

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020

OXFORD – SANDHILLS AREA: 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 Sandhills 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 Sandhills 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.
4. 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

5. 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 in April 2019, when it was agreed to use capital funding, together with contributions secured from development to deliver the programme.

Formal Consultation

6. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 19 August and 18 September 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 Councillors. A letter was sent directly to approximately 395 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.
7. 62 responses were received during the formal consultation (an approximate response rate of 16%). These are summarised in the tables below:

CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	-	43	43 (69%)
Support	1	14	15 (24%)
Neither/Concerns	2	2	4 (7%)
No Opinion	-	-	0%
<i>Total</i>	3	59	62 (100%)

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	-	29	29 (47%)
Support	1	20	21 (34%)
Neither/Concerns	2	10	12 (19%)
No Opinion	-	-	0%
<i>Total</i>	3	59	62 (100%)

8. 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.

Summary of responses from local residents by road:

Road	Object	Support	Neither / No opinion	Total
Burdell Avenue	4	1	-	5
Bursill Close	-	1	-	1
Cavendish Drive	-	1	-	1

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Delbush Avenue	1	1	-	2
Elton Close	1	1	-	2
Green Ridges	4	-	-	4
Hill View	3	-	-	3
Hosker Close	3	-	-	3
Merewood Avenue	15	4	1	20
Sweet Green Close	4	-	-	4
Terrett Avenue	5	5	-	10
(unknown)	2	-	-	2
Total	42	14	1	57

9. The table below summarises the main issues raised by members of the public expressing an objection or raising a concern. As respondents in several cases cited more than one concern the totals below are greater than the number of such respondents:

Objection/Concern	Reason	Number
1. Need for / Effectiveness	Effectiveness of CPZ at school pick up/drop off times.	3
	CPZ not needed as parking for residents not an issue.	32
	School should provide parking facilities for pick up/drop off.	1
2. Cost of Permits	Having to pay for visitors.	1
	Residents having to pay to park.	11
3. Permit Eligibility	Maximum number of permits per property (2) is too low.	5
4. Parking Provision	Additional restrictions would affect parking availability for residents.	5
	Permit scheme would reduce parking availability for visitors.	6
	8am to 8pm restrictions adversely affecting visitors.	1
5. Enforcement Concerns	Better enforcement of existing restrictions is solution.	9
	Possible lack of enforcement.	1
6. Environmental Impacts	Environmental impact on area i.e. additional private parking created.	2
	Impact on property prices.	3
	Safety concerns regarding parked vehicles.	2

10. The individual responses are included at Annex 2. Copies of the original responses are available for inspection by County Councillors.
11. Thames Valley Police did not object due to the fact that the burden on enforcement would not fall on them.

CMDE4

12. The Local County Councillor covering the Barton, Sandhills & Risinghurst Division is aware of the split local opinion in the area but raised the concern that not including the whole area within the proposed zone could lead to displaced parking having a greater effect on any road not included. Additionally, the need for greater and more effective enforcement was raised as being the key issue should the scheme be approved.
13. The Parish Council decided not to take a stance on the subject at this point, as it was felt that a controlled parking zone would affect each resident differently depending on their location and so have specific and personal consequences for each household. The Parish Council would support the expressed majority view on the CPZ following the conclusion of the consultation process.
14. The remaining responses were from members of the public with those expressing an objection or citing concerns raising issues covering: the overall need for and associated effectiveness of a controlled parking scheme in the area, the cost of permits for both residents and their visitors, the number of permits residents would be eligible for, the potentially adverse effect on parking availability of residents and visitors, current and possible lack of enforcement activity as well as potential local environmental and safety concerns.
15. The overwhelming majority of objections raised by residents queried the actual need for controlled parking 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 existing residents and their visitors. Noting the above it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from the adjacent Thornhill Park and Ride car park and bus interchange. While accepting that some parts of the area are more pressured than others and that not all roads within the area might be directly impacted by this, by not including all roads within the proposed zone could lead to later problems of potentially displaced parking having a far greater effect on any road that was not part of the scheme.
16. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual 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 – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, consistent with many other CPZs.
17. Objections and concerns were also raised in respect to the proposed additional parking restrictions and their potential impact on parking availability for residents and their visitors. Officers will review the scope to make minor amendments to accommodate any suggested changes and should clear and

obvious issues arise then additional measures could be investigated as appropriate.

18. Some residents expressed concerns that rather than introducing additional measures existing parking restrictions would be adequate given proper enforcement priority. Enforcement concerns are noted and residents are encouraged to report vehicles contravening the local parking restriction but the existing restrictions are not considered to be effective at controlling the levels of non-residential parking seen in roads within the area. New CPZs will see levels of enforcement similar to that of existing areas, with patrols at least twice daily and extra resource during the early periods of implementation or when required.
19. Concerns regarding the impact on house prices and potential increase in residential development for private parking were mentioned by a small number of residents. In terms of the concerns raised regarding safety (especially in relation to school pupils) the proposed additional parking restrictions and the restriction on non-residential parking should help ensure that junctions are kept clear and the number of vehicles parked within the area kept at a minimum.

Monitoring and evaluation

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

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

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

Equalities Implications

23. No equalities 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

October 2020

Drawing No. Revision 0

Key

- Zone boundary
- Existing 'No Waiting at Anytime' (double yellow lines)
- Permit holders (Zone addresses's) between 8am and 8pm, 7 days a week. Non-permit holders restricted to 2 hour parking between 8am - 8pm, 7 days a week, No return within 2 hours.
- Proposed change from 'No Waiting' 9am-10am, 2pm-3pm & 7pm-8pm (single yellow lines) to 'No waiting at any time' Double yellow lines
- Advisory School Keep Clear markings to remain unchanged

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
SANDHILLS PERMIT PARKING ZONE

Drawing title
**PROPOSED PERMIT PARKING AREA
 ZONE PREFIX - SH**

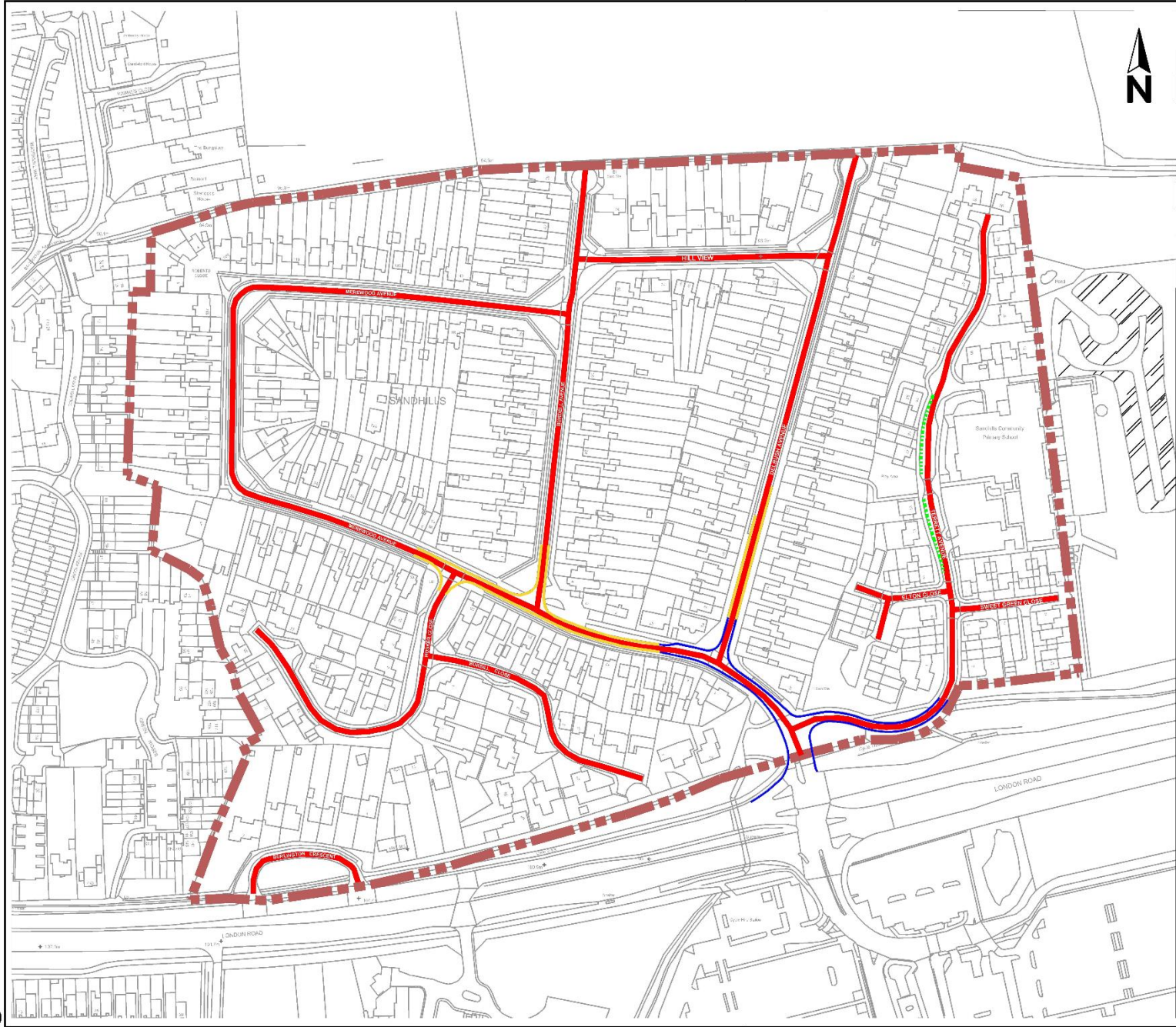
Drawing Status

Scale @ A3	Drawn by JW	Checked by	Approved by
1:2000	Date drawn 21/07/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – these restrictions place no burden upon Thames Valley Police in terms of enforcement.
(55) Local County Cllr, (Barton, Sandhills & Risinghurst Division)	<p>Support - On balance I support a CPZ in Sandhills.</p> <p>When we have discussions about this issue in the past there has broadly been a 50/50 split for and against. This is because the inconsiderate and thoughtless parking behaviour affects those roads nearest the junction as commuters and holiday makers avoid the car parking charges at the Thornhill Park & Ride. However, if we just put parking restrictions on those roads these cars will just move to the nearest road without parking restrictions. So, unfortunately, all of Sandhills has to be a CPZ.</p> <p>The key issue is that there are sanctions for those who fail to adhere to parking restrictions and I hope that the new contact for parking enforcement includes the capacity for these new areas.</p>
(2) Risinghurst and Sandhills Parish Council	<p>Neither - Risinghurst and Sandhills Parish Council debated the issues and range of views around the implementation of a controlled parking zone (CPZ) in Sandhills last night. The Parish Council decided not to take a stance on the subject at this point because a controlled parking zone will affect each resident differently, depending on their location, and so it will have specific and personal consequences to each household.</p> <p>Therefore, The Parish Council decided not take a stance on the subject at this point because a controlled parking zone will affect each resident differently, depending on their location, and so it will have specific and personal consequences to each household.</p> <p>Therefore, the Parish Council will support the expressed majority view on the CPZ following the results of the consultation.</p>

<p>(3) Local Resident, (Oxford, Green Ridges)</p>	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>I am a homeowner in Green Ridges and subsequently I strongly object to the proposed scheme for the area of Green Ridges.</p> <p>As a resident of nearly 4 years, my fiancé and I have never had an issue with the informal street parking and never have we noted a fluctuation of unwanted vehicles in the area, especially noting no difference between the weekdays and weekends. We believe the proposed will actually encourage people to park on the roads because spaces will be identified by this scheme, thus blocking up our road network and creating more traffic. Furthermore, we believe this scheme will strongly affect our property price as the proposed comes at a cost both financially and socially for the residents - my visitor numbers will be limited and I will have to pay for further permits for myself and visitors. I moved to this area because of the lack of parking congestion and no parking costs to the residents! We therefore STRONGLY OBJECT to this scheme in the Green Ridges area.</p>
<p>(4) Local Resident, (Oxford, Green Ridges)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>Strongly object to this being implemented. Forcing residents to pay for permits is shocking. There is no need for this area to be permitted. The current parking situation is absolutely fine.</p>
<p>(5) Local Resident, (Oxford, Green Ridges)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>Green Ridges does not require a controlled parking zone. We never have issues with parking. We have allocated parking and never have any problems. I strongly object to CPZ within Green Ridges, Headington.</p>
<p>(6) Local Resident, (Oxford, Burdell Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>The area is not crowded to be necessary to have any restriction. It is not fair for the residents to pay for parking on the road, on an area which is not central.</p>

(7) Local Resident, (Oxford, Sweet Green Close)	<p>CPZ - Object Additional Restrictions - Object</p> <p>Having lived in my house in Green Close, for a long time, I have never encountered any severe parking problems. I hereby submit my strong opposition to the said proposals. Please don't do anything in front of my property! THANK YOU.</p>
(8) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Support</p> <p>My wife and I, who share 1 car and have a driveway, have never encountered any difficulty with parking where we live on Merewood Avenue. We occasionally have visitors who come by car and they too have been able to find parking without problems. Introduction of parking controls therefore seems unnecessary.</p>
(9) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Object Additional Restrictions - Support</p> <p>Parking control of Terrett Avenue by permit is unacceptable. We can't afford to pay £120 a year extra in car parking permits.</p> <p>The problems are at the top of the road, not at the bottom of the road where we live. The real issue in Terrett Avenue is the lack of enforcement of existing measures. I have not seen a parking control person in 10 years.</p> <p>Maybe some double yellows at the top of the road would help, but really, an entire CPZ is not an acceptable way forward.</p>
(10) Local Resident, (Oxford, Hill View)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p>

I 100% object CPZ and we have already voted a majority against it.

There isn't actually a problem for parking in most of Sandhills, even in rush hour or with school runs. It's not a huge deal. Can I suggest you come and spend the day walking around Sandhills and counting parked cars, taking note of how many vehicles per household?

A lot of residents have a min of 2 vehicles and quite often a van for their work. So, having to be expected to pay to have our vehicles parked outside our own home is totally outrageous/criminal. Most families are on the breadline at the moment, with current covid affairs, so to expect this to fund the councils pockets is an insult for struggling families. We have families with growing children, who are either students or looking for work and they have cars parked on the road, but could not afford extra unnecessary bills.

This can only be a way for you to make money. Even though when I asked about this, I was told it actually costs a lot of money to implement this. So why do this in the first place?

The only complaints the residents have had, is lack of parking for the school runs. Not a major problem but needs to be addressed.

This is an easy problem to sort out.

1. I understand that the Park and Ride were going to offer a small allocated place for parents doing school runs, to use a designated spot.
2. School actually takes responsibility and forfeits a small portion of their playing field to the side of the school for parking. This would actually be much safer than the current situation (whereby parents pull over, open car doors and sends children out of car, risking getting run over on the road to cross to the school) This will get worse if CPZ is put in place, as parents will be in even more of a rush to kick the kids out of the car, avoiding getting a fine!

The only other occasional problem, is when people park in Sandhills and go off on holiday for a week or two. It happens and even in Hill View. But it's not a problem, as not everyone does this.

However, if you really want to make money, why don't you just put up signs to warn holiday makers that clampers are in force, if you leave your car in the area for long periods of time. Leave it to the residents to take pictures and proof (if it really bothers them) saving man power for the council too!

As for encouraging people to use the P & R car park, there are ways to encourage that}

Ideally you want people going back into the City, getting the economy moving again, people shopping in town etc, yes? Start approaching local businesses in town, see if they want to do special offers for people who use local transport, so on the back of the bus ticket, there will be special offers. Only for people who use your service though.

Build up a bit of social media hype!

Maybe something on there for children, a puzzle for them to look out for in town, but the clue is on the ticket, prizes etc.

Maybe a returning client discount/reward for consistently using your services.

	<p>Honestly, the list is endless!! Just think out of the box. And if you struggle, then I will happily come in and help you come up with more ideas, to encourage drivers to use your car park too. Therefore, less likely to park in Sandhills.</p> <p>Even the holiday makers could be offered special offers for returning clients, vouchers for something to spend at the airport maybe???</p> <p>Please do contact me for more help. Work together with local residents, rather than just a money-making scheme, which is what this comes across as!</p>
<p>(11) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Object Additional Restrictions - Support</p> <p>There are no parking issues in Sandhills, and this is completely unnecessary.</p>
<p>(12) Local Resident, (Oxford, Terrett Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>The last survey indicated that the majority of Sandhills resident do not want a CPZ or double yellow lines in the estate. As far as I'm concerned, here is no issue with parking in Terrett Avenue and I see no reason why I should pay to park outside my house.</p>
<p>(13) Local Resident, (Oxford, Terrett Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>This is completely unnecessary in our area. We do not suffer from the problem of an excess of cars parking in Sandhills instead of the Thornhill Park and Ride as suggested and simply enforcing the current restrictions would be enough to ensure this anyway. Instead it seems the council are going to charge us residents to park outside our own houses by bringing in permits and we will get nothing in return. If the council cannot enforce current restrictions then how are they more likely to enforce the new ones? I strongly object to this proposal.</p>

<p>(14) Local Resident, (Oxford, Merewood Ave)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not believe there is an issue with parking in Sandhills and the measures proposed are unnecessary. The current restrictions in place are more than adequate and should be enforced properly. This would be better than spending money to setup a new system of parking and then charging the local residents for it.</p>
<p>(15) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not believe there is an issue with parking in Sandhills and the measures proposed are not needed at all. The current double yellow lines in place are more than adequate. It would be better to focus more on making sure these are enforced properly. This would be better than spending money to setup a new system of parking and then charging the local residents for it.</p>
<p>(16) Local Resident, (Oxford, Elton Close)</p>	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>I am broadly in support of what is proposed and appreciate the Council's efforts to address our concerns. However, there is one big concern which the proposals do not address - the problems associated with the school drop off and pick up. In fact, the proposed 2-hour waiting time would appear to be specifically there to allow the current arrangements to continue. I would point out that in the Council's own words, parking regulations "....also ensure that cars are not parked in inappropriate or unsafe places, thereby contributing to road safety and improvements to the street environment". The 2-hour waiting time goes contrary to this objective.</p> <p>The school drop off/pick up times not only create inconvenience for residents trying to get in/out of the Close, and inconsiderate parking eg across residents' driveways and in private parking spaces, but also create dangerous situations with cars parked on pavements, double parked, competing with pedestrians for access, etc. Drivers arrive earlier and earlier to try and secure a space, meaning that we have at least 30-45 minutes when the problem builds. There has failed to be sufficient policing over the years, and the substantial increase in the school intake has created the problem - when the houses were originally built, there were no such problems. It has previously been suggested that more use should be made of the free parking time allowed at the Thornhill P&R - it is only a short walk away from the school, and with a safe</p>

	<p>underpass to get across the dual carriageway.</p> <p>Until this issue is addressed by the Council, I do not believe the proposed regulations will stop "inappropriate or unsafe" parking during the school drop off/pick up.</p>
<p>(17) Local Resident, (Oxford, Hosker Close)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>I dont oppose double yellow lines at the entrance of Hosker Close due to safety. However, where I live limiting parking at the bottom of a cul de sac which has few available road parking spaces anyway means that there is no environmental benefit just detriment to residents who wish to have their families (many elderly) visit. There is no fair way to allocate permits even if purchased there is insufficient numbers of spaces to acquire and you could pay for a permit but still not have any possibility of getting a road space e.g. there are 2 road spaces from house no. 17 to 26 (12 houses). Many houses have driveways attached to their house for at least 3 cars but still use the road to avoid swopping cars. They should not be allowed visitor spaces. I am one of 2houses (16/18) that don't have a drive attached to our house so don't have this benefit. This is also a breach of our deeds which gave houses 18/20/22 who share an entry/exit from a shared drive (and have to allow access to each other) a visitor parking space next to a space in the turning circle which vehicles use to turn around in. I am in the middle of this shared drive whilst my neighbours have driveways attached to their house. No.24 runs a building firm from their address and despite having 2 driveways need to park vans in the road spaces/grass verge when they could use their builders' yard.</p> <p>I think we should be left to sort it between us and if the proposal goes ahead it needs to be needs tested. I already have less spaces than the vast majority of my neighbours and probably have the most visitors.</p>
<p>(18) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>There is no need for a CPZ in Sandhills. I regularly park throughout Sandhills as I run errands, and I have never failed to park outside or close to the house I am visiting, including my own.</p> <p>The only real parking issues are in the Terrett Avenue area around the school, during pick up and drop off times. The CPZ has a 2 hour exemption, and so this issue will not be addressed by the CPZ.</p>

	<p>I have heard people complaining about other residents and contractors parking outside their houses, or parking badly, but this issue will not be addressed by the CPZ.</p> <p>Previous issues of Park and Ride users parking in Sandhills were much reduced when the P&R site was expanded a few years ago.</p> <p>Green Ridges is included in this scheme, despite there being no vehicular access between it and Sandhills. If there are parking issues in Green Ridges, it should be considered on its own as it does not affect Sandhills.</p> <p>If the CPZ does go ahead, students should not be prohibited from getting permits as proposed. There are no "issues" with students or their parking in Sandhills currently. They are human beings and just as entitled to mobility as anyone else living or visiting here.</p> <p>In summary, it's a bit like Brexit. People can see there are a few issues, but the proposed solution does nothing to tackle them, and will only end up costing us all money and make a few people feel good that they've changed something.</p>
(19) Local Resident, (Oxford, Hosker Close)	<p>CPZ - Object Additional Restrictions - Object</p> <p>Our road is not currently affected This proposal will have a negative effect on these roads that do not have a problem with parking I.e. those with permits will begin to park here I.e. double yellow lines will prevent guests/builders etc from parking outside our house It seems like every road has not been thought about individually</p>
(20) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I don't want to pay for a resident permit or for a permit for my parents to park when they come to say!!</p>
(21) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p>

	<p>I would support this proposal were it not for the time restrictions chosen, and the charging of residents for an obvious outcome of Thornhill Park and Ride's expansion by the council.</p> <p>I object on the following grounds:</p> <p>1. On the matter of excessive time restrictions: the period chosen of 8am to 8pm means that residents cannot have guests arrive before 6pm without the use of a guest permit. A normal working day ends at 5pm, so an evening event would often start before 6pm. I cannot see a scenario where non-residents would be arriving at 5pm and blocking parking by staying late; anyone going into Oxford for the evening would just arrive at 6pm instead.</p> <p>2. On the matter of the £65 annual levy: the need for a CPZ has only arisen due to the Oxfordshire County council's decision to expand Thornhill Park and Ride. This is evidenced by the informal consultation's statements that Risinghurst (an area very similar to sandhills in distance from Oxford and accessibility) does not require a CPZ. When this expansion was planned the council should have made provision for the impact this would have on nearby residential areas. The council is now attempting to charge residents to resolve an issue they have caused. The cost of administration and enforcement should be borne by Thornhill Park and Ride, as they are directly responsible for creating it.</p>
<p>(22) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>As a Sandhills resident, I have never been troubled by the parking on my road. If the new CPZ goes ahead, it will reduce parking opportunities for visitors to my home.</p>
<p>(23) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>I haven't had problems with parking. I wouldn't like having to apply for a permit to park on my street. This seems like a slippery slope for additional inconvenience and loss of rights.</p>
<p>(24) Local Resident, (Oxford, Green Ridges)</p>	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p>

	<p>I live in Green Ridges in a cluster of houses, with parking bays. There are around 4 free parking bays on an average day, even in the evening, why would I want to spend £65 a year to park where I can currently easily find a space for free? The map puts the boundary as not including the section of Green Ridges where I live, however the written proposal includes all of Green Ridges, which I think is completely unfair. I object to Green Ridges being included in this CPZ.</p>
<p>(25) Local Resident, (Oxford, Hill view)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>I was looking forward to buying my first car, but there isn't enough space on the driveway so I would have to pay to park my car outside MY OWN house with an already tight budget. I would like to see proof and evidence to why we need controlled CPZ, please can you forward me your proof and evidence to why we need this. This will also make it harder for parents to drop of their children at the local school by car. Making this more dangerous for the children. A majority of the residents believe it's a money-making scheme. CPZ is simply not required in Sandhills however the school in Sandhills should offer better parking solutions for parents. This would then resolve any congestion at the top of Sandhills, seeming as we only have one exit and entrance. END OF!</p>
<p>(26) Local Resident, (Oxford, Burdell Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>1) Firstly, I believe that there is inadequate reason to instigate these parking restrictions. At present, there is no issue with parking on Burdell Avenue, as there is no excessive car parking on the road that is not being used by homeowners. I believe instigating this restriction would only serve to penalise the current homeowners and residents of Sandhills rather than give any benefit to the area.</p> <p>2) Further to the first point, one of the extremely positive features about Sandhills, and a core reason that I purchased the house 2 years ago, was the accessibility and ease to park, with no restrictions. I believe that instigating these proposals would negatively influence the property market, in terms of selling and renting out, and once again cause financial implications to the homeowners only.</p> <p>3) In regards to the 'no waiting at any time' restrictions on the corner, as a house on the junction, this would disproportionately affect my house and leave the premise potentially with even less parking than is currently available. I would unquestionably require an order of how far these double yellow lines would extend.</p> <p>4) The proposal of a maximum of two permits per property is not appropriate. I believe there should not be a restriction on this, as within our address we have 3 cars.</p>

	<p>5) Further to point 4, the access to off-road parking in our property is limited and not wide enough for a car, and is disproportionately smaller than other properties on the road. In order to make suitable off-road parking, we would need to obtain planning permission, get council approval to drop a curb and pay for the labour and material associated with do this. This is timely and costly and is not a burden I wish to undertake at present. If you want to instigate this proposal, I would ask that you allow time and cover the costs of undertaking such works to provide suitable off road parking that our house is not affected more than most.</p> <p>6) In regards to the permits, I am unsure why residents should now be charged for their own permits of £65. This seems like a completely inappropriate way to further penalise residents of Sandhills, by up to £130/annum. Suffice to say, this proposal should not be made as a money-making scheme for the council.</p> <p>7) We have potential to have visitors in the form of childcare for our new-born. If only 50 visitor permits are allowed per year, this is completely inadequate to allow for childcare provisions.</p> <p>As summarised by all the above points, the proposals are completely inadequate, not in the best interest of the residents and disproportionately affect my household.</p>
<p>(27) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not believe there is an issue with parking in Sandhills and the measures proposed are unnecessary. I believe that current restrictions in place are more than adequate, however, they are not enforced properly. I have never seen a parking attendant in Sandhills. It would be much better to enforce this than spending money to setup a new system of parking and then charging the local residents for it.</p>
<p>(28) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not believe there is an issue with parking in Sandhills and the measures proposed are unnecessary. The current restrictions in place are more than adequate and should be enforced properly. This would be better than spending money to setup a new system of parking and then charging the local residents for it.</p>
<p>(29) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p>

	<p>I do not believe we have a particularly bad issue with people parking in my area. There is some regular illegal parking on double yellows near the entrance to the estate which could be better policed but other than that I do not have any issues with parking.</p>
<p>(30) Local Resident, (Oxford, Delbush Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>The three times restriction is very annoying for people living on Delbush Avenue as we do not get cars parking from Thornhill as the car park is much larger. The restrictions cause problems with our families visiting. They have to park down the road and keep moving their cars. Restrictions should be once a day not three times. If we have more restrictions it will cause more problems for residents and families. I don't want my family and friends getting unnecessary parking fines. I feel very strongly about this.</p>
<p>(31) Local Resident, (Oxford, Hosker Close)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>This feels like a move that doesn't need to affect our road, this should be a 'one size' fits all situation. There is no explanation as to why Hosker Close needs to be affected, and more importantly there is no reason for it to be affected.</p>
<p>(32) Local Resident, (Oxford, Terrett Avenue)</p>	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>There is no need to a CPZ in Terrett Ave. We have no concerns with parking on our street, there are always spaces free for visitors. Prior to the expansion of the park and ride, there occasionally were a few people parking at the top of the street but this is no longer an issue. Having visitor parking permits would be an unnecessary expense and inconvenience, for no benefit.</p>
<p>(33) Local Resident, (Oxford, Sweet Green Close)</p>	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>Gives other permit holders an excuse to park outside of our house directly by the front door; if we don't get a permit, we</p>

	<p>no longer can park any cars from this household outside of our house. We are unable to afford to pay for permits for 2+ cars that people in our house own, so we would be unable to park lawfully by our house. It will make having visitors difficult, as well.</p>
<p>(34) Local Resident, (Oxford, Burdell Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>I do not necessarily believe on-street parking by commuters/those going on holiday using the Thornhill P&R buses/coaches will increase following the Covid-19 outbreak. Currently the automated sign at the P&R indicates a high number of parking spaces. However, if it is decided to implement the CPZ on Sandhills - and NOT the Waterways area or Marston North area as mentioned in your notices, which surely makes your Order obsolete - the CPZ will only ever work if it is monitored on a daily basis. Does the proposed change at the junction of Burdell Avenue with Merewood Avenue to a No Waiting at Any Time with double yellow lines, also mean that vehicles will no longer be permitted to use the space outside of the shop as a car park? Invariably it is difficult to see clearly when turning left out of Burdell Avenue into Merewood Avenue. Your consultation page states "The development of Controlled Parking Zones) CPZs is a key element of the County Council's Parking Strategy, and forms part of action plans to tackle the problems of congestion identified for Oxford, as well as to improve 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". I understand permit charges are used to fund parking enforcement, but see vehicles parked on double yellow lines in Windmill Road, Headington outside the shops and at the top of Stile Road opposite the Co-op on a daily basis. What I do not see is any parking enforcement taking place and this is what I believe will happen on Sandhills. Residents will be paying for a service which may well not be met.</p>
<p>(35) Local Resident, (Oxford, Merewood Ave)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>There are no issues with commuters parking in our area at all. The parking restrictions will impose an additional issue to locals. People are parking here to drop off kids at school, we have friends visiting us and parking on the streets. Many households need to have more than one car but don't have space to park them in the front garden, so they park on the street.</p> <p>We are not even inside the Oxford ring road but would need to pay additional fees for parking! What the point even to</p>

	stay in Oxford? The local community is very disappointed in Oxford City Council and its lack of support.
(36) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Support</p> <p>Have no issues with the current parking arrangements and traffic in the area and think it's needless to have to pay for a permit for a family and friends to visit for just an evening.</p>
(37) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>We strongly object to the parking restriction being extended (Double yellow lines) along Merewood Avenue To the junction of Hosker Close. The reason being this will prevent any visitors to our premises and even with a parking permit /visitors pass they would not be able to park outside our house.</p> <p>The single yellow and 3x 2 Hour parking time slot restrictions as per current Controls is sufficient in controlling the parking issues cause by the park and ride. This control has been in place for a number of years with no issues.</p> <p>The issues for overflow parking on the estate is only on certain roads/ areas so target those area with controls rather blanket controls of the whole estate.</p>
(38) Local Resident, (Oxford, Burdell Avenue)	<p>CPZ - Object Additional Restrictions - Object</p> <p>1) Firstly, I believe that there is inadequate reason to instigate these parking restrictions. At present, there is no issue with parking on Burdell Avenue, as there is no excessive car parking on the road that is not being used by homeowners. I believe instigating this restriction would only serve to penalise the current homeowners and residents of Sandhills rather than give any benefit to the area.</p> <p>2) Further to the first point, one of the extremely positive features about Sandhills, and a core reason that I purchased the house 2 years ago, was the accessibility and ease to park, with no restrictions. I believe that instigating these proposals would negatively influence the property market, in terms of selling and renting out, and once again cause financial</p>

	<p>implications to the homeowners only.</p> <p>3) In regard to the 'no waiting at any time' restrictions on the corner, as a house on the junction, this would disproportionately affect my house and leave the premise potentially with even less parking than is currently available. I would unquestionably require an order of how far these double yellow lines would extend.</p> <p>4) The proposal of a maximum of two permits per property is not appropriate. I believe there should not be a restriction on this, as within our address we have 3 cars.</p> <p>5) Further to point 4, the access to off-road parking in our property is limited and not wide enough for a car and is disproportionately smaller than other properties on the road. In order to make suitable off-road parking, we would need to obtain planning permission, get council approval to drop a curb and pay for the labour and material associated with do this. This is timely and costly and is not a burden I wish to undertake at present. If you want to instigate this proposal, I would ask that you allow time and cover the costs of undertaking such works to provide suitable off-road parking that our house is not affected more than most.</p> <p>6) In regard to the permits, I am unsure why residents should now be charged for their own permits of £65. This seems like a completely inappropriate way to further penalise residents of Sandhills, by up to £130/annum. Suffice to say, this proposal should not be made as a money-making scheme for the council.</p> <p>7) We have potential to have visitors in the form of childcare for our new-born. If only 50 visitor permits are allowed per year, this is completely inadequate to allow for childcare provisions.</p>
<p>(39) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Object Additional Restrictions - Object</p> <p>I have reviewed the parking changes proposed for Sandhills. I have lived in my home in Sandhills for 40 years and experienced the parking problems in our streets caused by the Park and Ride car park and visitors parking their cars round the estate to avoid paying for parking pre and post the introduction of yellow lines. The points I make in this email refer only to the section of Merewood Avenue between Delbush Avenue and Burdell Avenue. The reason for the introduction of parking restrictions in the first place remain unchanged today.</p> <p>Prior to the imposition of the yellow line restrictions parking was a free for all, a situation which was stopped by the introduction of the current parking restrictions. Parked cars were regularly towed away because residents were unable to get their cars out of their drives and emergency vehicles unable to move round the estate because the roads are too narrow when cars are parked in the road. The position of driveways in the afore said section of the road leaves very little space for on street parking without blocking the access to and from these drives and the rest of the estate. If cars are parked opposite my driveway I am unable to get my car in or out of my drive because the road is so narrow.</p>

	<p>I live on Merewood Avenue which is very close to the beginning of Merewood Avenue. On entry to the estate cars are restricted to 20miles per hour. Few cars observe this speed restriction. I foresee that the potential for accidents will be increased because cars will be parked in this section of the road which is currently protected by the yellow lines since it is the first point for parking and closest to the park and ride. Children cross the road at this point to get to the local school. Access for emergency and service vehicles may also be restricted.</p> <p>The proposed parking changes have the potential for making entry to and exit from house driveways very difficult for residents. This could lead to even more front gardens changed to off street parking areas. The residents of this first section of Merewood Avenue are used to being unable to use on street parking because of the narrow road and the position of driveway entrances. Parking half on and half off the road blocks the footpath on one side of the road and trees on the verges prevent parking on the opposite side. Using the pavement when cars are parked on the footpath makes walking with a buggy impossible. I am absolutely in opposition for the conversion of green verges into parking areas and the resulting effect on the environment.</p> <p>I feel strongly that the existing single yellow lines and the parking restriction that apply at the moment should be retained as they are. This would prevent overnight parking in this very vulnerable section of the road. If leaving these restrictions in place causes problems with signage, then lengthening the double yellow lines on both sides of the road where single yellow lines are currently should be considered. I quote Antony Kirkwood's email to Glynis Phillips sent on the 29th May here "If there any (sic) lengths of the existing single yellow lines that you feel could usefully be changed to no waiting at any time, we can include these as part of the proposals".</p>
(40) Local Resident, (Oxford)	<p>CPZ - Object Additional Restrictions - Object</p> <p>I have read through this and can see as proof that a majority do not approve CPZ! Simple then. It's clearly not required. Well, unless you have actual proof of that it is required.</p> <p>Looking at all the other locations you are hoping to make revenue on, it doesn't look like everyone supports your scheme either.</p> <p>Once again, I am happy to pop in and help you resolve some issues. And I don't even charge, so you would save a fortune on all those silly signs, admin and enforcing this.</p> <p>Out of interest, do any of you actually live in Sandhills?</p>

	<p>As you said, this is "supported by both Oxfordshire County Council and Oxford City Council"</p> <p>NOT THE RESIDENTS.</p> <p>But no one will listen, even if I come on the 8th October Just as you previously asked us to vote, which clearly hasn't been understood by yourselves. We voted a majority against! I live here and know where there is literally a tiny pocket of a problem, which I can help you resolve.</p>
<p>(41) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Neither/Concerns Additional Restrictions - Support</p> <p>Support Double Yellow Lines as the roads are already so narrow thus parking on the street is a hazard.</p> <p>Don't agree with CPZ as residents already pay hefty Council Tax. Having to pay for CPZ is burdensome on finances. (Why can't council tax pay for this???) Oxfordshire staff don't receive Oxford Waiting like London Waiting</p>
<p>(42) Local Resident, (Oxford, Cavendish Drive)</p>	<p>CPZ - Support Additional Restrictions - Support</p> <p>We need to get people out of their cars and onto public transport, cycling and walking. The more parking restrictions and enforcement the better.</p>
<p>(43) Local Resident, (Oxford, Terrett Avenue)</p>	<p>CPZ - Support Additional Restrictions - Support</p> <p>Often, especially after school, cars are parked on the double-yellow lines and on the pavement making it difficult for pedestrians to walk past them, while other vehicles drive at high speeds, putting school children and others in danger.</p>
<p>(44) Local Resident, (Oxford, Terrett Avenue)</p>	<p>CPZ - Support Additional Restrictions - Support</p>

	<p>I support the proposals as, particularly during school term time, it is often impossible to enter or exit my own driveway as it is being blocked.</p>
<p>(45) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Support Additional Restrictions - Support</p> <p>we are fed up with people leaving cars long term outside our house while going away for holidays and leaving us and neighbours with difficult access to our driveways. People also use it short term for day trips into oxford and /or London.</p>
<p>(46) Local Resident, (Oxford, Bursill Close)</p>	<p>CPZ - Support Additional Restrictions - Support</p> <p>I live in Bursill Close, which is the only road/close in Sandhills that has no footpath whatsoever, plus the road is quite narrow, not suitable for parking Thornhill P&R users plus residents from other streets regularly park here and make entering and exiting driveways either very difficult or impossible added to the fact that we have to walk on the road to get out of the close makes this very hazardous.</p> <p>as we have plenty of off-street parking (large driveways) Bursill would benefit double yellow lines throughout with the possibility of timed parking on the entrance to the close where there are no driveways.</p>
<p>(47) Local Resident, (Oxford, Terrett Avenue)</p>	<p>CPZ - Support Additional Restrictions - Support</p> <p>I fully agree with the proposal. The sooner the better.</p>
<p>(48) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ - Support Additional Restrictions - Support</p> <p>Concern about non-residents parking here to avoid costs at Thornhill park and ride once workplaces are open again following the coronavirus pandemic</p>

(49) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>The proposed parking changes will reduce congestion and also prevent people from parking their vehicles in Sandhill instead of at the Thornhill Park and Ride. It is also important that the current double yellow lines and the zig zag lines in front of the school are enforced. At school drop off time the parents ignore all parking restrictions and some sit in their cars with idling engines. The parked cars make it dangerous for the children crossing the road and pedestrians cannot walk on the pavements as the cars are parked on them.</p> <p>Please also consider extending the double yellow lines at the topmost southerly aspect of Terrett Avenue. Cars are parked there and as drivers come around the corner they cannot see oncoming cars. There have been several near misses. Cars are also often left there by people using buses from Thornhill P&R.</p>
(50) Local Resident, (Oxford, Terrett Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Commuters choose to park in Sandhills instead of the Thornhill Park and Ride due to there being no fee. This increases the traffic in Sandhills and takes up the parking spaces available for the residents.</p>
(51) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Too many people parking irresponsibly</p>
(52) Local Resident, (Oxford, Delbush Avenue)	<p>CPZ - Support Additional Restrictions - Support</p>

	To stop long term parking from people who commute and holidaymakers.
(53) Local Resident, (Oxford, Merewood Avenue)	<p>CPZ - Support Additional Restrictions - Support</p> <p>Too many people park outside our house, some leaving it for 2 weeks or more ferrying their suitcases up the road, clearly going on holiday, people parking outside our house, getting their bikes out peddling off leaving it there all day, people parking over the drive, blocking the drive.</p>
(54) Local Resident, (Oxford, Elton Close)	<p>CPZ - Support Additional Restrictions - Support</p> <p>I support the proposed restrictions because the roads can get very congested and some people who do not live in Sandhills take advantage of the parking spaces parking their cars even for 2 weeks.</p>
(56) Local Resident, (Oxford, Hill View)	<p>CPZ - Object Additional Restrictions - Object</p> <p>The original consultation, now deemed an "informal" consultation, showed a majority of residents responding were against having the CPZ scheme in Sandhills. That should have been respected as a democratic decision.</p> <p>MAIN OBJECTION It will result in a significant loss of trees, green verges and front garden carbon capture as has happened already where residents have opened up their front gardens and concreted the drive and pavement for parking access to accommodate vehicles off the road. This will destroy the present tree lined avenues on the estate. The making of every ton of concrete generates 1.25 tons of carbon emissions and concrete and cement manufacture is the fifth greatest contributor to global warming.</p> <p>It will also restrict visitors to the house.</p> <p>Before Covid 19 I rented Monday to Friday to 2 women, many of them hospital staff. Their main homes were a long</p>

	<p>commute out of Oxford. They parked outside the house on the road as my drive is too narrow. They then cycled, walked or bussed into work leaving their cars outside my home and driving them back to their homes for the weekends on Friday. This will now not be possible for two cars. This provided them with reasonable accommodation.</p>
<p>(57) Local Resident, (Oxford, Sweet Green Close)</p>	<p>CPZ - Object Additional Restrictions – Neither/Concerns</p> <p>This proposed change would cause problems for residents and visitors of residents.</p>
<p>(58) Local Resident, (Oxford, Sweet Green Close)</p>	<p>CPZ - Object Additional Restrictions - Neither/Concerns</p> <p>Sweet Green Close is a very narrow cul-de-sac full of cars of local residents. Any additional parking permit for non-residents will cause serious problems for all people, an ambulance service, the delivery of building materials and other goods and services.</p> <p>In addition, parking spaces on people house deeds should be taken into account. I can't see any benefits of these proposals. They don't enforce any of the current restrictions.</p>
<p>(59) Local Resident, (Oxford, Burdell Avenue)</p>	<p>CPZ - Support Additional Restrictions – Support</p> <p>I am generally in favour of the proposed CPZ to limit parking on the Sandhills Estate. I am also in agreement with the extension to the double yellow lines on Merewood, Delbush and Burdell Avenues. There is a current issue with cars parking on the existing locations of yellow lines which make exiting Delbush and Burdell Avenues via Merewood Avenue hazardous at times. This issue will only be resolved if this type of illegal parking is policed regularly by the appropriate authority.</p> <p>As the roads on Sandhills are narrow, I would not want this to be used as a reason for cars to be parked straddling pavements or in particular on the grass verges which are a characteristic of the Sandhills Estate. I trust this will not be a feature of the CPZ and would request that Notices are displayed accordingly to ideally prevent, or at the very least discourage, this from happening</p>

<p>(60) Local Resident, (Oxford, unknown)</p>	<p>CPZ - Object Additional Restrictions – Object</p> <p>I have lived on the Sandhills estate for over twenty years and I like that it is a sleepy suburb of the city of Oxford. Over the years, there has been the occasional incident of inappropriate or anti-social parking but, taken over a long view, I don't find that it concerns or inconveniences me very much, if at all.</p> <p>Much of the congestion and bad parking occurs for a very short period when children are delivered and collected from the nearby school. I don't think a CPZ is going to alleviate that traffic.</p> <p>Those who park their cars in Sandhills to catch a bus from the P&R to go shopping or park for several days to get a coach to the airports to go on holiday would affect me in particular as I live where the yellow lines end and motorists are more likely to park but, in fact, I do not find it troublesome if the vehicle concerned has been parked to allow me access to my drive. In any case, I feel it is kind to be friendly to motorists who, for the most part these days are exploited and disparaged. I am a motorist myself (although I don't drive much these days) and on the occasions that I travel to visit friends or attend a church service, I am gladdened to be able to park my car nearby without feeling that I am being victimized: I cannot, without being hypocritical, wish for ease of parking for myself without extending that courtesy to other motorists who come to my area.</p> <p>I would very much not like to see Sandhills become a Controlled Parking Zone. Although the estate is not beautiful, it has a certain charm, and I believe the installation of more unsightly street furniture will be to the detriment of the estate; and then there is the painting of lines all over the roads which, in my view, will be appalling.</p> <p>I am not a town planner and I don't have data to support my hunch, nevertheless, I firmly believe that having a CPZ will do little to alleviate parking on the estate. It will mostly regulate those who will be entitled to park there anyway and, with parking wardens arriving to patrol the area, in a car or on a motorcycle (what irony!) it will make a quiet area more busy unnecessarily and, I fear, create a sense of unease. I also fear that it will cause such tremendous inconvenience to residents as to far outweigh any perceived benefits</p> <p>It is difficult to view this scheme as little more than a cynical way to generate cash with very little, and in my view, no benefit to residents of Sandhills. Clearly there is a need for parking in and around Oxford and I think the Council would be</p>

	<p>far better to extend Thornhill P&R car park and to include long-term parking for holidaymakers. Incidentally, it would be useful to co-ordinate this with an encouragement to the bus companies to extend their services. When I moved to Sandhills, six 400 buses an hour left the P&R to the city centre and Seacourt; when the car park was vastly extended, the buses were reduced to four an hour – this seems like absurd logic to me. I'm not sure of the current timetable since, more recently, the buses have been so unreliable that they seem to turn up only when they feel like it.</p> <p>In the future, things may change, and it may become that a CPZ is a viable option for the area but, for now, please leave Sandhills alone to remain the quiet little estate that we residents love without all the fuss that controlled parking entails.</p>
<p>(61) Local Resident, (Oxford, Merewood Avenue)</p>	<p>CPZ – Neither/Concerns Additional Restrictions – Neither/Concerns</p> <p>Merewood Avenue is a narrow road, as are some others nearby, and if people park cars entirely on the road there is often difficulty for other traffic to pass by. Especially this is true with large delivery vehicles (which are becoming more frequent due to Covid-19) and also emergency vehicles such as ambulances and fire engines.</p> <p>It is understandably difficult when builders' vans have to be parked for long periods because work is being done on one or more of the houses.</p> <p>We understand that parking bays will not be provided, and that restriction will simply be achieved by notices at intervals that parking for more than two hours is restricted to those holding residents' or visitors' permits. That is good. Because many houses now have double parking spaces in what were once front gardens, there are few places where parking bays could be provided without blocking access to houses.</p> <p>This all means that it is best if, subject to the restriction to permit holders, parking continues informally to happen with cars parked partly overlapping green verges without blocking pavements.</p> <p>We ask that suitable instructions accordingly to be given to any traffic wardens to use sensible discretion, and not for parking to be allowed only on the road surface – which would be detrimental to the convenience of all householders when driving and of those coming to their houses.</p> <p>Of course, if the proposed development of the Bayswater Farm field adjoining Sandhills is not stopped – which it certainly should be after all the latest publicity about the urgency of protecting the environment – the parking situation in Sandhills will be even more compromised by the amount of construction traffic, both heavy and light, wanting to use Burdell</p>

	<p>Avenue. That will have an immediate effect on the freedom for residents to use whatever permits they have, and greatly increase the likelihood of accidents to people and vehicles. That is likely to have a knock-on effect on Merewood Avenue and other nearby roads. Children walking to Sandhills School to and from Barton or our part of Sandhills will be particularly vulnerable. It is unlikely to be short-term or incidental.</p>
<p>(62) Local Resident, (Oxford, Sweet Green Close)</p>	<p>CPZ - Object Additional Restrictions – Object</p> <p>I am writing to express my objection to these proposals. Sweet Green Close is a very narrow cul-de-sac full of cars of local residents. Any additional parking permit for non-residents will cause serious problems for all people, an ambulance service, the delivery of building materials and other goods and services.</p> <p>In addition, parking spaces on people house deeds should be taken into account. I can't see any benefits of these proposals. They don't enforce any of the current restrictions.</p>