

TRANSPORT DECISIONS COMMITTEE – 1 OCTOBER 2009

OXFORD, DIVINITY ROAD AREA CONTROLLED PARKING ZONE

Report by Head of Transport

Introduction

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

Policy Context and Background

2. The policy context for the Divinity Road CPZ is contained in the county council's Local Transport Plan (LTP2) for 2006 - 2011. The plan includes a parking strategy, which recognises that CPZs have an important role to play in controlling the overall level of peak hour traffic within Oxford's Ring Road and so helping tackle congestion in the city. It is also recognised that CPZs help to protect local streets from intrusive long-stay commuter parking.
3. The Divinity Road Area adjoins the existing East Oxford CPZ and experiences displacement from commuters and residents in that area who may be unable to park or who have not obtained a permit. The demand for residential parking space in the Divinity Road Area is very high, resulting in obstructive and potentially unsafe parking practices. Currently vehicles are parked partially on the footways in many roads. Whilst the proposed traffic order does not prevent footway parking, it aims to regulate it ensuring that footway widths are maintained, wherever possible, to a minimum of 1.2 metres (1 metre at pinch points). A few of the streets in the Divinity Road Area are narrow and current parking practices result in access issues for emergency services. To ensure emergency access is maintained, the proposals allow for a minimum of 3 metres clear running lane between parking bays

4. The proposed CPZ would restrict the number of permits per property to control the demand for on street parking (this would be in line with the adjacent East Oxford CPZ where similar capacity problems exist).
5. On-street parking places for the exclusive use of car club vehicles have been included in the proposals following the establishment of Commonwheels car club in the area. A separate Traffic Regulation Order has been written to formalise these parking place. This was advertised in conjunction with these proposals.
6. A parking survey was conducted in the Divinity Road Area as part of a feasibility study in 2007 which indicated a non-resident occupancy of 184 vehicles in the zone parked for more than 4 hours, 125 of which were parked for more than 6 hours. Although it is appreciated that some of these vehicles were visiting properties in the area, it is likely that the majority belonged to non-residents

Feasibility Study Report February 2008

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

Initial Consultation Process: 13 June 2008 – 11 July 2008

10. As part of a consultation pack, an explanatory leaflet was prepared outlining the broad principles of a CPZ and how it might operate. Alongside the leaflet, a drawing was included, showing examples of

parking layouts – with and without footway parking, and the likely impact of each type of layout on parking capacity. However, this stage of consultation did not include parking layout plans.

11. The pack also included a questionnaire, the response to which was used as an aid in the creation of an overall scheme design to be consulted upon at the next stage of the process (informal consultation). The questionnaire sought people's views on suitable hours of operation, whether the number of permits should be restricted, and whether footway parking should be part of the design, as well as their overall views on a CPZ. It also asked for information about car ownership.
12. Initial consultation packs, including the explanatory leaflet, were sent to every resident and organisation within the zone as well as properties just outside it. City and county councillors were also sent the information. A full report on the initial consultation is available in Background Document B.
13. The results of the consultation process showed that respondents were overall in favour of a CPZ, and whilst some were reluctantly in favour they acknowledged the need for a CPZ in their area but resented paying for it and/or were concerned about the 'knock on' effect it might have in surrounding streets. It was also recognized that there was a need to restrict the number of permits due to the high demand relative to available space.
14. Having reviewed the public response to the consultation alongside the county council's five priorities for transport scheme development as outlined in LTP2, it was decided to proceed with a preliminary design and to try and address any concerns raised where possible. An informal consultation would then allow all residents an opportunity to comment on the proposed restrictions and to allow for amendments to be made to further address any specific needs, before proceeding to formal consultation.
15. Based on the results of the initial consultation the following proposals were to be put forward at the informal consultation stage:
 - for permit holder only parking to be provided at all times;
 - any general short term parking for 2 or 3 hours from 8.00am to 6.30pm Monday to Friday with permit holders exempt from time limit reverting to permit holder only in the evenings;
 - under certain conditions footway parking would be provided,
 - restrict residents to 2 permits per household; and
 - include car club bays within the proposals.

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

16. Plans were drawn up showing the parking layout and designation of parking bays in each street.
17. The residential parking demand across the zone was calculated using surveys undertaken in October 2007 & October 2008. The surveys showed a demand for 807 parking places and the proposed scheme provided 873 parking spaces (excluding Morrell Avenue) including bays across accesses but excludes disabled bays. With a reduction in the number of vehicles as a result of restrictions on the number of residents' permits and potentially through use of the car club it was felt the proposals would adequately cope with fluctuations in car ownership.
18. A consultation pack, including plans, was delivered to every resident and organisation within the zone. City and county councillors were also sent the information, and it was available on the county council's website. The pack also included a questionnaire which sought people's views on the layout of the proposed parking scheme and the mix of different types of parking places available. The informal consultation was carried out simultaneously with the Magdalen Road area. A full report on the informal consultation is available in Background Document C.
19. An exhibition of the proposals was held at The Regal on Cowley Road on Thursday 20 November 2008 between 2:00pm and 8:30pm, and Friday 21 November 2008 between 10:30am and 4:00pm. Detailed plans of each road in both zones were exhibited and representatives from Oxfordshire County Council were available to answer any questions. A total of 179 people signed in at the exhibition over the two days
20. The informal consultation received 214 responses out of approximately 1083 sent out (a 20% response rate). 87 (41%) respondents found the proposed layout acceptable and 105 (49%) were against the proposals. However many made suggestions to improve the design which officers felt could be accommodated in the detailed design stage.
21. The proposal to provide partial footway parking was a controversial subject. Whilst consultees were not asked again about pavement parking due to the reasonable response rate in the initial consultation 75 (35%) respondents made additional comments regarding footway parking, 54 of which were against footway parking and 13 were in favour of footway parking. A further 6 comments were received voicing concerns about footway parking on both side of the carriageway. However, there was a considerable amount of campaigning by residents of both zones against

footway parking, and concerns were expressed strongly by the Oxford Pedestrians Association and groups representing those with disabilities.

22. Cheney School objected to footway parking as Southfield Road and Divinity Road are both well used by their students walking to and from school.
23. The Fire and Rescue Service expressed serious concerns about any proposals to provide clear running lane widths of less than 3 metres as it can seriously affect fire appliance access. Three metre running lanes allow a distance of 0.25-0.30 metres either side of the appliance for crews to dismount. They requested that partial footway parking be considered where necessary in order to guarantee emergency access.
24. Residents of Divinity Road made specific objections to the loss of parking proposed at the north eastern end of Divinity Road. The design at this location was proposed to provide a completely clear route for pedestrians, particularly students from Cheney School, removing existing footway parking.
25. Following a review of the public response, which was generally in support of the proposals, the Cabinet Member for Transport decided to proceed with a detailed design and formal consultation on the following basis
 - Proceed with proposal to restrict residents' permits to 2 per household, with a commitment to review this after a year of operation;
 - Retain the usual allowance of 50 visitor permits per resident aged 17 years or older;
 - Provide partial footway parking to maximise available parking on street, subject to the need to:
 - Retain a running lane of 3 metres;
 - Provide footway widths of 1.2 metres or greater except for short distances around pinch points where it may be reduced to 1 metre as an absolute minimum;
 - Where possible retain one clear footway.
 - Amend the proposals to change all shared bays from being in operation 8:00am – 6:30pm, Monday to Friday to 8:00am – 6:30pm, Monday to Sunday, allowing residents parking Monday to Sunday (24hrs);
 - Continue the promotion of car club bays;
 - Reinstate footway parking at the north eastern end of Divinity Road;
 - Undertake specific changes to the proposal in line with street specific concerns as recommended in the Informal Consultation Report available for viewing in Document C.

Formal Consultation Process: 11 June 2009 to 9 July 2009

26. The new revised scheme (excluding Morrell Avenue) provides approximately 602 permit holder only spaces, 57 three hour shared use parking spaces, 129 two hour shared use parking spaces, 11 disabled bays and 9 car club bays. This provides 799 parking places across the zone for residents and their visitors including disabled parking spaces compared with overnight on-street parking of 807, a deficit of 8 spaces. It should be noted that the estimated number of bays includes 'Community Management' i.e. parking across accesses.
27. A total of 1093 consultation packs were delivered to every resident and organisation within the zone. An example of this can be seen in background Document D, which is available in the Members' Resource Centre. A further 70 packs were sent to formal consultees. Each formal consultee was sent a Notice and Statement of Reasons and a copy of the plan showing the entire zone. Examples are also in Document D. An A4 copy showing the proposed zone boundary is also included at Annex E of this report.
28. Packs were also provided for public inspection at Cowley Road Library, Oxford Central Library, County Hall and Speedwell House. Street notices were placed in every road within the zone for the duration of the consultation period. The notice was also advertised in the Oxford Times on 11 June 2009.
29. In line with normal practice for formal consultation on traffic orders, the consultation questionnaire simply asked people to reply with any objections they had to the scheme, or any comments they wished to make. They were not asked whether or not they supported the scheme.
30. The formal consultation process generated 170 responses which equates to a 16% response rate, lower than previous consultations. All the returned questionnaires and accompanying letters can be viewed in Document B, available in the Members' Resource Centre.
31. Of these responses (72%) had objections to the proposals and 43 (25%) had no objections. The remaining 3% had either responded by email and so not filled in a questionnaire and/or stated no preference. Of the objections many could be addressed or partially addressed.
32. A synopsis of each comment or objection together with the officers' response and recommendation can be found in Document D, also in the Members' Resource Centre. A summary by road of these comments is also included for reference in Annex A attached to this report.

33. Two petitions were received during the course of the consultation copies of which are attached to this report. The first was from residents of Minster Road (cul de sac) objecting to the no waiting restrictions at the end of their cul de sac (24 signatures from 14 of the 17 addresses). The second was from the Divinity Road Area Residents' Association, objecting to pavement parking. This contained 254 signatures from 162 addresses. The on-line version of the petition received 131 signatures from 115 addresses
34. A meeting was held outside the consultation period on 22 July 2009 at the St Clements Family Centre. All Residents' Associations and local councillors were invited to attend and posters were erected around the zone to advise residents. Attendees were advised that this was not part of the consultation process but was a chance for Councillor Hudspeth to hear their views directly. Notes from the meeting are included in Annex B.

Issues Arising from the Formal CPZ Consultation

35. The main recurring themes of the objections during the formal consultation process were:
 - People felt that there was no problem in the area;
 - Footway parking, particularly in streets where it does not regularly occur;
 - Restricting permits to 2 per household, some felt this was too many whilst others felt there should be no restriction;
 - Insufficient visitor permits, although some objected to the fact HMO's would end up with so many visitors permits.
36. A summary of the main objections and more specific objections by road can be found in Annex A attached to this report.

Footway Parking

37. A number of organisations raised strong objections to the proposed footway parking. This included The Oxford Pedestrians Association, Oxford City Council's Access Officer, and the Oxford City Access Forum. The details of the objections can be seen in Document D.
38. Footway parking has been proposed in roads where the carriageway widths are insufficient to accommodate carriageway parking on both sides of the road and still maintain a 3 metre running lane to aid passage for emergency services. Previous consultations indicated that residents would find removal of parking on one side of the road unacceptable, therefore it was decided to proceed with consulting on a design which included footway parking.

39. DfT guidance on inclusive mobility as states that 'A clear width of 2000mm allows two wheelchairs to pass one another comfortably. This should be regarded as the minimum under normal circumstances. Where this is not possible because of physical constraints 1500mm could be regarded as the minimum acceptable under most circumstances, giving sufficient space for a wheelchair user and a walker to pass one another. The absolute minimum, where there is an obstacle, should be 1000mm clear space. The maximum length of restricted width should be 6 metres). If there are local restrictions or obstacles causing this sort of reduction in width they should be grouped in a logical and regular pattern to assist visually impaired people.'
40. Current practices mean that on many occasions footways fall below a width of 1 metre. A weekday daytime survey in three streets within the area, carried out in August 2009, when there was a relatively low amount of parking, revealed the severity of the problem. The problem is likely to be worse in the evenings and at weekends, particularly in term time. See table in Annex C.
41. The proposals aim to maintain a minimum footway width of 1.2m reducing to 1m only at pinch points. Where ever possible wider footway widths would be maintained. There are occasions where the footway width is reduced to 1.1m for extended lengths but the aim has been to keep these to a minimum.
42. It is acknowledged that this does not meet the 1.5 metre requirement for a wheelchair to turn, but it was felt this would be an improvement to the current situation. However, many people do not see the potential improvement on current conditions as a justification for introducing footway parking and would prefer to see either a scheme with no footway parking and far fewer parking spaces, either immediately, or after other measures are introduced to reduce car ownership. In addition to the consultees mentioned above, individuals and councillors both from within and living outside the area have expressed concerns about footway parking, in principle. Many have expressed their concerns about the impact on disabled people. Among other views expressed are that:
 - It prioritises the function of the street as storage for private cars, above its function for the community as a whole and as a thoroughfare for pedestrians, including non-residents;
 - It conflicts with the objective of encouraging people to walk;
 - It could cause damage to kerbs and to vehicles.

The need for a CPZ

43. 8 (5%) respondents believed there was not an issue with commuter parking. Commuter parking in an area is not simply about parking it is about unnecessary vehicles driving into an area increasing congestion level on routes into Oxford. By preventing commuter parking this reduces congestion on the main routes and pushes commuters back onto the outskirts using the Park & Ride facilities provided and public transport.
44. CPZs restrict the availability of commuter parking in residential streets, and encourage commuters to find alternative means of transport both into and within the City. Reducing the number of commuter journeys into Oxford reduces congestion on main routes, and reduces traffic in residential streets caused by drivers looking for spaces. By reducing traffic levels, CPZs can contribute to improvements in air quality. They also ensure that cars are not parked in inappropriate or unsafe places, thereby contributing to road safety and improvements to the street environment.

Permit Restrictions

45. It is acknowledged that the current residential parking slightly exceeds the number of parking places proposed (including Community Management). However, the scheme would probably reduce the number of vehicles parking in the area due to the proposed restriction on the number of permits to two per property. Whilst 8 (5%) respondents felt this would not restrict the number of vehicles and that only 1 permit should be issued it should be noted that the provision of 2 permits does not necessarily mean that a residency will have two permits. Much as is currently the case, some properties have no cars, some have 1, and some have 2 or more. For those with more than 2 vehicles they would need to reduce the number they park on the street, which in turn reduces the level of on street parking. Furthermore, the car club trial seems to be very successful and may encourage some residents' to part with their second cars.
46. In some streets in the zone displaced parking is experienced from neighbouring zones which would not be possible if these proposals were progressed. This in turn could result in reducing the demand for parking spaces.
47. Some respondents suggested that a second residents' permit should be provided on a basis of need. Consideration has been given to ways this might be achieved but it has not been possible to determine a reasonable criteria that could be imposed.

Visitor Permits

48. Only 6 (4%) respondents felt that there were insufficient visitors' permits per person, this was of particular concern to single occupancy (or single parent) households and elderly residents. Some respondents had concerns that residents in multiple occupancy houses would be able to 'club together' to obtain excessive numbers of permits enabling them to park an additional car on a long term basis. This seemed to be particularly referring to student accommodation where residents would only be there for part of the year.
49. The visitor permit scheme is standard across all Oxford CPZs. There may be scope for a general review of permit conditions as part of any future review of permit charges.

Other Objections

50. 5 (3%) respondents objected to permit charges. Permit charges are uniform throughout the whole of Oxford and were agreed by The Cabinet on 19 September 2006 following a formal consultation process.
51. Statutory Consultees responses other than those already mentioned included Cllr. John Tanner and Cllr. John Sanders who reiterated many of the objections raised by residents of the area including:
 - permit charges;
 - review of the zone should include the impact on surrounding roads;
 - footway parking and the need for a 3metre clear running lane for the fire service.
52. Other issues mentioned such as allocation of visitors permits and carers' permits were already included as part of the scheme.
53. Thames Valley Police made a number of comments and objections. These can be seen in Document F.
54. 'No Waiting At Any Time' has been provided across accesses at the request of residents or where there is an underlying safety issue. Where this is not the case these accesses are subject to 'Community management' which allows residents and their visitors to park across their accesses if displaying a valid permit.

Equality and Inclusion

55. The county council has a statutory obligation to promote equality and to consider the impact of its policies and practices on people according to

their race, gender, disability, religion, age, sexual orientation and human rights. It also seeks to promote social inclusion.

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

Environmental Implications

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

How the Project Supports LTP2 Objectives

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

Financial and Staff Implications

63. The total cost of the proposed zone is estimated at £184,000 of which construction costs would be in the region of £87,000. The project is fully funded. The source of the funding is £48,000 from SCE and £136,000 from developer funding.

Conclusions

64. There is a considerable strength of opinion against footway parking. However, where footway parking currently occurs the proposals represent a significant improvement over current conditions. Officers believe that the scheme would provide an acceptable solution, taking into account the need to:
 - remove commuter parking;
 - provide good access for pedestrians and disabled people throughout the whole area;
 - satisfy the demand for a reasonable level of resident and visitor parking;
 - ensure emergency access; and
 - improve road safety.
65. If it is decided to progress the scheme, some of the objections raised to the scheme could be addressed by small amendments that would be subject to minor consultation with residents and businesses in the immediate vicinity. These are listed in Annex D.

66. Implementation of this scheme prior to the implementation of a CPZ in the Magdalen Road area is likely to result in a level of overspill parking that would be unacceptable to residents in that area.

RECOMMENDATIONS

67. **The Committee is recommended to:**
- (a) subject to final approval of a Controlled Parking Zone in the Magdalen Road area to authorise the making of the Oxfordshire County Council (Oxford – Divinity Road area) (Controlled Parking Zone and Waiting Restrictions) Order 20**;**
 - (b) authorise officers to reconsult locally on amendments to the scheme, as set out in Annex D to this report; and**
 - (c) authorise the Head of Transport in consultation with the Cabinet Member for Transport Implementation and Cabinet Member for Growth & Infrastructure to carry out further minor amendments to the scheme and the Traffic Regulation Order that might be required when implementing the proposed parking zone.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers:

Document A:	Report of Feasibility Study
Document B:	Report of Initial Consultation
Document C:	Report of Informal Consultation
Document D:	Formal Consultation Details
Document E:	Questionnaire Responses
Document F:	Analysis of Responses Consultation Contributors Comments and Recommendations
Document G:	Petitions
Plan Nos.	B1004800/A1/DD/1200/001 B1004800/A3/DD/1200/001 to 006

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ANNEX A

Summary of Comments Received for Divinity Road Area

General Comments

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

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

Some have argued that the second permit should be allocated on the basis of need, but this would be extremely complex and costly to administer. Suggestions made regarding what would constitute the need for a second permit such as family circumstances, commuting to work etc are likely to be easily justifiable by most people.

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

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

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

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

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

As indicated in the 'Frequently Asked Questions' provided with the consultation pack the permit fees are intended to cover administration and enforcement costs, not to make a profit. These costs are not paid for by council tax, so there is no double payment. It is felt residents' permits bring benefits for local residents, including protecting their streets from unsafe parking and reducing the number of non-locals parking in their streets. The permit fee for one car amounts to less than £1 per week.

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

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

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

Problems with commuter parking are not solely associated with stationary vehicles but also with the unnecessary number of vehicle trips generated increasing congestion levels on routes into Oxford. Preventing commuter parking therefore reduces congestion on the main routes and pushes commuters back onto the outskirts of the city, encouraging them to use the Park & Ride facilities provided.

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

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

Any increase in width on the streets where footway parking is proposed will be small in terms of dimension but significant with regards to access. Vehicle speeds are not expected to change significantly as a result of these proposals as the roads will still be restricted to a single narrow lane.

It is acknowledged that where parking is proposed on one side only that carriageway widths will increase significantly and subsequently there may be some increase in speeds. However, due to the existing widths where it is

proposed it is not possible to provide parking on both sides whilst still maintaining minimum footway widths of 1 metre and running lane widths of 3 metres.

Several respondents expressed concerns that the proposals penalised HMOs.

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

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

A petition was presented by the Divinity Road Area Residents' Association objecting to footway parking throughout the zone. As the issue in each road is slightly different they have been discussed in more detail in the summary of responses for each road.

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

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

Summary of Comments by Road

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

Bartlemas Close

There are 9 properties in Bartlemas Close. 3 (33%) responses were received, 1 of which objected to the proposal of including Bartlemas Close in the scheme. 2 respondents have no objections to the proposals.

The current parking demand is 8. The proposed scheme provides 46 shared/permit holder bays plus 1 car club bay.

One respondent objected to the inclusion of Bartlemas Close in the Divinity Road Area as there is no parking problem in the road and the space is necessary for the people involved in activities at the sports ground.

Bartlemas Close is included in the proposals to protect it from commuter and overspill parking from other roads in the zone.

Bartlemas Road

There are 68 properties in Bartlemas Road. 8 (9%) responses were received, 4 of which indicated that they had objections to the proposals. Of these 1 asked for minor changes to the scheme as opposed to objecting to it in its entirety.

The current parking demand is 83. The proposed scheme provides 78 shared/permit holder bays plus 1 car club bay.

One respondent objected to the limited number of visitor permits.

Two respondents objected to footway parking.

The average carriageway width of Bartlemas Road is between 6.3 metres and 6.4 metres and the average footway width on the both sides are 1.4 metres and 1.5 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Therefore it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass. Footway parking occurs on both sides of the road in Bartlemas Road, the current proposals regulate footway parking and remove it from one side of the carriageway.

If the scheme is progressed parking bays would be marked to allow sufficient width on the footway for wheelchairs. Wherever possible a minimum width of 1.2 metres would be provided with an absolute minimum of 1 metre at pinch points. Where possible wider footways will be provided.

One respondent stated the preference for one permit per household.

One respondent objects to permit charges, but thinks the proposal is a good idea as they always have difficulty in parking in the road.

One respondent requested double yellow lines across their property driveway.

Cowley Road

There are 66 properties in the length of Cowley Road within the zone. 6 (9%) responses were received, 5 of which indicated that they had objections to the proposals.

The current parking demand on Cowley Road is 6, the proposed scheme provides 7 permit holder bays. The remaining restrictions in Cowley Road remain unchanged.

One respondent objected to footway parking, however, there is no footway parking proposed on Cowley Road. Where objections have been received for specific roads these have been addressed separately in the relevant sections of this report.

One respondent requested that residents' permits be reduced to one per household.

A letting agency in Cowley Road is against the number and cost of business permits as this will affect the business.

One respondent objected to the number of visitor permits allowed per resident over the age of 17 as HMOs will obtain enough permits for an additional vehicle.

One respondent requested shared bays in front of St. Mary's Church.

One respondent requested additional car club bays as the respondent is concerned that there will not be enough space for all the cars when the CPZ is introduced.

If the Car Club is successful and further spaces/vehicles are required these can be introduced at a later date.

St. Albans Church committee are in favour of the scheme if the following two changes could be made:

- (i) 3 hour shared bays are provided around the church with time limit restriction for all including permit holders.
- (ii) Temporary parking permits for funerals like those envisaged for hotels and guesthouses.

Divinity Road

There are 205 properties in Divinity Road. 27 (13%) responses were received of which 12 support the proposal and 15 have objections to it.

The current parking demand is 178. The proposed scheme provides 161 shared/permit holder bays plus 1 car club bay.

Seven respondents objected to footway parking. Footway parking currently exists at the north eastern end of Divinity Road where the carriageway narrows. In the informal consultation proposals footway parking was removed from Divinity Road to provide clear footways for pedestrians, however, there were significant objections to this proposal. Therefore it was resolved to reinstate the footway parking and formalise it to maintain minimum footway widths of 1.2 metres (1 metre at pinch points).

Two respondents requested that the number of visitor permits be allocated per household instead of per person as the current proposals may lead to abuse in HMOs.

Three respondents objected to the proposal of allowing 2 resident permits per household as they felt it might result in more cars than spaces. One of these responses was against issuing 2 permits to a property with off street parking.

The respondent of 175 Divinity Road requested a white access protection marking instead of the 'No Waiting At Any Time' restriction currently proposed across the driveway between 175 and 179 Divinity Road.

The 'No Waiting At Any Time' restriction at this location has been proposed due to the close proximity of the build out. It is felt that there is a need to provide a passing space on at least one side of this feature to improve road safety.

Two respondents objected to permit charges.

Two respondents stated that there were too many shared parking spaces in Divinity Road especially outside Co-op. One of these respondents also expressed the same concern in Hill Top Road, Bartlemas Road and Warneford Road.

One respondent stated that the double yellow lines outside No.2 Divinity Road is too short for a car and needs to be removed.

The restriction outside 2 Divinity Road is approximately 5 metres in length.

One respondent objected to students being able to obtain permits.

One respondent requested double yellow lines across their driveway.

One respondent expressed concern about the criteria on which parking permits will be issued as their address is in Divinity Road.

One respondent requested for a White Access protection marking across the garage of number 74 Divinity Road which is accessed from Warneford Road.

One respondent requested that the 2 hour shared parking place in Stone Street be changed to permit holders only. In addition they requested that driveways be protected between numbers 91 and 131 Divinity Road.

One respondent requested a white access protection marking instead of the proposed double yellow lines across their garage to enable loading and unloading.

One respondent requested the extension of the parking space in front of 117/119 Divinity Road.

One respondent objected to the proposals as landlords need permits to maintain their properties.

One respondent expressed concerns regarding the extent of the 'No Waiting at Any Time' restrictions near the junction of Minster Road.

One respondent is concerned that they will not be able to park outside their house, No.147 Divinity Road, and feels that it is unsafe for them to walk to the parking space down the road.

One respondent requested a one way system in Divinity Road.

Hill Top Road

There are 79 properties in Hill Top Road. 43 (54%) responses were received, 36 of which support the proposals and 5 containing objections to them. Of these objections

The current parking demand is 34, the proposed scheme provides 83 shared/permit holder bays.

One respondent supported the Car Club scheme.

Three respondents objected to shared parking in Hill Top Road one of which felt that it would encourage students.

Two respondents objected to the scheme being operational in the evenings.

One respondent requested 3 hours shared parking bays in the vicinity of the Golf Course in Hill Top Road.

The Golf Course has off street parking and therefore it is felt that it is not necessary to increase shared parking in the area for it.

Three respondents objected to footway parking.

One respondent objected to footway parking in Hill Top Road.

The carriageway width of Hill Top Road is between 6.2 metres and 6.3 metres and the footway width on both sides is between 1.5 metres and 1.6 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metres wide parking bays is 6.6 metres. Therefore, it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass.

Two respondents felt that the CPZ would increase vehicle speeds one of which requested a one way system and 20 mph speed limit in Divinity Road and Southfield Road.

Four respondents objected to the timings of the shared bays. One opposed restrictions in the evenings and 2 opposed the provision of shared bays at weekends in Hill Top Road, Warneford Lane and at the north eastern end of Southfield Road.

Three respondents objected to the 'No Waiting At Any Time' restrictions in front of numbers 15,17 and 19 Hill Top Road as the other side of the road also has 'No Waiting At Any Time' restrictions. One of these respondents requested a disabled parking space outside of 17 Hill Top Road.

One respondent expressed concern that an iron drain in front of number 3 Hill Top Road protrudes and punctures tyres.

One respondent felt the flats in Southfield Park should be part of a separate zone as the proposals could result in them parking in neighbouring streets.

One respondent stated that 25 free visitor permits is not adequate and would prefer to have 50 free visitor permits per resident.

One respondent objected to the provision of 'No Waiting At Any Time' restrictions in front of number 46 Hill Top Road.

One respondent objected to the restrictions near the junctions

One respondent objected to the shared parking bay at the top of Hill Top Road stating that it will be used by students and visitors to the hospital.

One respondent requested 'No Waiting at Any Time' restrictions across the access to number 59 Hill Top Road.

Manzil Way

There are 7 properties in Manzil Way, no responses were received from these properties.

The current parking demand is 5, the proposed scheme provides 18 shared bays plus 1 car club bay.

Minster Road

There are 39 properties in Minster Road. 9 (23%) responses were received, 7 supporting the proposals and 2 objecting to them.

The current parking demand in the road is 56 and the proposed scheme provides 58 shared/permit holder bays.

Two respondents reported that a disabled parking bay outside No.2 Minster Road is not used as the disabled resident is deceased.

Two respondents objected to footway parking in Bartlemas Road of which 1 respondent strongly objected to the footway parking proposal in streets where residents currently park on the carriageway.

Footway parking currently occurs on both sides of Bartlemas Road. The proposals are to provide footway parking on one side of the road leaving one footway completely clear, thereby improving the current situation.

Two respondents requested one permit per household of which 1 stated that 2 permits can be issued on the basis of need.

One respondent objected to the charge for car club parking permits.

One respondent requested narrower fire engines.

One respondent stated that Brookes University is the cause of the parking problem and they should not be allowed to bring cars into Oxford City.

Four respondents objected to the proposed 'No Waiting At Any Time' restrictions in the Minster Road cul-de-sac.

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Morrell Avenue

There are 87 properties in Morrell Avenue. 9 (10%) responses were received, 5 of which support the proposals and 4 have objections to them.

The current parking demand is 20. The proposed scheme provides 44 shared bays.

One respondent objected to students bringing cars into the city.

One respondent objected to the number of free visitor permits and felt they were insufficient.

One respondent requested a white access protection marking for their access.

Five respondents objected to the footway parking of which one was concerned about the enforcement of the scheme and overgrown hedges blocking the footway.

There is no footway parking proposed in Morrell Avenue, however, every endeavour has been made to minimise footway parking in surrounding roads.

Two respondents stated that a one way system should be introduced in Divinity Road and Southfield Road.

One respondent stated that the shared parking bays will be abused if not properly enforced.

One respondent requested that the 2 hour shared bays in Morrell Avenue be changed to 4 hour shared parking bays.

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

'No Waiting At Any Time' restrictions are currently proposed across the access to 131 Morrell Avenue.

Parsons Place

There are 36 properties in Parsons Place. 10 (28%) responses were received, 7 of which support the proposals and 3 containing objections to them.

The current parking demand is 32. The proposed scheme provides 22 shared/permit holder bays plus 1 car club bay.

Three respondents objected to the scheme, one of which stated that the proposals contained insufficient parking space for residents and also included objections to student and HMO parking.

One respondent objected to footway parking stating that there was no strong evidence for it.

The carriageway width of Parsons Place is 6.3 metres and the footway widths are 1.4 metres and 1.6 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metre wide parking bays is 6.6 metres. Therefore it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass.

One respondent stated that there is no parking issue in Parsons Place and the scheme is of no benefit except to raise funds for the council.

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

Southfield Park

There are 175 properties in Southfield Park. 12 (7%) responses were received, 8 of which support the proposals and 4 have objections to them.

The current parking demand is 47. The proposed scheme provides 23 shared/permit holder bays.

One respondent requested a disabled parking bay.

Three respondents objected to the inclusion of Southfield Park in the proposals as there is currently no problem in the area.

Three respondents objected to the proposals as they restrict visitor parking.

Two respondents stated that Southfield Park needed more parking spaces.

One respondent queried the enforcement of parking in the garage forecourts.

One respondent requested that permit charges match the garage rents to avoid cars spilling onto the road from the garages and also stated that the plans for Southfield Park contradict the tenancy agreement. The respondent also expressed the following queries:

- i. A bus stop is missing from the plan in Southfield Park.
- ii. Can HGV's continue to park overnight along with other vehicles.

Southfield Road

There are 170 properties in Southfield Road. 24 (14%) responses were received, 19 of which support the proposals and 3 have objections to them.

The current parking demand is 156. The proposed scheme provides 156 shared/permit holder bays plus 3 car club bays.

Sixteen respondents objected to footway parking in Southfield Road one of which also objected to footway parking on both sides of the road in other streets. A second objected to students parking.

The carriageway width of Southfield Road is between 6.3 metres and 6.4 metres and the average footway width on both sides is between 1.4 metres and 1.5 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metre wide parking bays is 6.6 metres. Therefore it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass.

One respondent stated that the car club bay needed to be moved to the end of the parking bay near Minster Road.

One respondent queried the inclusion of Flat 23 Sinnet Court in the properties eligible for permits.

Two respondents stated a preference for 1 resident's permit per household with a second permit issued on the basis of need. One response requested that the scheme be reviewed 12 months after implementation.

One respondent stated that there should be 50 free visitor permits per resident and the second 50 at a cost of £15.

Three respondents felt that the CPZ would increase the speed of the traffic and two respondents suggested introducing a 20mph speed limit throughout the Divinity Road area.

Two respondents objected to the scheme as there are currently no problems in the area, one of which stated that the scheme makes it difficult to car share with a resident in St. Mary's Road.

One respondent queried the provision for removal vans in the Divinity Road area. One respondent queried the provisions for the flats between numbers 4 and 6 Southfield Road.

One respondent stated that households should be allocated 100 visitor permits as the current proposals mean that HMOs will get more permits.

One respondent enquired into the size of the required signs as they are willing to have one on their front garden wall.

One respondent requested for a parking bay to be placed in front of number 65 Southfield Road.

Two respondents objected to the number of 2 hour shared parking bays, one of which stated that the scheme should be reviewed in 6 months and enforced properly in the evenings and weekends.

One respondent felt that 50 visitor permits per year was inadequate for a resident and enquired about the carer's permit as they receive regular visits from carers, cleaners etc.

One respondent stated that the location of a car club bay in Southfield Road near Minster Road junction should not be in between 2 permit holder only parking bays.

Stone Street

There are 8 properties in Stone Street. 2 (25%) responses were received, 1 of which supported the proposals and 1 having objections to them

The current parking demand is 25. The proposed scheme provides 30 shared/permit holder bays plus 1 car club bay.

One respondent had concerns regarding the enforcement of the footway parking.

One respondent requested double yellow lines outside number 3 Stone Street.

Double yellow lines are currently proposed across the access to number 3 Stone Street.

Tawney Street

There are 34 properties in Tawney Street. 5 (15%) responses were received, 3 of which support the proposals and 1 having objections to them.

The current parking demand is 34. The proposed scheme provides 38 shared/permit holder bays.

One respondent requested that the parking bay be extended in front of their garage.

One respondent requested a white access protection marking in front of their access and a 2 hour shared parking bay in front of Nos. 3 and 5 Tawney Street.

One respondent was concerned about the space available for lorries to turn if footway parking only occurred on one side.

Warneford Lane

There are no properties fronting the carriageway for the length of Warneford Lane within the zone. The current parking demand in the evenings is 1. The proposed scheme provides 24 shared/permit holder bays.

One respondent objected to the time restrictions of the shared parking bays in Warneford Lane and requested that these bays have no time restriction to enable non-residents to park.

One respondent from outside the zone expressed concern that the 2 hour shared parking bay, Monday to Sunday 8am-6.30pm, may prevent non residents from using the park in the evenings.

Warneford Road

There are 34 properties in Warneford Road. 6 (18%) responses were received all of which had objections to the scheme.

The current parking demand is 46. The proposed scheme provides 33 shared/permit holder bays.

One respondent objected to the reduction in the number of parking spaces and the 'No Waiting At Any Time' restrictions at the junction of Warneford Road and Bartlemas Road.

One respondent requested the removal of 'No Waiting At Any Time' restrictions across their access.

Four respondents objected to footway parking.

The carriageway width of Warneford Road is between 6.2 metres and 6.3 metres and the average footway width on both sides is 1.5 metres. The minimum carriageway width to be able to provide parking on both sides and maintain a running lane of 3 metres with 1.8 metre wide parking bays is 6.6 metres. Therefore it is not possible to remove footway parking as there would be an increased risk of emergency vehicles not being able to pass.

One resident objected to the provision of 2 permits per household instead of 1.

One respondent objected to the number of visitors' permits as they felt they were insufficient.

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

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

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

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

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

The main points raised by each speaker are listed below.

1. **Dennis Pratley, local businessman**
 - Lack of public transport as alternative to driving
 - CPZ would lead to more parking in front gardens
 - Residents would take up the 'shared' bays
 - Decision has already been made

2. **Mark Mason, local businessman (MM studios, Percy St)**
 - Shared bay parking is flawed
 - Some cars in the area are parked and not used for over a month, blocking spaces
 - Parking needs to be available for customers, who sometimes stay all day
 - Shared bays should be timed for all users
 - More flexibility is needed for businesses
 - Could businesses have permits like hotel and guesthouse permits?

3. **Ellie Dommett, Oxford Samaritans**
 - Samaritans chose Magdalen Rd based on accessibility including parking
 - Parking needed for staff after 6:30 pm
 - 120 volunteers, many from outside Oxford, come in to work in the evenings.

4. **Sarah Sleet, Iffley Fields Residents Association**
 - Design is so flawed that it is not worth talking about minor improvements
 - Change to design at formal consultation stage – substantially less parking.
 - Scheme will make residential pressure worse

5. **Amar Latif, Iffley Fields Residents Association**
 - Commuter parking reason flawed - commuter parking is not a problem.
 - Where is the detailed study of Iffley Road announced in LTP?
 - Naïve to suggest that 2 permit limit will solve the capacity problem
 - Why should residents pay to stop congestion?
6. **Sarah Sharp, resident, Iffley Fields area**
 - Iffley Fields should be a separate CPZ
 - County Council should buy smaller fire engines
 - Fire Service found few problems with access
 - Effect of CPZ on front gardens
7. **Mari Girling, resident, Iffley Fields area**
 - Pavements are for people, not cars
 - County council should buy smaller fire engines
 - The scheme will affect vulnerable road users
8. **Sarah Wild, resident, Iffley Fields area**
 - Concern over loss of parking in Iffley Fields area
 - The parking problem is in the evening.
 - Concern over restriction on visitor permits especially for home workers and families with young children
 - Could visitor permits be for 2-hour slots?
 - CPZ will affect people's social lives
9. **Colin Whittle, Southfield Golf Course**
 - Different parts of the proposed areas have different problems.
 - Access problems in Hill Top Road – serious health and safety concerns
 - Refuse vehicles cannot get down Hill Top Road
 - Problem is in University term time only.
10. **Stephen Jones – Hill Top Road Residents Association**
 - CPZ should not be 'one size fits all'
 - Problem in Hill Top Rd is mainly due to students driving to Brookes
 - Problem is daytime only
 - Footway parking would have a bad effect on Jack Howarth House residents
 - Status quo is not acceptable
 - County Council should find a way through and not put things off
11. **Nicholas Lawrence, Iffley Fields area resident**
 - Agree with need for CPZ
 - Wants a response from the Fire Service (see below)

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

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

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

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

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

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

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

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

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

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

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

23. **Peter Lewis, Iffley Fields area resident**
 - Scheme should be put to referendum
 - Decision will be made behind closed doors, with no scrutiny

24. **David Boshier, Argyle St resident**
 - LTP did not identify CPZs in these areas
 - Concern over vehicle speed
 - How does this fit with school travel plans and encouraging children to walk to school?
 - Will fines be issued for footway parking?

25. **Alan Berman, Southfield Rd resident**
 - There is no problem with emergency access
 - No need for pavement parking
 - Should be able to control commuter and Brookes parking by other means
 - CPZ is a misuse of public funds

26. **Hugh Jaeger, Bus Users UK**
 - Bus users are pedestrians – concern over pavement parking

27. **Richard Twinch, Hill Top Rd resident**
 - Need for flexibility – treat each area according to its needs
 - Need to be lenient at start
 - Need to show humanity
 - Need to consider businesses

28. **Finn Fordham**
 - Unhappy that people are being made to feel guilty about opposing the scheme, because of Fire Service issues
 - Fire Service data provided only covers Divinity Rd area
 - Shows only 1 access problem in 8 years
 - Need to have a flexible scheme or do nothing

29. **Paul Pemberton, Aston St resident**
 - Scheme is unfair to HMOs
 - In a shared house some people won't be able to get to work if they can't get a parking permit

30. **Cllr John Tanner**
 - In favour of parking restraint
 - County council not listening
 - Should not impose scheme on Iffley Fields
 - Opposes pavement parking
 - Should not charge for parking permits
 - Ridgefield Rd area should be included.

31 **Cllr Nuala Young**

- Smaller fire engines should be pursued
- People's concerns should be made publicly available.

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

Smaller fire appliances:

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

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

The meeting closed at 21:30.

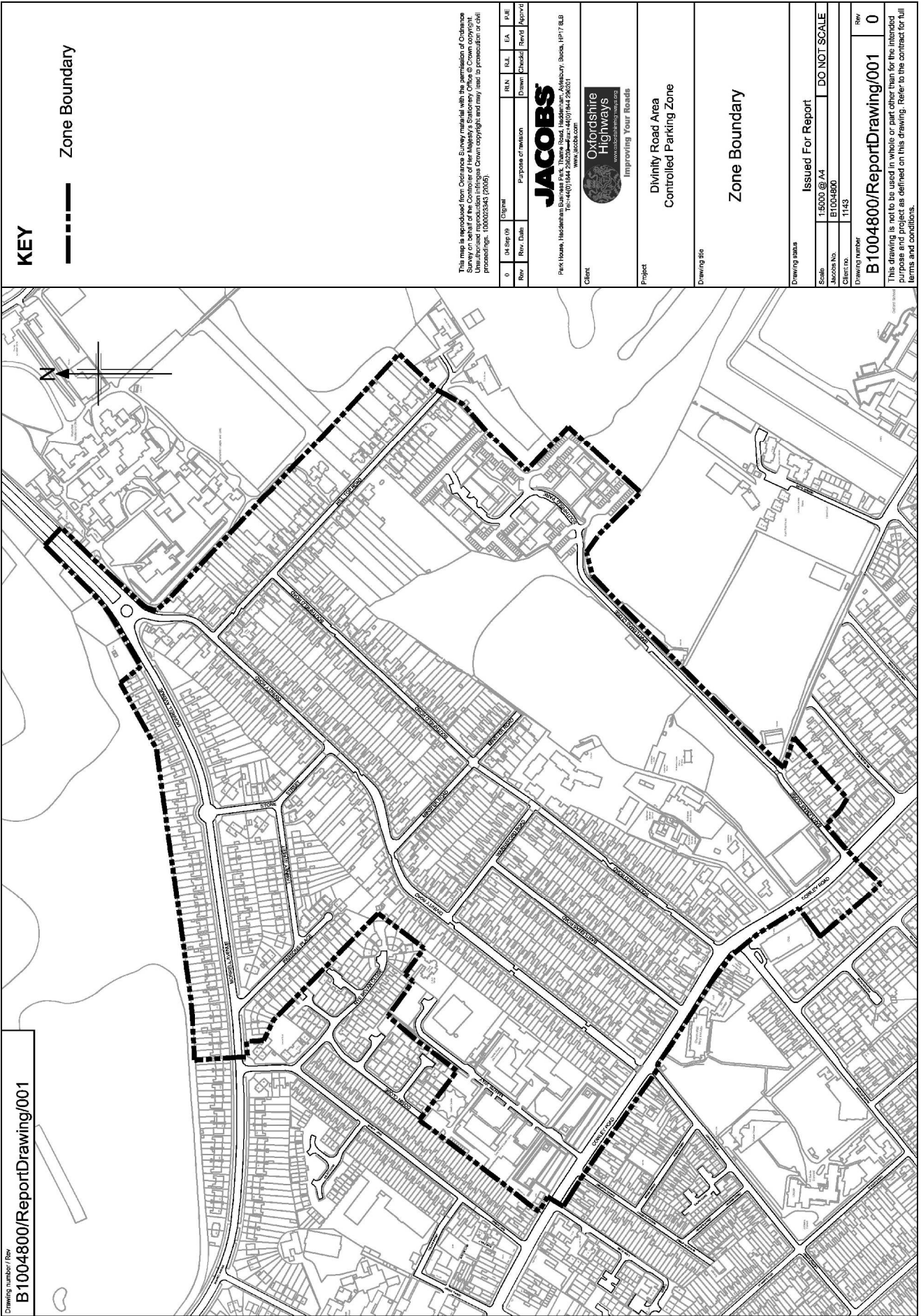
ANNEX C**Existing footway parking conditions in the Divinity Road area – selected streets**

Street	% cars on footway	No. cars on footway <1m from boundary	% cars on footway <1m from boundary	Mean distance from boundary (20% sample of cars on footway) cm	Approx min distance from boundary cm
Bartlemas Rd	81%	23	79%	91	60
Top end Divinity Rd	61%	5	36%	96	60
Stone St	67%	18	30%	103	75

ANNEX D**Proposed minor amendments subject to reconsultation.**

If it were decided to proceed with the scheme, the following amendments would be recommended, subject to further consultation with residents and businesses in the immediate vicinity.

- i. Include an exemption for emergency vehicles or vehicles being used for police purposes;
- ii. Where footway widths are 1.1 metres for extended lengths that the minimum allocation of 0.3 metres for a tyre be reduced to 0.2 metres.
- iii. Bartlemas Close: Replace all 3 hours shared parking bay Mon-Sun 8.00am to 6.30pm with 3 hours Shared parking bay with no restriction in the evenings.
- iv. Bartlemas Road: Change 'Permit Holders Only' across the access to 2A Bartlemas Road to 'No Waiting At Any Time'
- v. Cowley Road: Review parking outside St Mary's Church
- vi. Cowley Road: Provide 3 hour shared parking bays near St. Albans Church.
- vii. Divinity Road: Change 'Permit Holders Only' across the access to 147 Divinity Road to 'No Waiting at Any Time'.
- viii. Divinity Road: Change the 'No Waiting At Any Time' across the garage of number 74 Divinity Road to 'Permit Holders Only'
- ix. Divinity Road: Review the length of No Waiting at Any Time outside 117/119 Divinity Road.
- x. Hill Top Road: Change 'No Waiting At Any Time' outside 46 Hill Top Road to 'Permit Holders Only'.
- xi. Hill Top Road: Change 'Permit Holders Only' across the access of number 59 Hill Top Road to No Waiting at Any Time'
- xii. Hill Top Road: Refer concerns regarding drain in front of No.3 Hill Top Road to maintenance team.
- xiii. Minster Road: Change No 'Waiting At Any Time' within the Cul-de sac with 'Permit Holders Only'
- xiv. Parsons Close: Change 'Permit Holders Only' across the access of number 6 Parsons Close to 'No Waiting At Any Time'
- xv. Southfield Road: Change 'No 'Waiting At Any Time' Infront of number 63 Southfield Road to 'Permit Holders Only'
- xvi. Tawney Street: Change 'No 'Waiting At Any Time' across the garage of number 22 Tawney Street to 'Permit Holders Only'
- xvii. Warneford Street: Change 'No 'Waiting At Any Time' across the access to number 20 Warneford Road to 'Permit Holders Only'
- xviii. Warneford Lane: Replace all the 2 hour shared parking bays 8am-6.30pm Mon-Sun in Warneford Lane to 2 hour shared parking with no restriction in the evenings.
- xix. Refer all disabled bays requests to the TRO team in Oxfordshire County Council



Drawing number / Rev
B1004800/ReportDrawing/001