

## **CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020**

### **OXFORD – WATERWAYS: PROPOSED CONTROLLED PARKING ZONE (CPZ)**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Waterways area, but with the following also being included for eligibility for resident and visitor permits: Clearwater Place; Complins Close; residential moorings on the Oxford Canal in the vicinity.

#### **Executive summary**

2. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents the responses to a formal consultation on a new CPZ in the Waterways 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 this 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 Councillor. A letter was sent directly to approximately 544 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. 77 responses were received during the formal consultation (an approximate response rate of 14%). These are summarised in the tables below:

CPZ	Businesses & other organisations	Residents	Total (Percentage)
Object	-	22	22 (29%)
Support	1	35	36 (47%)
Neither/Concerns	1	18	19 (24%)
No Opinion	-	-	0%
<i>Total</i>	2	74	77 (100%)

Parking Restrictions	Businesses & other organisations	Residents	Total (Percentage)
Object	-	12	12 (16%)
Support	1	34	35 (45%)
Neither/Concerns	1	24	25 (33%)
No Opinion	-	5	5 (6%)
<i>Total</i>	2	74	77 (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.

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**Summary of responses from local responses by road:**

Road	Object	Support	Neither / Concerns	Total
Ashlong road	1	-	-	1
Cavendish Drive	-	1	-	1
Clearwater Place	-	2	-	2
Complins Close	5	4	6	15
Cox's Ground	1	2	-	3
Elizabeth Jennings Way	2	-	2	4
Frenchay Road	3	9	2	14
Lark Hill	2	6	-	8
Oxford Canal	1	2	2	5
Rackham Place	-	2	1	3
Ryder Close	1	1	-	2
Stone Meadow	5	7	5	17
unknown	1	-	-	1
<b>Total</b>	<b>22</b>	<b>36</b>	<b>18</b>	<b>76</b>

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	CPZ not needed as parking for residents not an issue.	10
	Concerns regarding minimal impact scheme.	2
2. Cost of Permits	Residents & visitors having to pay to park.	7
3. Permit Eligibility	B&Bs & Guesthouses should be excluded.	2
	Clear Water Place & Complins Close be included.	17
	Narrowboats should have eligibility.	4
	Concerns over permit requirements for designated car parking areas.	2
4. Parking Provision	Restrictions needed - Elizabeth Jennings Way at bridge.	1
	Restrictions needed - Elizabeth Jennings Way, Cox's Ground & Stone Meadow RBT.	4
	Restrictions needed - Complins Close.	1
	Additional restrictions would affect parking availability for residents & visitors.	6
	No additional restrictions needed on Frenchay Road.	1
	Concerns over Non-residents parking in allocated	3

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	parking areas.	
	Restrictions too severe & should allow three hours.	1
5. Environmental Impacts	Safety concerns.	5

10. The individual responses are presented 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.
12. The Waterways Management Company - which manages the private areas of the Waterways estate – supported the overall principal of the scheme, but expressed concerns regarding the ineligibility for residents of Clearwater Place and Complins Close to apply for permits on the grounds that they are not adopted roads and that the scheme could be considered to be too general and did not address more specific issues in the area.
13. 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 & their visitors, the number of permits residents would be eligible for, the potentially adverse effect on parking availability of residents & visitors as well as local safety concerns.
14. The majority of objections raised by residents queried the exclusion of Clearwater Place & Complins Close from the proposed zone, with many directly expressing the wish that they be eligible to apply for both resident & visitor permits. It should be noted that Complins Close is in fact not designated as publicly maintained highway and includes private allocated parking spaces for residents & their visitors. Clearwater Place also benefits from a large private parking area, again to facilitate residents and visitors to those properties specifically.
15. Similarly, residents of some of the narrowboats permanently moored on the Oxford Canal requested to be considered for eligibility to apply for permits. Following further requests from the local County Councillors, an amendment to the proposals would be considered to allow narrowboat residents in the vicinity to be able to apply for permits on same basis as other residential properties within the proposed CPZ area.
16. Some residents objected to the inclusion of Guest Houses and B&Bs, stating that the terms of tenancy strictly prohibited this to ensure a degree of standardisation across the City.
17. Residents also 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. While noting these concerns, the proposals have been designed to alleviate the reported problems & concerns associated with commuter parking and overflow parking from adjacent

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Controlled Parking Zones. 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 not part of the scheme.

18. 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 individual 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, is consistent with many other CPZs.
19. Residents objected to aspects of the scheme by suggesting that some areas required additional measures, specifically along Elizabeth Jennings Way at its roundabout junction with Stone Meadow and along the bridge. Also residents of Complins Close requested restrictions (see comments above) and that the lack of signs & lines within the minimal impact scheme could result in a higher level of non-compliance. With the recent implementation of a number of these sorts of scheme across the City, officers are confident that the balance has been appropriately struck between creating an effective well-designed scheme, whilst minimising the amount of street furniture and associated costs. Officers will review & then consider any specific suggestions for minor adjustments raised during the consultation.
20. Objections and concerns were also raised in respect to the proposed additional parking restrictions and their potential impact on parking availability for residents & their visitors. Specifically, it was suggested that restrictions along Frenchay Road were not required. 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.
21. In terms of concerns raised about the possibility of non-residents parking on the various areas of private/allocated parking, although outside the remit of the county council and difficult to accurately predict, officers will monitor any potential adverse effects on these areas and look to take appropriate action if necessary.
22. With regards to the concerns raised regarding safety in the immediate vicinity, 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**

23. It is suggested the scheme, if approved, be carried out approximately 12 months after implementation.

## **How the Project supports LTP4 Objectives**

24. 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 help support the delivery of wider transport initiatives, such as Connecting Oxford.

## **Financial and Staff Implications (including Revenue)**

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

## **Equalities Implications**

26. No equalities implications have been identified in respect of the proposals.

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Background papers:

Plan of proposed Controlled Parking Zone  
Consultation responses

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – these restrictions place no burden upon Thames Valley Police in terms of enforcement.
(2) Local Group/Organisation, (Waterways Management Company)	<p><b>CPZ - Support</b>  <b>Additional Restrictions - Support</b></p> <p>I have already provided this answer as an individual resident but this response is in my capacity as Chair of the Waterways Management Company (WMC) which manages the private areas of the Waterways estate (but not the areas controlled by the GreenSquare Housing Association).</p> <p>Several years ago, committee members of the WMC initiated a dialogue with the county council over residents' concerns about the increasing parking problems across the estate. So we are pleased that this has now resulted in the proposed CPZ which we welcome, although we do have several concerns about the details of the plan as listed below.</p> <p>There have been increasing traffic problems on the adopted roads across the Waterways estate in recent years. Commuters arrive early to bag available free spaces, increasingly rare in Oxford, and then go into Summertown, down to the city centre or indeed to London to work, leaving their cars all day. Shoppers also use the free spaces. Increasing competition for available spaces leads to anti-social behaviour and dangerous situations caused by from inconsiderate drivers - blocked driveways, parking on or close to roundabouts, parking leaving insufficient room for delivery and emergency vehicles to get by, abusive reactions when confronted, and so on. A CPZ is the only answer to these increasing problems and we strongly support the proposal.</p> <p>There are several concerns:</p> <p>Firstly, the advertised plan is very broad-brush and I hope we will receive a more detailed version of the proposals so that residents can use their local knowledge to point out problems, etc. For example the plan shows permit parking at the northern end of Frenchay Road which would block the access path for bin men to the bin store for the no 115-141 block of flats. The placing of parking and non-parking spaces in Frenchay Road in general needs very careful planning as the road is narrow. Also there need to be double yellow lines around the mini roundabout at the western end of Elizabeth Jennings Way as parking on or close to this roundabout has caused problems in the past.</p>

	<p>Secondly we object strongly to the ineligibility for permits of residents of Clearwater Place and Complins Close, on the grounds that they are not adopted roads. This is illogical and unfair. There is no difference between these two areas and any other discrete private area on the estate, as all are unadopted. The adopted road in this area is Elizabeth Jennings Way and none of the estate areas leading off it are adopted and they all exist in the same relationship to the road, as indeed do all the other non-adopted areas across the estate in relation to their particular adopted roads. The blocks on Elizabeth Jennings Way all have their own access and parking areas which are private and they all face fully or partly onto the adopted road, including Clearwater Place and Complins Close. As far as I can see there is nothing that distinguishes these two areas from any other across the estate and it would be most unjust and unnecessary if residents there are excluded from the scheme.</p>
<p>(3) Local Resident, (Oxford, Ashlong road)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>I object this proposal reinforcing what I have already stated in the consultation questionnaire in 2018. I have been living in Ashlong road for 13 years and never had any problem in parking our family car. During weekdays there are plenty of spaces available and weekends are also ok. This proposal will add an extra expense to my household and it is not going to change what's the actual situation in Ashlong road. It also shows that consultations are useless since the public opinion hasn't been taken into consideration.</p>
<p>(4) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Object</b></p> <p>There is no provision for day/overnight/short-term visitors for residents of Complins Close. We are not eligible for a permit. Visitor spaces within Complins close are almost all used by residents with more than one car. The 2 hour shared use is not long enough.</p> <p>If the objection is to commuters then let residents of roads within the waterways whose only local street parking is the CPZ to be eligible for visitor parking permits.</p>
<p>(5) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Support</b></p>

	<p>I do agree that it will be safer and reduce traffic in the area, however I think it is not far that residents of Clear Water Place and Complins Close will not be eligible for permits. Even though most Complins Close residents will not need to purchase a permit they should have the right to since they actually live in the middle of the proposed Controlled Parking Zone.</p> <p>In addition, why are residents in the middle of the area being excluded when the consultation notes the the purpose of the CPZ is "part of action plans to tackle the problems of congestion identified for Oxford, as well as to improve air quality" and "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". How will restricting residents of within the CPZ help this?</p> <p>If for some reason one of these residents that are not eligible cannot park in their normal place for a day or 2 (like someone has parked in their place, there is constructions....) this would cause and undue burden and I believe that resident should have the right to easily pay for a parking permit near their home.</p>
(6) Local Resident, (Oxford, Complins Close)	<p><b>CPZ - Object</b> Additional Restrictions - <b>Object</b></p> <p>We would support the parking restrictions on Elizabeth Jennings Way only if similar parking restrictions were created for Complins Close. In addition, residents of Complins Close would have to be eligible to secure parking permits. HOWEVER, we are VERY concerned that if the parking restrictions are only made to Elizabeth Jennings Way and not to Complins Close, then commuters, fishermen, narrow boat owners, etc displaced by the proposed parking restrictions on Elizabeth Jennings Way may find Complins Close a convenient place to park as there will be no enforceable parking restrictions on Complins Close. As residents of Complins Close are ineligible for parking permits, this may cause us and our visitors considerable inconvenience. We strongly recommend that parking restrictions are also made to Complins Close, that residents of Complins Close be eligible to secure parking permits, and that the existing signage is enhanced to emphasise that Complins Close is RESIDENTS' PARKING ONLY.</p>
(7) Local Resident, (Oxford, Coxs Ground)	<p><b>CPZ - Object</b> Additional Restrictions - <b>Object</b></p> <p>There is nowhere near enough parking in Oxford, so I can understand why people park here when they don't live here. I've had no issues with people parking in my space (off-road, car park space, to be fair).</p>

<p>(8) Local Resident, (Oxford, Elizabeth Jennings Way)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>As a GreenSquare resident of a property at 19-35 Elizabeth Jennings Ways it is not clear from the consultation documents whether a resident permit is needed for the designated car park to the rear of these flats off Ryder Close to the east of the play space. Although within the CPZ it is not identified as either 'No Waiting at any time' or a 'Parking Place'. Could this be clarified? Also, there are visitor spaces currently allocated in this car park - will visitor permits be needed for these? Finally, could you confirm whether there is a legal agreement between GreenSquare and Oxfordshire County Council for the use of this car park, and if so, the current status of this agreement? Could someone from Oxfordshire County Council acknowledge and respond to my concerns?</p>
<p>(9) Local Resident, (Oxford, Frenchay Road)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Neither/Concerns</b></p> <ol style="list-style-type: none"> <li>1. COVID-19 is changing how and where people work. Currently there is no parking space pressure on Frenchay Road, as there are fewer commuters. This may be the new paradigm and introducing a solution to a past problem may be a complete waste of time and money.</li> <li>2. It is an increased cost, which we don't need now given that a lot of people are under financial pressure due to the pandemic.</li> <li>3. It reduces flexibility in how we, and our friends or family, can park locally and this is not offset by the benefits of the plan.</li> </ol>
<p>(10) Local Resident, (Oxford, Frenchay Road)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Support</b></p> <p>We have lived in Frenchay Road for 14 years and have never had issues with finding parking so feel a CPZ is unwarranted. We also feel that the cost of the CPZ is prohibitively expensive to the resident and far outweighs the value. The CPZ will impose unnecessary difficulties to visitors.</p>

	<p>In our particular area the allocated car parking spaces are only approximately 50% utilized due to the mess created by overhanging branches from Poplars next to the canal path. Money would be better spent cutting these trees back to create 4 to 5 additional parking spaces.</p> <p>We support the double yellow restrictions on Elizabeth Jennings Way as they will make the road safer.</p>
(11) Local Resident, (Oxford, Lark Hill)	<p><b>CPZ - Object</b> Additional Restrictions - <b>Object</b></p> <ol style="list-style-type: none"> <li>1. Lark Hill does not have designated parking bays so, as they are written, the rules do not apply to Lark Hill. So could Lark Hill please be removed from the zone.</li> <li>2. You seem to be solving a problem which in my view does not exist. Waterways does not in general suffer from aliens' parking.</li> <li>3. There is not a surplus of parking spaces so further restrictions would be unhelpful.</li> </ol>
(12) Local Resident, (Oxford, Oxford Canal)	<p><b>CPZ - Object</b> Additional Restrictions - <b>Object</b></p> <p>Since the lockdown the parking situation has been much better. My belief is that it will stay that way.</p>
(13) Local Resident, (Oxford, Ryder close)	<p><b>CPZ - Object</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>I have an allotted parking space provided in my tenancy which I pay for in my rent</p>
(14) Local Resident, (Oxford, stone meadow)	<p><b>CPZ - Object</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>To allow parking (as shown on the plan) around the small roundabout at the junction of Elizabeth Jennings Way, Cox's Ground and Stone Meadow is extremely dangerous. The area around this roundabout and the approach roads should have double yellow lines.</p>

	<p>It is already an extreme hazard when entering the roundabout from any direction because of parked cars which mainly necessitate drivers leaving Stone Meadow to approach the roundabout on the wrong side of the road and directly facing traffic coming around the blind corner from Elizabeth Jennings way.</p> <p>Leaving this area out of the proposed extra double yellow lines is lunacy and is likely to lead to a serious accident. The council will be responsible for this accident as they have been warned.</p>
<p>(15) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>I cannot see that parking in this area has become a problem. While a few people park here to work in Oxford, during lockdown I hardly noticed a difference, suggesting most cars parked on the street must be residents. I would rather retain the possibility of having visitors to my house without permits.</p> <p>My only concern is ensuring people do not park where it is dangerous: for example too close to mini-roundabouts. I would also like a double yellow next to where the kerb dips for wheelchairs/buggies; notably to access the path next to the day nursery. Access to this dipped kerb is often blocked by parked cars.</p>
<p>(16) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Support</b></p> <p>Whilst in theory I agree with controlling the parking in this area (as we have some commuters using this area to park), overall, I object to the controlled parking zone proposal. I live in Stone Meadow where we have a large carpark shared between two blocks of flats. These are unallocated parking spaces and this proposal, if approved, will result in our spaces being used by others not residing in these flats, negatively impacting us. It will also make living here very difficult when having visitors, resulting in additional expense for us as residents, as well as further costs for our own permits. Oxford is already an incredibly expensive city in which to live, and to incur additional charges to park outside our own properties and to have visitors for longer than a two-hour period, is something I object to. For the most part, individuals seem to be parking in a sensible manner although having additional double yellow lines (particularly around the second roundabout) would significantly improve the situation.</p>

<p>(17) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>Complins Close should be allowed for permit application.</p>
<p>(18) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>The proposal to exclude residents of Complins Close and Clearwater Place to parking permits seems particularly short sighted. Has the impact of the CPZ been considered in relation to Complins Close? Surely any restrictions on parking will push people to park in Complins Close where there are no yellow lines etc. This will mean that cars could be parked along the road and even in the visitor parking spaces - or perhaps for those that don't care, right in front of resident's houses. Resident's visitors will have nowhere to park - and they won't be able to park in EJ Way because we won't be allocated any permits. There does not appear to be any logical explanation for excluding Complins Close from the permit scheme. I would ask the council to explain the rationale for this.</p>
<p>(19) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>I live in a flat on Complins Close. This flat is adjacent to Elizabeth Jennings Way. I am concerned that the parkers will now start to park in Complins Close, having been pushed out from EJ Way etc and Frenchay Road. Also, when I have a visitor it is sometimes necessary for them to park on EJ Way (not Complins Close) so would require access to permits as a resident.</p>
<p>(20) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>I live in Complins Close. It is obvious that individuals who do not live on the Waterways development routinely park on Elizabeth Jennings Way, including on the bridge over the canal, then walk, cycle or catch a bus to their place of work elsewhere in Oxford. Non-residents also use the parking on Elizabeth Jennings Way at weekends to be close to their leisure pursuits, for example, fishing in the canal and walking on the canal tow path or on Port Meadow. Furthermore,</p>

	<p>some of the resident narrow boat owners park their vehicles on the bridge or close by. Sometimes, individuals park in Complins Close too when other space is unavailable. Therefore, I am concerned that the proposed parking restrictions will encourage those who usually park on Elizabeth Jennings Way to park in Complins Close where there will be no enforceable parking restrictions. I worry that my allocated parking place will be used by an unauthorised driver whilst I am away from it and that I will have nowhere to park when I return, which already happens from time to time. I also worry that my visitors, for example family members staying with me overnight, will have nowhere to park because parking spaces set aside for visitors will be filled with commuters, leisure seekers or narrow boat owners. The decision to make residents of Complins Close and Clear Water Place ineligible for permits risks causing significant problems for these residents and their visitors, who will not be able to park on Elizabeth Jennings Way if their own spaces are filled by vehicles which have no relationship with Complins Close (or Clear Water Place). The proposal appears to disadvantage residents of Complins Close and Clear Water Place.</p>
<p>(21) Local Resident, (Oxford, Elisabeth Jennings Way)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>We support the proposal in principle but do not agree that residents of Clearwater Place are NOT eligible for Annual Parking permits as they are as much part of the Waterways Estate as all the other residents. Furthermore many of the families occupying properties in Clearwater place have only ONE allocated Car Parking space, yet own TWO cars.</p> <p>Furthermore it would appear that as Clearwater Place is NOT classified as a 'Zone Address', residents of Clearwater Place would also appear to be precluded from obtaining Visitor Permits. If this interpretation is correct we must object to this in the strongest terms and would suggest that, for obvious reasons, it is ESSENTIAL that Visitor Permits are made available to Clearwater Place residents.</p>
<p>(22) Local Resident, (Oxford, Elizabeth Jennings Way)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>I am a narrowboat resident on the St Edwards moorings, have been there since 1994. Most of my life I have been a cyclist, but finally got a car (at the age of 59!) 3 years ago, which I have parked at various locations on Elizabeth Jennings Way, the nearest place to where my boat is moored. This has made it easier to continue my work as a gardener, and during the pandemic has been essential. So I hope I will be able to apply for a parking permit within these proposals, and the occasional visitor permit.</p>

<p>(23) Local Resident, (Oxford, Frenchay Road)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>I am in favour of the CPZ in principle, but I am concerned that the refuse lorry will not be able to collect the bins from the bin store at OX2 6TE as there is not a proposed double yellow line to prevent cars being parked in front of the bin store in Frenchay Road. I mentioned this when the last proposal was made several years ago. Another short area needs to be painted with double yellow lines.</p> <p>It would be a major problem for the Refuse and Recycling lorries if they cannot get the bins out of the OX2 6TE bin-store onto Frenchay Road where the lorries usually park to pick up the big bins.</p> <p>I am concerned that certain areas of The Waterways have not been included in the CPZ. Complins Close residents, for instance, will need to be included also, as the residents should also be allowed annual parking permits. Just because the area is not adopted should make no difference to the residents' need to be able to park on the OCC roads, only a few yards away from their properties. The same is true of other un-adopted areas on the Waterways. All these residents should be given annual parking permits.</p> <p>In this questionnaire I have to provide only one answer to question 5 – but, in reality, I support but have some Concerns.</p>
<p>(24) Local Resident, (Oxford, Frenchay Road)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>Thank you for making provision for exemption for residents over 70 years old. We still have concerns about the potential for opportunists to take our one reserved parking space in front of our building as there is no barrier and we are not sure how well the proposed regulation would be enforced.</p> <p>What would be a good idea would be to either move the electric car charging point from its location by the Frenchay Road bridge to a wider are of a nearby road or remove the parking facility opposite the electric car charging point as it can be extremely difficult to drive between large vehicles parked on either side of the road.</p>

<p>(25) Local Resident, (Oxford, Rackham Place)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Object</b></p> <p>With the planned introduction of a CPZ in the Waterways there would be no need for the addition of a double yellow line along the entire north section of Elizabeth Jennings Way between Rackham Place and Complins Close. I also feel that limiting non-permit holders to 2hrs is too extreme. The only issue with parking in the area (other than vehicles on footpaths) is commuter parking. Therefore, at a minimum the restrictions should be to three hours.</p>
<p>(26) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>Would support but have concerns about where we live as not in a restricted road as is one of the "gated" cul-de-sacs. Signs would need to be erected saying "residents parking only" or it will be a free for all and we would actually be worse off. For reference the section we live in is not wide enough to allow two cars to park in parallel. This will cause issues as people will clearly park here as they can't park in one of the restricted areas. Can you confirm that such signs will be erected please? Or how you plan to avoid people using roads such as these for parking meaning the road will be blocked up?</p>
<p>(27) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>The absence of additional yellow lines at the mini-roundabout at the junction of Stone Meadow/Elizabeth Jennings Way/Cox's Ground is a serious omission. This is currently a dangerous junction when approaching from Eliz Jennings Way or from Stone Meadow due to constant parking both actually on the roundabout or adjacent and too close to it, causing blind spots and hence numerous stand-offs, with the potential for collision. Yellow lines are required all round the roundabout and for, say, at least 20 metres beyond, particularly a significant way into Stone Meadow and Elizabeth Jennings Way, to deter dangerous, not to say, inconsiderate parking. This junction needs to be kept clear for rubbish collection, many large delivery lorries, fire engines, etc. (cf. the previous mini-roundabout in Elizabeth Jennings Way).</p>
<p>(28) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Support</b></p>

	Object to charging residents.
(29) Local Resident, (Oxford, Stone Meadow)	<p><b>CPZ - Neither/Concerns</b>  <b>Additional Restrictions - Neither/Concerns</b></p> <p>In theory, I support this proposal. However, I am concerned that in order to avoid paying for parking permits, residents further along the street will park their second cars in the car park next to where I live (66 Stone Meadow) meaning that I will be unable to find a space for my first and only car. I would welcome a proposal for allocated parking spaces in the car park next to my flat block, to avoid residents holding spaces for their other cars.</p>
(30) Local Resident, (Oxford, Stone Meadow)	<p><b>CPZ - Neither/Concerns</b>  <b>Additional Restrictions - Object</b></p> <p>In my opinion the current solution works not bad.</p>
(31) Local Resident, (Oxford, Cavendish Drive)	<p><b>CPZ - Support</b>  <b>Additional Restrictions - Support</b></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>
(32) Local Resident, (Oxford, Clearwater Place)	<p><b>CPZ - Support</b>  <b>Additional Restrictions - Support</b></p> <p>I object to the ruling that residents of Clearwater Place may not apply for permits.</p> <p>I cannot see any difference between the residents of Clearwater Place and any other discrete areas on the estate. The adopted road in this area is Elizabeth Jennings Way, and residents of Clearwater Place have to go through this adopted road to get anywhere, there is no other access. There is nothing that distinguishes us from any other similar areas across</p>

	<p>the Estate who have to go from a private ares to an adopted road. None of these private areas is adopted.</p> <p>We have our own parking place, which is numbered, but we have no parking for any visitor. Therefore, I ask that the residents of Clearwater Place should have access to permits for our visitors, and for workmen, who need to stay for more than 2 hours.</p>
<p>(33) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>I am in support of the Controlled Parking Zone in the Waterways but cannot see why Complins Close (and Clearwater Place) will be excluded from the Zone. We already have the occasional commuter parking within Complins Close, although there is a clear sign that this is a private parking area for residents only. I fear that if we are excluded then commuters will use the road area within the close as free parking. If we are included within the Controlled Parking Zone, I believe this problem will not occur. In principle, I cannot see any good reason to exclude us from the rest of the Waterways development parking area. It makes no sense.</p>
<p>(34) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>Many Waterways residents need spaces on the public roads of the estate to park one of their vehicles; some residents do not even have one allocated private parking space. However, the spaces on Frenchay Road and Elizabeth Jennings are very commonly used by non-residents as "commuter parking," which takes up spaces and also creates a lot of morning and evening traffic on the estate. Further, on occasion, the public roads have been used by non-residents for long-term storage of licensed vehicles. I support the controlled parking zone but feel strongly that permit allocation should also be opened to residents on private streets (e.g. Complins Close) since they are as much residents of Waterways as anybody else and have the same needs for parking on the public roads. I have one additional suggestion. The yellow-lines should be extended on Frenchay Road all the way to the beginning of the Frenchay Road bridge on the Waterways side of the bridge, including over the brick rumble strip. Currently, cars frequently are parked on the curve before the bridge, obstructing sight-lines and creating a hazard for cyclists.</p> <p>I note that guest houses and B&amp;B's are not allowed to be operated on the estate, so there is no need for parking considerations for these; the only business allowed to operate on the estate is the child care centre, so a blanket business parking exception is not needed.</p>

<p>(35) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>The Waterways is regularly used by commuters to Oxford city centre and Summertown for free parking making it hard for visitors to park.</p> <p>I would like to add that no hotels, guest houses or air BnB's should operate in the Waterways as part of the owners leases and obligations.</p>
<p>(36) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>Parking in Complins Close is unaffected, but I'm a disabled permit holder and wondered if you could put a disabled bay(s) anywhere one the Waterways too?</p>
<p>(37) Local Resident, (Oxford, Coxs Ground)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>Commuters regularly park all day in the Waterways often in dangerous places e.g. corners of junctions and edge of the roundabouts. They should be strongly discouraged from doing so and encouraged to find alternative means of travel into Oxford to reduce pollution.</p>
<p>(38) Local Resident, (Oxford, Cox's Ground)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>Too many commuters into Oxford parking their cars in Waterways. It's dangerous, they drive too quickly and as there are a lot of children on the estate all these extra cars arriving and fighting for spaces at the times when the children are walking to school is not good. It's bad for the environment, they should use the park and ride which is what it's there for.</p>

<p>(39) Local Resident, (Oxford, Frenchay Rd)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>The Waterways area is currently unique in North Oxford in NOT having a CPZ. Consequently, the roads are used by commuters and other car drivers frequently causing unsafe congestion in roads which were not designed for this.</p>
<p>(40) Local Resident, (Oxford, Frenchay Road)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>We support the use of a permit parking area which includes the section of Frenchay Road west of the canal, with signage on the canal bridge, so that no new signs or line painting would be needed on the road itself.</p> <p>Introducing new line painting and/or parking bays on the road would have a negative aesthetic impact on the area. In addition, and most importantly, the current arrangement is to the advantage of pedestrians and cyclists and reduces the speed of motor vehicles. Without any painted markings, the road feels like shared space, which drivers use with caution. As a result, children are able to play safely in the street and cyclists are treated considerately. The distribution of parked cars also has a natural traffic calming effect.</p> <p>In short, while we are content in principle with the introduction of a CPZ, we are strongly opposed to the introduction of any additional line painting or signage on Frenchay Road.</p>
<p>(41) Local Resident, (Oxford, Frenchay Road)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>The problem of commuter parking has been long-standing. Residents have struggled to find places to park over many years and this proposal is a simple and effective solution - with no need to mark bays as was previously proposed.</p>
<p>(42) Local Resident, (Oxford, Frenchay Road)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>The need to restrict parking by those unconnected with the area is clear</p>

(43) Local Resident, (Oxford, Frenchay Road)	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>If someone moves house - which happens a lot in Oxford - the street is blocked because of other cars and you cannot get out at all as Frenchay Road is closed at one end.</p> <p>My father missed his medical appointment at the hospital because I couldn't get anyone to move their car so I could get mine out.</p>
(44) Local Resident, (Oxford, Frenchay Road)	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>My wife and I are supporting this proposal because it should make it easier for legitimate visitors to properties in The Waterways area to find a parking space, which can be a serious problem at the moment.</p>
(45) Local Resident, (Oxford, Frenchay Road)	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>The roads need to be open for access by emergency vehicles and delivery vans. The pavements need to be unobstructed for pedestrians.</p>
(46) Local Resident, (Oxford, Frenchay Road)	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>There is quite a lot of inconsiderate parking in this area - e.g. obstructing movement of vehicles, parking on pavement - which causes inconvenience to residents. Having controlled parking for residents and visitors would help to reduce these problems.</p>

(47) Local Resident, (Oxford, Lark Hill)	<p><b>CPZ - Support</b> <b>Additional Restrictions - Support</b></p> <p>There have been increasing traffic problems on the adopted roads across the Waterways estate in recent years. Commuters arrive early to bag available free spaces, increasingly rare in Oxford, and then go into Summertown, down to the city centre or indeed to London to work, leaving their cars all day. Shoppers also use the free spaces. Increasing competition for available spaces leads to anti-social behaviour and dangerous situations caused by from inconsiderate drivers - blocked driveways, parking on or close to roundabouts, parking leaving insufficient room for delivery and emergency vehicles to get by, abusive reactions when confronted, and so on. A CPZ is the only answer to these increasing problems and I strongly support the proposal.</p> <p>I have a couple of comments:</p> <p>Firstly, the advertised plan is very broad-brush and I hope we will receive a more detailed version of the proposals so that residents can use their local knowledge to point out problems, etc. For example the plan shows permit parking at the northern end of Frenchay Road which would block the access path for bin men to the bin store for the 115-141 block of flats. The placing of parking and non-parking spaces in Frenchay Road in general needs very careful planning as the road is narrow. Also there need to be double yellow lines around the mini- roundabout at the western end of Elizabeth Jennings Way as parking on or close to this roundabout has caused problems in the past.</p> <p>Secondly I object strongly to the ineligibility for permits of residents of Clearwater Place and Complins Close, on the grounds that they are not adopted roads. This is illogical and unfair. There is no difference between these two areas and any other discrete private area on the estate, as all are unadopted. The adopted road in this area is Elizabeth Jennings Way and none of the estate areas leading off it are adopted and they all exist in the same relationship to the road, as indeed do all the other non-adopted areas across the estate in relation to their particular adopted roads. The blocks on Elizabeth Jennings Way all have their own access and parking areas which are private and they all face fully or partly onto the adopted road, including Clearwater Place and Complins Close. As far as I can see there is nothing that distinguishes these two areas from any other across the estate and it would be most unjust and unnecessary if residents there are excluded from the scheme.</p>

<p>(48) Local Resident, (Oxford, Lark Hill)</p>	<p>CPZ - <b>Support</b> Additional Restrictions - <b>Support</b></p> <p>Stop commuters using the Waterways for long term parking. It is currently one of the few areas within the ring road which is free to park.</p>
<p>(49) Local Resident, (Oxford, Lark Hill)</p>	<p>CPZ - <b>Support</b> Additional Restrictions - <b>Support</b></p> <p>As a resident I often have trouble parking even though I have an assigned space.</p>
<p>(50) Local Resident, (Oxford, Rackham place)</p>	<p>CPZ - <b>Support</b> Additional Restrictions - <b>Support</b></p> <p>I'm supporting has I have daughter who drives and she has never anywhere to park because of commuters parking and parking on pavements and on corners, There was a huge improvements with lock down plenty of spaces made real difference and showed the day time parking was down.to commuters now people are back work the problem has got worst again, it's very stressful for residents when visitors come and no parking its worst at the top of the estate specially Rackham Place and Ryder close.</p>
<p>(51) Local Resident, (Oxford, Rackham Place)</p>	<p>CPZ - <b>Support</b> Additional Restrictions - <b>Support</b></p> <p>I am in support of controlled parking zones. Every morning I see people who don't live at the waterways parking their vehicles at Rackham Place. Sometimes they park their cars in such a way that there are hazards.</p>
<p>(52) Local Resident, (Oxford, Ryder Close)</p>	<p>CPZ - Support Additional Restrictions - <b>Support</b></p>

	<p>I am in full support of the scheme but slightly confused about whether we are expected to pay for a permit when we have a numbered parking spot (the number matches the number of each flat or house in the cul-de-sac) in our carpark or are we just talking about the turn into Ryder Close and our carpark is excluded.</p>
<p>(53) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>From observing these streets and roads the majority of the day time parking is by commuters to then take the bus in to town, some bring folding bikes in their cars to complete the journey leaving the vehicles to clog the estate.</p> <p>My only concern is the lack of enforcement by the council parking contractors who seem carefree at best, the area by Costa and Lloyds bank in Summertown is a prime example of lack of enforcement.</p> <p>Will residents be forced to pay for parking permits while watching commuter parking carry on?</p>
<p>(54) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>-Far to many cars that do not live here and park all day for work.</p> <p>-Unsafe parking over drop kerbs, corners and on the roundabout at the end of Stone Meadow so you cannot get around properly. (Have also seen non-residents use bike stations designed for residents or get bikes out their cars for the day)</p> <p>-Dangerous situation where cars cannot get through gaps of 2 cars parked either side of the road. If this is the regular case, Ambulances and other emergency vehicles would struggle to attend properties. A lot of properties within The Waterways are apartments/flats so rely on the safeness of knowing they can easily be attended incase of a fire.</p>
<p>(55) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>The Waterway roads, especially Stone Meadow and Elizabeth Jennings, are heavily used as free parking for people</p>

	<p>commuting into the city. This makes is very hard for residents (and their guests) to find parking in their own neighborhood. A CPZ would be VERY beneficial and we fully support the idea. The sooner the better.</p>
<p>(56) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>I am tired of the Waterways being a giant car-park for Oxford commuters. On weekdays, there are so many cars parked along the roads and that makes it hard for residents to drive in and out of the streets where they live. It is also a serious hazard for emergency vehicles. One day an ambulance or a fire engine will not be able to access a street/home because of inconsiderate parking and someone will die as a result.</p>
<p>(57) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>I support the CPZ because there are far too many people parking and leaving their cars all day while they walk/cycle to work. Some very irresponsible parking which make it difficult for emergency vehicles to access all areas of Waterways.</p>
<p>(58) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>To prevent roads being crowded daily by non-residents</p>
<p>(59) Local Resident, (Oxford, Stone Meadow)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>At the moment it is a free car park for oxford which results in very congested roads all throughout the waterways area. Dangerous parking often obstructs and blocks roads making access difficult and especially concerning should emergency vehicles need to access. Also, lots of children around creating more risk of incidents. This is a residential area not a car park for Oxford. Also, more pollution for local environment.</p>

	<p>emails</p>
<p>(60) Local Resident, (Oxford, Lark Hill)</p>	<p><b>CPZ - Support</b> Additional Restrictions – <b>No opinion</b></p> <p>I like the idea of Permit Parking area, which will allow all those WW resident permit holders to park where they wish, as there will be no signage or marked bays. (except a warning sign at the entrance to the Waterways from Woodstock road.</p> <p>How would a parking officer be able to differentiate between our allocated spaced, (our cars will not need to display a permit) and those spaces which would need a permit.</p>
<p>(61) Local Resident, (Oxford, Lark Hill)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>I would like to register my support for the introduction of a Controlled Parking Zone on the estate.</p>
<p>(62) Local Resident, (Oxford, Oxford Canal)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>My wife and myself are both car owners and require our vehicles for our employment. We currently park our vehicles on Elizabeth Jennings Way or in the nearby streets of the estate. This is the nearest parking location to our boat but still requires a few minutes of cycling up the towpath.</p> <p>We welcome the CPZ and are willing to pay for a permit if it means we will have a better chance of finding a parking space. Currently, many people use the estate as a “park &amp; ride” facility and leave their cars here all day while walking or bussing into the city centre. We frequently find it hard to find a space if we are coming home during the daytime. It is essential that we are able to park our vehicles on the estate and we hope that the residential boaters of the Agenda 21 Moorings will not be overlooked when it comes to the right to be issued with permits. Many of us run small businesses that necessitate the use of a vehicle and we will have serious problems finding parking elsewhere.</p> <p>The residential boating community at this site pre-dates the building of the estate itself and the residences of the estate</p>

	<p>have allocated parking that we do not.</p> <p>Please ensure that the boaters who have homes at this mooring location are given the opportunity to apply for a parking permit in due time for the introduction of any Controlled Parking Zone.</p>
(63) Local Resident, (Oxford)	<p><b>CPZ - Object</b> <b>Additional Restrictions - Object</b></p> <p>I wish to object to the proposed CPZ on the grounds that it fails to include the introduction of double yellow lines on the approaches to the mini-roundabout that links Elizabeth Jennings Way with Coxes Ground and Stone Meadow.</p> <p>While agreeing that double yellow lines should be kept to a minimum, they are absolutely necessary in this situation. Vehicles are frequently parked DANGEROUSLY by this mini-roundabout restricting visibility and leading to unexpected head-on confrontations. Sometimes it is almost impossible to negotiate this roundabout due to dangerous parking on either side of the road. There have been episodes where vehicles have been unable to proceed and have had to try and trace the owners of parked cars in order to have them moved. There is a risk that emergency vehicles could be unable to gain access.</p> <p>The proposed restrictions with low key signage are unlikely to deter this kind of parking. Just as there are double yellow lines at the mini-roundabout at the other end of EJW and at every junction along EJW, so they should be introduced here as part of this plan.</p>
(64) Local Resident, (Oxford, Stone Meadow)	<p><b>CPZ - Object</b> <b>Additional Restrictions - Object</b></p> <p>Not clear if this is aimed at all residents, or just (generally poorer) occupiers of flats. Some of us are in social housing so we're not millionaires. Don't we pay enough council tax as it is?</p> <p>If the latter is the case then this is inequitable. Why should occupiers of flats be treated differently to occupiers of houses with allocated parking zones within their shared garden areas. Will all residents have to display permits?</p> <p>In any case, far from addressing residents' parking difficulties this will exacerbate them by removing our allocated parking space which we paid for when we purchased the flat. We don't need flexibility of where we park, unless someone parks in our area. Currently we can ask them to move. This goes against our contract of purchase. When we purchased the flat</p>

	<p>our solicitor showed us our allocated space in the car park and explained that it belonged to us as we had paid for it. If you don't own peoples' driveways then how do you own allocated parking areas? This is removing our property and making us pay for it. Surely our car park belongs to the residents and not the Council.</p> <p>The proposal to charge for permits (up to 2 per household) means we will pay £65 with no guarantee of a space to park. Why should we have to pay and display a permit when we have an allocated parking space?</p> <p>Currently there is uncontrolled on street parking on Stone Meadow which visitors do use. Some of the car parks on the estate display 'Residential Parking Only' signs which is fair enough. Ours doesn't but we have never been unable to park. The situation is tolerable.</p> <p>If you must do this, surely it is fairer to charge for additional permits only. This scheme goes way beyond any reasonable proposals for Controlled Parking. Control visitors by all means but when did it become a requirement to pay for our own residential parking?</p> <p>As far as I am aware the street has never been adopted. If that happens it would be reasonable to introduce controlled street parking but that's a separate issue.</p> <p>Also removing line/bay markings serves no commonsense purpose whatsoever. This will make it less accessible for disabled people and parents. Sign and Line clutter? Seriously? Please confirm you will not remove the markings.</p>
<p>(65) Local Resident, (Oxford, Lark Hill)</p>	<p><b>CPZ - Object</b> Additional Restrictions – <b>No opinion</b></p> <p>I find the proposal to create a parking zone on the Waterways area is most unnecessary, we do not have a major problem with parking and this is just an example of an over zealous management committee, in a time when money is tight this really is a waste of council ergo public funds</p>
<p>(66) Local Resident, (Oxford, Clearwater Place)</p>	<p><b>CPZ - Support</b> Additional Restrictions – <b>No opinion</b></p> <p>I support the Controlled Parking Zone (CPZ) for Waterways proposal, but with reservation. I have occasional visitors and sometimes workmen coming to our flat, they often need to park their vehicles more than the statutory two hours. I would</p>

	<p>like to have parking permits in the CPZ.</p> <p>I learned that residents in Clearwater Place and Complins Close will not be eligible for permits in CPZ. I believe we are as eligible as those living in any other discrete private areas that lead off Elizabeth Jennings Way. The residents of Clearwater Place are part of Waterways. We pay towards the maintenance of the Estate just like Cox's Ground or Elizabeth Jennings Way through Firstport. In addition, there is nothing that distinguishes Clearwater Place from the others facing similar roads on the Estate.</p>
(67) Local Resident, (Oxford, Stone Meadow)	<p><b>CPZ - Object</b> Additional Restrictions - <b>Object</b></p> <p>As a resident of Stone Meadow I am totally against this scheme which would be totally unnecessary if the council were to extend the existing double yellow lines, in particular to the extremely dangerous junction of Elizabeth Jennings Way, Cox's ground and Stone Meadow.</p> <p>As it is at present, and will continue to be if the CPZ as described comes into force, traffic is forced to approach this junction from Stone Meadow on the wrong side of the road because of parked cars, and this traffic is then head on to traffic approaching the junction from Elizabeth Jennings Way, a blind corner. There are near misses all the time and have been some accidents already. I cannot emphasise enough how dangerous this is and yet your scheme shows this area as part of the parking scheme all the way round the roundabout.</p>
(68) Local Resident, (Oxford, Complins Close)	<p><b>CPZ - Concerns</b> Additional Restrictions - <b>Concerns</b></p> <p>I can see the sense in introducing parking restrictions in the area, as it is used by some people to shorten their commute into town.</p> <p>At present, Clearwater Place and Complins Close won't be included in the scheme, and their residents won't be able to buy permits.</p> <p>It seems highly likely that these two streets, with no restrictions, would be used more by commuters, visitors and Waterways residents with more cars than spaces. If we come home to find that our parking spaces have been taken, we won't be able to park anywhere in the whole area, since we can't get permits for our own neighbourhood. This seems</p>

	<p>both impractical and unfair.</p> <p>If there is to be a scheme, I would like to be able to join it, like the rest of the estate. If this does turn out to be impossible (why would it be? I don't believe any of the streets on the estate have been adopted by the Council - ours aren't unique) then I will request of the Management Committee that they clearly mark each allocated parking space in these streets with the relevant house/flat number, as I don't think any other solution would be adequate.</p>
(69) Local Resident, (Oxford, Complins Close)	<p><b>CPZ - Object</b> Additional Restrictions - <b>Object</b></p> <p>We live on Complins Close which in the current proposals is not eligible for either resident or visitor permits. With the introduction of the proposed parking limit on Elizabeth Jennings Way and Frenchay Road, displaced commuters, fishermen, and narrow boat owners, will choose the nearest parking permit free area to park, which in this case is Complins Close. Complins Close is right next to the Elizabeth Jennings Way canal access.</p> <p>It is likely that non-residents will park in resident's parking areas or dangerously near the lawns where children frequently congregate, and potentially block access to the close for emergency vehicles.</p> <p>Our second objection is that visitor parking on Complins Close is extremely limited and often used by 2-car families renting housing on the close. There is currently no mechanism in place for us to have guests, or workmen, present for more than 2 hours, as they will be unable to park either on the close or on Elizabeth Jennings Way. Complins Close has a large number of young families whose extended family do not reside locally. The ability to have grandparents/family who have cars to visit and provide childcare during the week is essential to family life.</p> <p>Finally, we are opposed to this scheme in its entirety as we do not feel that the problems have already been solved by the recent introduction of double-yellow lines on the bridge and on Elizabeth Jennings Way itself. We think it is unfair to penalise both fishermen and narrow boat owners. If the CPZ must go ahead, we would strongly urge that residents of Complins Close be given access to resident and visitor permits and would be willing to pay for them accordingly, and we feel that the same arguments will apply to Clearwater Place as well.</p>
(70) Local Resident, (Oxford, Complins Close)	<p><b>CPZ - Object</b> Additional Restrictions - <b>Object</b></p>

	<p>I am a resident of Complins Close, Oxford and write to object to the above proposed CPZ.</p> <ol style="list-style-type: none"> <li>1. Given the availability of off-street parking to residents I do not believe that the level of parking in the area merits the creation of a CPZ.</li> <li>2. If such a scheme is introduced the exclusion of residents of Clear Water Place and Complins Close is discriminatory and unfair. Off-street parking is available to all residents in the area and therefore these addresses should also be able to apply for Residents permits and Visitor permits.</li> <li>3. Without access to Visitor permits guests visiting residents of Clear Water Place or Complins Close and staying more than 2 hours will have nowhere to park.</li> </ol> <p>In the light of the above comments I trust that the County Council will reconsider the introduction of the above CPZ or modify it such that residents of Clear Water Place and Complins Close may also apply for Residents and Visitor permits.</p>
<p>(71) Local Resident, (Oxford, Frenchay Road)</p>	<p><b>CPZ - Support</b> Additional Restrictions - <b>Support</b></p> <p>I live in the modern section of Frenchay Rd, over the canal bridge, and responded to the initial consultation in 2018, stating that I thought parking restrictions were very much needed here.</p> <p>My road is effectively used as a 'free car park' for city workers, who walk into Oxford after parking their cars, often very carelessly, in the street. I have witnessed so many cases of lorries and vans, and even cars not being able to get through because someone has parked too close to one of the narrowing points. In one case a couple of months ago, all traffic was held up for two hours until the driver of the badly parked vehicle was tracked down.</p> <p>I therefore wholeheartedly approve of the proposed measures and assume that the new restrictions will be properly applied through wardens, so that the message to the historical casual parkers gets through asap.</p>
<p>(72) Local Resident, (Oxford, Oxford Canal)</p>	<p><b>CPZ – Neither/Concerns</b> Additional Restrictions – <b>Neither/Concerns</b></p>

	<p>Due to the nature of my work I do not have set 9-5 hours, so it is not uncommon to leave early in the day and to arrive back before 'rush hour'. Half my work is based outdoors and half is office based, with some days being solely dedicated to report writing/office work. My narrowboat has always been my home office during this time and due to the current climate will continue to be my office for the foreseeable future. The nature of my work requires me to travel outside of the city and consequently I need the use of a car. When I work within the city limits I travel by bike.</p> <p>As part of the the local community, and one that has been established for considerable time I request that an amendment is made to the proposals to allow the boating community to be eligible to apply for parking permits. If an amendment is not added to this proposal, I am of the view that this will have a significant impact on the both the boating community and my business.</p> <p>I have no objection to the proposal in general as I am fully aware of the difficulties that both the Waterway residents and boating community have with parking. I believe a lot of the existing residents have some allocated parking provision which I have always respected so finding a parking space outside of 'normal' working hours (pre-Covid) can be extremely difficult. As such it is welcome that a degree of control is put in place.</p> <p>The concerns I have is that without the amendment to include the immediate narrowboat residents this will be discriminatory to a long-established Oxford community. In addition this will impact greatly on my personnel ability to function as a successful business, with this further impacting on my day to day living with respect to bringing food and fuel (in the winter) to my boat. If parking permits are not available to narrowboat residents I am at a loss to know where I can legally park my car within the city to fit in with my well established work regime and day to day living requirements.</p>
(73) Local Resident, (Oxford, Oxford Canal)	<p><b>CPZ - Neither/Concerns</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>Due to the nature of my work I do not have set 9-5 hours, so it is not uncommon to leave early in the day and to arrive back before 'rush hour'. Half my work is based outdoors and half is office based, with some days being solely dedicated to report writing/office work. My narrowboat has always been my home office during this time and due to the current climate will continue to be my office for the foreseeable future. The nature of my work requires me to travel outside of the city and consequently I need the use of a car. When I work within the city limits I travel by bike.</p> <p>As part of the local community, and one that has been established for considerable time I request that an amendment is made to the proposals to allow the boating community to be eligible to apply for parking permits. If an amendment is not added to this proposal, I am of the view that this will have a significant impact on the both the boating community and my</p>

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<p>(74) Local Resident, (Oxford, Frenchay Road)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>I object to the proposal for a CPZ in the Waterways because we do not need one. We do not now, and did not before lockdown, when arguably there might have been more commuters parking in the road, have a problem parking our car in Frenchay Road. We do not want the cost/restrictions which a CPZ will present i.e. a yearly cost to us forever going into the future, and the need to give visitors parking permits which from experience of living in other roads with CPZs can be a headache. Visitors parking permits are really not needed as there is no problem with finding parking. I do not have an opinion on double yellow lines in Elizabeth Jennings Way because I do not know what any parking issues might be there.</p>
<p>(75) Local Resident, (Oxford, Elizabeth Jennings Way)</p>	<p><b>CPZ - Object</b> Additional Restrictions - <b>Neither/Concerns</b></p> <p>As a GreenSquare resident of a property at 19-35 Elizabeth Jennings Ways it is not clear from the consultation documents whether a resident permit is needed for the designated car park to the rear of these flats off Ryder Close to the east of the play space. Although within the CPZ it is not identified as either 'No Waiting at any time' or a 'Parking Place'. Could this be clarified? Also, there are visitor spaces currently allocated in this car park - will visitor permits be needed for these? Finally, could you confirm whether there is a legal agreement between GreenSquare and Oxfordshire County Council for the use of this car park, and if so, the current status of this agreement? Could someone from Oxfordshire County Council acknowledge and respond to my concerns?</p>

	<p>(addendum 17/09/2020 - GreenSquare has confirmed that this car park is in its' ownership. It is also identified in the Site Layout for Affordable Housing in Planning Application 04-01170-FUL on the Oxford City Council website. It is my understanding that there is also a s.106 agreement in existence (Planning Application 02-01241-FUL) which states (para 22, page 5 of 84) that "The parking spaces .... shall be reserved exclusively for the occupants of the flats/houses and their visitors and should not be used for any other purpose without the prior written consent of the Local Planning Authority". Could you confirm that this is the case, and if this provision is to be disregarded, the legal justification for this? ie Does any proposed change to parking to the rear of 19-35 Elizabeth Jennings Way have the backing of both GreenSquare as the landowner, and Oxford City Council as the Local Planning Authority?)</p>
<p>(76) Local Resident, (Oxford, Oxford Canal)</p>	<p><b>CPZ - Support</b> Additional Restrictions – <b>No opinion</b></p> <p>I live on a residential mooring on the Oxford Canal next to Elizabeth Jennings way waterways estate. I am a car owner and require my vehicle for employment as a Gardner and Children’s Entertainer. I currently park my vehicle on Elizabeth Jennings way or in the nearby streets of the estate as this is the nearest parking location to my boat but it still requires me to walk down with a wheelbarrow to my boat with my work equipment for approximately 120 yards.</p> <p>In some ways I do welcome to CPZ as I am willing to pay for a permit if it means that I am able to park my car as during the day this can be very difficult as many people park their cars and walk to work in Summertown or go on the bus to Oxford city centre.</p> <p>It is essential that I am able to park my vehicle on the estate where I live and I hope that the residential moorers of agenda 21 morning will not be overlooked when it comes to the right to be issued with permits. Many of my neighbours also run small businesses which have the essential need for the use of a car and will have serious problems finding parking elsewhere.</p> <p>Also the residential boating community at this site was there before the building of the estate itself and the rest of the estate have allocated parking and we do not.</p> <p>I’ll be very grateful if you could ensure that the boaters who live at this location will be given the opportunity to apply for parking permit in due course when and if the introduction of a controlled parking zone takes place.</p>

<p>(77) Local Resident, (Oxford, Complins Close)</p>	<p><b>CPZ – Neither/Concerns</b> <b>Additional Restrictions – No opinion</b></p> <p>As long term residents of Complins Close, we, along with quite a few others who live in this Close, are puzzled and disappointed that Complins Close and Clearwater Place are not yet included in the OCC Waterways Estate road adoption scheme and will be at a disadvantage because, as this stands, they will be ineligible to join the new CPZ scheme. There are several disadvantages including the inability for us to secure permits and the knowledge that people who don't live here but who work in Summertown or Oxford will find their way to Complins Close and Clearwater Place and park for free all day. This seems to be both illogical and very unfair; surely both Complins and Clearwater Place are no different from any other road in the estate.</p> <p>Complins Close and Clearwater Place could be at a serious disadvantage if the scheme goes ahead without the adoption of these roads into the scheme.</p> <p>We would be very grateful if you would kindly look at this again and treat all the roads in the Estate with the same entitlement.</p>
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