

### Most common objections to proposal for CPZ in the Magdalen Road (North) area

Objection	Officer response
<p>Objection to paying for permits, some seeing it as an unfair 'tax' on residents, and some relating this to the fact that they would not be guaranteed a parking space.</p> <p>Objection that the CPZ will not tackle the problem of over parking in the evening and overnight – there are just too many resident cars. Some said the scheme would make it harder for them to find somewhere to park.</p>	<p>The permit fees cover CPZ administration and enforcement costs, and are not used to fund other council services. CPZ costs are not paid for by council tax, so there is no double payment. Residents' permits bring benefits for local residents, including protecting their streets from unsafe parking, and reducing pressure on parking spaces in their streets. The permit fee for one car amounts to less than £1 per week.</p> <p>There would not be sufficient space to allocate a specific residential space for each resident's permit, because it would not be efficient use of the space – at any one time, not every resident is at home, and others should be able to use the space. But overall, officers consider that there would be sufficient space for residents because, although the number of spaces will be reduced to prevent unsafe parking, parking by non-residents would be restricted and crucially, for the evening parking issue, the number of resident permits per property would be limited to two. This will manage demand for parking by residents.</p>
<p>Objection that there are too many students living in the area who own cars. Why not stop students from bringing cars into the area?</p> <p>Why should residents have to put up with a CPZ all year round when the student problem is only for part of the year.</p>	<p>Some houses in multiple occupancy (HMOs) have a large number of cars associated with them. These may be occupied by either students or professional people. Universities do not have any power to prevent students in private accommodation from bringing cars to Oxford.</p> <p>While we recognise that many students can easily manage</p>

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	<p>without a car in Oxford, there are many circumstances in which they may need a car just as much as any other resident. We do not have any plans to prevent students from obtaining residents' permits, but a limit of two permits per property would mean residents in many student houses (as well as other HMOs) would have to decide amongst themselves who could have the permits, and this would reduce the number of cars parked in the area.</p> <p>The most recent parking survey showed that there are 199 non resident cars parked in the area during the day – for most of the year. The CPZ would remove them straight away – and it needs to be all year round to do that.</p>
<p>Objection to partial pavement parking.</p>	<p>Where we are proposing this it is necessary to ensure emergency access and to help control the encroachment of vehicles on the pavement.</p> <p>If cars were parked on the road on both sides, there would be a high risk of emergency vehicles not being able to pass, because the road space would be too narrow. In some streets that currently do not have pavement parking, this is already the case, and the Fire and Rescue Service have told us they are concerned about the risk.</p> <p>Parking bays would be marked to allow sufficient width on the footway for wheelchairs to pass. Wherever possible a minimum width of 1.2m would be provided with an absolute minimum of 1m at pinch points. Where possible wider pavements would be provided.</p>

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	<p>This is an improvement on the current situation in many streets where parking frequently takes up nearly all of the pavement so that people have to walk in the road. Wherever possible, the designs allow for a completely clear pavement on one side of the road and frequent gaps in the parking bays to allow for passing and crossing the road.</p>
<p>Objection to only two resident parking permits being available to each household – this would be overly restrictive on houses in multiple occupation where more than two people need a car to get to work.</p>	<p>Space on the street is very limited, and we believe this to be the fairest way to ration permits to the available space. Public transport in Oxford is excellent and provides a viable alternative to car ownership for many people. 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.</p>
<p>Objection to the restricted number of visitors' permits, which are allocated per person over 17. People said that this would be overly restrictive, particularly as the parking restrictions would operate at all times. Some saw this as particularly unfair on single adult households.</p>	<p>The scheme would not work as intended without some restriction on visitor parking in the area. The proposed allocation of visitor permits is consistent with all other Oxford CPZs, but could be seen as more restrictive on residents of this proposed CPZ than some others, due to the fact that the restrictions are proposed to operate at all times and relatively few people have off street parking. Officers consider that visitor permit allocations should be included in any future review of permit arrangements across Oxford.</p> <p>Having said that public transport and cycle routes to the area are excellent so not all visitors will need to arrive by car.</p>