22 converted to double yellow lines.</p>
<p>(55) Local Resident (Oxford, Napier Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>You are saying that the proposed Controlled Parking Zone is benefit for residents, I can agree with you , if you are providing one free parking permit for each household. Otherwise residents will have financial problems, each year council tax increases and every 3 to 4 years at least one service cuts down.</p>

<p>(56) Local Resident (Oxford, Napier Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>It makes extra expense for each household, it can only benefit if you are able to provide free parking permits.</p>
<p>(57) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>In principle I accept the plan, but I am in one of the properties that cannot make an off-road parking space. (Number 7,9 11 and 13 are the only ones that cannot make an off-road parking space,) I think those four houses need to be able to get another parking permit if needed. At some point my son will need a car, he should be able to park near our house. That's my only concern..</p>
<p>(58) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>1 : We have lived here for 35 years and never had a problem parking on our street Lockheart crescent and we had 2 vehicles until recently.</p> <p>2 : We have only ever encountered problems ,parking during the evening due to excess cars parking on the street</p> <p>3 : There are 4 properties with front gardens on our side of the crescent which borders the green without driveways, so we have no option but to park on the street. this means we have no option but to pay for the permit</p> <p>4 : If the resident's parking permits goes ahead, I would suggest that the 4 properties on our side are offered free permits or maybe half price, due to the fact that all the residents on the other side of the street have their own driveways to park their cars and would not necessarily have to pay for a permit.</p> <p>5 : The 4 residents on our side should also be given the option of purchasing a 2nd permit if necessary , because we cannot access our front gardens/drives. this would apply if there were 2 vehicles per household. It would be beneficial to have our own driveway, as our car would be off the road in a safe place, causing less congestion on the road. Plus we would have the option of purchasing an electric car ,which we could charge up on our property.</p>

	<p>Would it be possible for the council to create an access road to our houses on this side so we could construct our own driveways?</p> <p>Can you direct us to the relevant council department that deals with this and advise us about the application process.</p>
(59) Local Resident (Oxford, Napier Road)	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>I support the proposal to enhance to the parking for the stated area. However, I remain concerned about the safety of the significant number of children either living in or travelling to the area for school.</p> <p>Despite the good work of the schools in addressing the issue, at certain times of the day the quantity of cars parking at and near each school increases significantly. This can also affect access for buses at their stops with some knock-on congestion. Please help minimise any reduction in driving visibility & congestion caused by these parked vehicles. Designate a safe and proper parking area within walking distance of the schools? Encourage the continued use by schools of staggered start and finish times?</p>
(60) Local Resident (Oxford, Bailey Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I live on Bailey Road and many people park on Bailey, Boswell nearby roads in order to go to the shops or the gym. The roads are hard to drive down because of all the double parking, making it single track. I think the CPZ will improve this, although it would depend on enforcement.</p> <p>I am concerned that the changes to Barns Road don't go far enough. The change of the East side to permit holders only may not reduce parking. Parked cars right at the corner of Barns & Boswell roads makes pulling out onto Boswell road almost impossible and very hard to see. This doesn't look like it will be improved. It also doesn't improve the experience of cycling south on Barns road where parked cars constantly obstruct the cycle line making it dangerous.</p>
(61) Local Resident (Oxford, Bailey Road)	<p>CPZ - Support Parking Restrictions - Support</p>

	<p>The parking during business hours is so bad, especially when you turn off of Barns Road onto Boswell Road. Users overhang driveways making it impossible to access.</p>
<p>(62) Local Resident (Oxford, Boswell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>CPZ should help with cars blocking entrance to our driveway. CPZ will lead to safer cycling paths on Barns Road.</p>
<p>(63) Local Resident (Oxford, Boswell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Supporting to stop NHS workers parking inconsiderately. Supporting to stop residents of 13 Knolles road parking up to 8 vehicles on the public highway many without valid MOT certificates</p>
<p>(64) Local Resident (Oxford, Knolles Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We are a two-car family and very often we cannot get a parking space anywhere near our home or if somebody is visiting us it is often near on impossible for them to park a reasonable distance near our home.</p>
<p>(65) Local Resident (Oxford, Lockheart Crescent)</p>	<p>CPZ - Support Parking Restrictions – Support</p> <p>As a resident of Lockheart Crescent, I am writing to express my support for the plans outlined in the letter dated 22 October 2020: FORMAL CONSULTATION - Cowley Central East Area (Oxford): Proposed Controlled Parking Zone (CPZ).</p> <p>Parking in Lockheart Crescent has been a problem for many years now, with some of the properties being made into HMOs with up to 6 cars per property. This, in addition to our close proximity to local schools and shopping centres, has made parking outside our homes for residents like me an impossibility on frequent occasions. I am therefore in support of</p>

	<p>the proposed plans to make Lockheart Crescent a Controlled Parking Zone, specifically a CPZ where only one permit is allowed per property since the majority of properties have access to off-road parking and the street does not have the capacity to park two vehicles per property.</p> <p>I am one of four residents in our street of 35 properties who do not have access to off-road parking or an accessible garden, and our neighbouring streets are also named in this CPZ proposal. I am therefore requesting that myself and the other three residents at numbers 7, 9 and 13 are afforded a parking permit free-of-charge, since we have no alternative options.</p> <p>I wish you the best of luck in passing the proposed changes, and am happy to answer any further questions.</p>
(66) Local Resident (Oxford, Lockheart Crescent)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I think one permit per household would be sufficient as most houses have driveways. There are only 4 houses in Crescent that have no off street parking and they are having to park elsewhere or not use their vehicles for fear of not parking in the street again as other properties in the Crescent have up to five vehicles attached to their property and still park on the road. They space their vehicles out to stop others from parking then when they need to park another vehicle they move their other cars. (I can think of at least 3 houses). There is also one HMO that is registered and also a property that does Air BnB. These all bring extra vehicles into the Crescent which creates extra traffic. The parking has become so bad that sometimes it's difficult to drive through it. It is only a matter of time before an emergency vehicle is unable to get through. Weekends are just as bad with a lot of additional vehicles appearing and staying for short periods, it makes we wonder if there is something going on.</p>
(67) Local Resident (Oxford, Maidcroft Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Everything that we can do to support residents to be able to park easily, without people using their community as free parking is good. It can also help to make public transport and more active travel more attractive.</p>
(68) Local Resident (Oxford, Napier Road)	<p>CPZ - Support Parking Restrictions - Support</p>

	it is difficult to park near my house and I have disabilities and parking near my house is very important
(69) Local Resident (Oxford, Phipps Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>To be easier to park but I think that the residents permit could be free</p>
(70) Local Resident (Oxford, Phipps Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>To stop the build-up of parking</p>
(71) Local Resident (Oxford, St Lukes Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Parking has been a major issue in St Lukes Road for many years. School parking has gotten worse in respects we now have parents who think it's acceptable to parking over the footpath, on double yellow lines or anywhere they like. However, school parking is only for short periods in the morning and afternoon. When Social Services moved into the offices on Barn Road, parking in St Lukes was a major problem to the point where there is no available road parking for residents between 8am and 5p, during a normally working day. The final straw was the building of the flats on Barns Road which has no parking and we see residents of these Flats parking now in St Lukes Road</p>
(72) Local Resident (Oxford, St Omer Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>As a resident of St Omer Road I am very much in favour of the proposed "controlled parking zone" and "permit parking area" for this area. I am particularly concerned about the new residential development at the former Murco service station at the top of St Omer Road and the extra pressure this will make upon parking spaces. Because of this I would like to see the restricted parking times extended in the St Omer Road area.</p>

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