

CABINET MEMBER FOR ENVIRONMENT – 17 DECEMBER 2020

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

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Central West area, with the following amendments:
 - (a) with regard to the submission by Church Cowley St James Primary School, to provide for the allocation of business permits at the approved annual fee for staff, with the maximum number of such permits to be determined in consultation with the school;
 - (b) with regard to the submission by the Lewin Close Owners Association, to review the proposed provision of parking places on Crowell Road adjacent to its junction with Lewin Close to ensure that adequate visibility is maintained.

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 the responses to the formal consultation on a new CPZ in the Cowley Central West 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 April 2019 using 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 1 October and 20 November 2020 (the consultation period was extended beyond the normal four weeks due to the need to send an amended consultation letter subsequent to the initial letter). 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 600 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. 44 responses were received during the formal consultation (an approximate response rate of 7.5% based on number of letters sent out) These are summarised in the tables below:

CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	1	16	17 (38.5%)
Support	1	16	17 (38.5%)
Neither/Concerns	2	8	10 (23%)
No Opinion	-	-	- (0%)
<i>Total</i>	<i>4</i>	<i>40</i>	<i>44 (100%)</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	1	14	15 (34%)
Support	-	12	12 (27.5%)
Neither/Concerns	3	14	17 (38.5%)
No Opinion	-	-	- (0%)
<i>Total</i>	<i>4</i>	<i>40</i>	<i>44 100%)</i>

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 for CPZ from local residents by road:

Road	Object	Support	Concerns	Total
Barns Road	-	-	2	2
Bartholomew Road	3	-	-	3
Beauchamp Lane	-	-	1	1
Compass Close	1	-	-	1
Crowell Road	-	1	-	1
Dodgson Road	-	-	1	1
Gaisford Road	3	3	-	6
Hampden Road	-	-	2	2
Lewin Close	-	-	1	1
Liddell Road	3	2	-	5
Littlemore Road	2	1	-	3
Mayfair Road	1	-	-	1
Pulker Close	-	2	-	2
Rahere Road	1	-	1	2
Sunningwell Road	-	1	-	1
The Grates	1	6	-	7
unknown	1	-	2	1
Total	16	16	8	40

9. The individual responses are shown at Annex 2 with a more in-depth response from the 'Lewin Close Owners Association' at Annex 3. Copies of the original responses are available for inspection by County Councillors.
10. Thames Valley Police did not object to the proposals, citing the fact that the burden on enforcement would not fall on them.
11. Church Cowley St James Primary School expressed strong concerns on the impact of the scheme on members of staff, over 50% of whom currently drive to work due to the distance from their home addresses and lack of convenient public transport. Noting these concerns it is recommended that – in line with a number of other schools in existing CPZ areas in Oxford – business permits are made available to the school, at the approved annual fee, for the use of the staff, with the maximum number of such permits to be determined in consultation with the school.

12. The Lewin Close Owners Association expressed a strong objection to the proposed 2-hour dual use parking bays either side of the junction of Lewin Close with Crowell Road on the grounds of the obstruction to visibility. Noting this concern it is agreed that the proposed provision of parking places should be reviewed and amended if considered necessary to ensure provision for adequate visibility.
13. The remaining responses were from members of the public. Those expressing an objection or concerns 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 and could increase problems, such as speeding as a result of there being less on-street parking. Noting the above, it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from adjacent CPZs.
14. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits (specifically the visitor allocation) available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances, noting in particular concerns raised by occupants of properties currently with more than 2 vehicles, permit costs and visitor permit allocation are the same as those applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, are consistent with many other CPZs.
15. Additional concerns were raised about the displacement of parking in neighbouring streets (including Lewin Close, which is a private road). It is accepted that some displacement is possible and that the County Council and Oxford City Council are developing a programme of additional CPZs subject to funding and consultation. Management and control of parking on private roads is a matter for the landowner to assess and then identify measures they consider appropriate.
16. A number of responses cited concerns on the times of operation of the restrictions, with some expressing the view that the duration was too long but with others noting that parking pressure on Sundays was significant in some roads closer to the shopping centres and requesting that the scheme be applied on all days of the week.

Monitoring and evaluation

17. Noting the above comments, it is recommended that the scheme if approved should be reviewed approximately 12 months after implementation to identify if any amendments were required subject to further consultation on any adjustments which might be required.

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

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

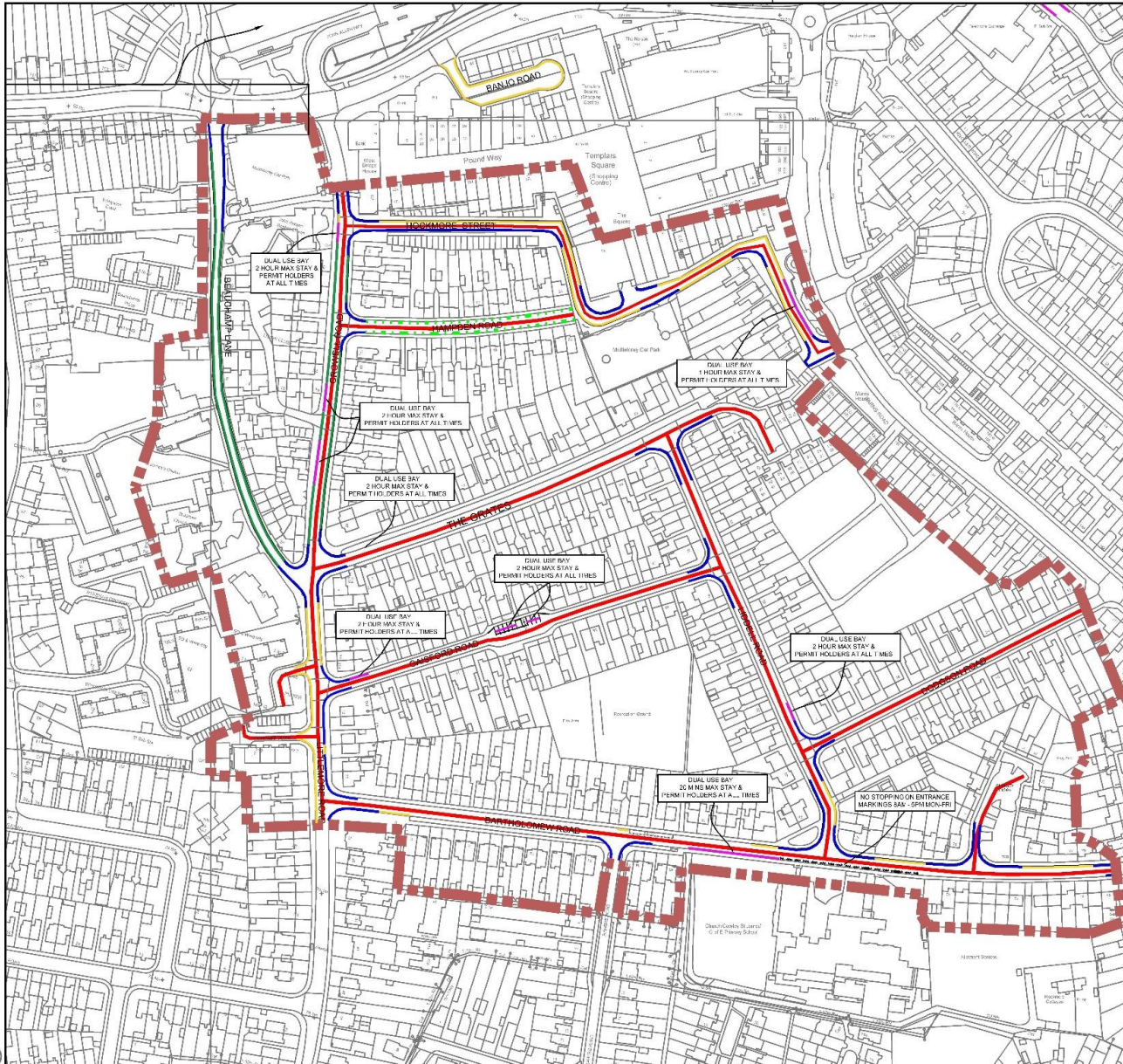
JASON RUSSELL

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Background papers: Plan of proposed Controlled Parking Zone
 Consultation responses

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December 2020



- KEY**
- - - ZONE BOUNDARY
 - EXISTING NO WAITING AT ANYTIME (DOUBLE YELLOW LINES) TO REMAIN
 - EXISTING NO WAITING 8AM-6.30PM, MON-SAT (SINGLE YELLOW LINES) TO REMAIN
 - EXISTING NO WAITING 8AM-6.30PM, MON-SAT (SINGLE YELLOW LINES) TO BE REMOVED
 - PROPOSED NEW OR CHANGE TO NO WAITING AT ANYTIME (DOUBLE YELLOW LINES)
 - PROPOSED PERMIT HOLDERS (ZONE ADDRESSES) BETWEEN 8AM-6.30PM, MON TO SAT
 - PROPOSED SHORT STAY PARKING BAY (PERMIT HOLDERS EXEMPT)
 - - - NO STOPPING ON ENTRANCE MARKINGS (SCHOOL KEEP CLEAR) PROPOSED ENFORCEMENT TIMES 9AM-5PM, MON TO FRIDAY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION				
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS				
CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)				
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USE (ENTER 'NONE' IF APPLICABLE)				
DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)				
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Rev.	Date	Purpose of revision	Drawn	Checked/Approved

<div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <p>Oxfordshire County Council</p> <p><small>Owen Jenkins Director for Infrastructure Delivery Community Crowtham County Council Crowtham Hall New Road Oxford OX1 1UG Tel: 0845 310 1111</small></p> </div>				
Project title COWLEY CENTRE WEST				
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	Date drawn 02/09/2020	Date checked	Date approved	
Oxfordshire Project No. & File Ref				
Drawing No.				Revision 0

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

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	<p>Local councillors initially said that the school would be able to purchase additional parking permits; there was no mention of a maximum of two.</p> <p>Quite simply, without consideration for special parking permits for school staff we will end up becoming a school that is unable to recruit suitable staff and the controlled parking scheme will have caused this. I and other members of the senior leadership team, and school governors believe local children will suffer as a direct result of this scheme.</p> <p>We are hugely in favour of a scheme, the associated bus gates and blocks/blockade to stop/reduce traffic around school during pick up and drop off times. We have a nitrogen oxide monitor on the road next to school, we are members of the OCC walk to school campaign and support measures to reduce traffic next to/near to school.</p> <p>The schemes short-sightedness in limiting school parking will severely limit the school's ability to perform its duties. We ask that the school is granted annual free permits, as any cost will come from our budget, permits to distribute to staff in order that our school can continue in our local community.</p>
<p>(3) Local Group, (Lewin Close Owners Association)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p><i>(see full response in Annex 3)</i></p>
<p>(4) Local Resident (Oxford, Bartholomew Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I would like to register my objection to the proposed controlled parking zone (Cowley central west area). As a mother of small children and a child with a disability the use of a car is an essential part of our lives, currently my children are split between 2 different primary school due to my son disability, having the use of a car is a necessity for their welfare both mentally and physically.</p> <p>With the coronavirus and the impact that this has had on Jobs and security our financial situation become increasingly difficult, I know that £65 may not seem like a lot of money to you but this would cover the cost of my electricity for 2 months. I would like to stress again my objections to the CPZ controlled parking zone (Cowley central west area), please understand the financial hardship this is going to have on us and other families.</p>

<p>(5) Local Resident (Oxford, Bartholomew Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As a resident of Bartholomew Road I have not experienced much difficulty in parking. In fact, the only times I have experienced any difficulty in parking have been at times when the restrictions would not apply (evenings, especially Sunday for some reason). One of the main reasons we were attracted to moving to Bartholomew road was the availability of on street parking for both us and visitors, another being the fact that it wasn't a very busy area. By introducing the parking restrictions, we are effectively paying an extra tax for living in the Cowley Central West Area; what is the justification for charging for permits, we pay council tax already? My wife and I both usually commute to work by bike, but still need to use a car occasionally, while public transport is not a viable option for visitors. Bartholomew Road is sufficiently far enough away from the Shopping centres that people do not park on it and then walk down to the shops. While commuter and overflow parking may be an issue for some roads in the area, it isn't on Bartholomew Road. I could support some restrictions on the road to make things easier for school pick up, but at our end of the road, the school makes negligible impact on the parking - the Co-op has more of an effect. Additionally, making visitors permits for residents over 70 free, seems discriminatory. Even with that, logically should a visitor permit for someone over 70 also be free? Also, on road parking is one of the few things that actually makes Bartholomew Road safe as many ignore the 20mph speed limit. When cars are parked either side, it slows down motorists which makes the road a safer place for everyone. These restrictions would lead to less cars being parked on the road, more speeding motorists, and that cannot be acceptable with a school on the road. If you are genuinely seeking to discourage commuters, then a far shorter window for restrictions would be required, preventing them from parking there all day (i.e. have them between 11 and 2 and not on Saturdays). Additionally, it seems strange to implement these restrictions on only one side of the shopping centre but not on similar areas to the north or west of the shops. Surely areas like Rymers Lane, Campbell Rd, Clive Road etc are all far nearer and more likely destinations for shoppers and commuters (especially as it means carrying shopping downhill rather than uphill).</p>
<p>(6) Local Resident (Oxford, Bartholomew Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am objecting to this proposal as I do not see it being of any benefit to the residents. I do not believe having a controlled parking zone will reduce the amount of vehicles being parked. Most residents have already made their driveways suitable for parking their car/s and those with more than two vehicles will just park elsewhere.</p> <p>The flow of traffic along this road is always busy at school pick up & drop off times and along with the Co-op shop, it can at times, become congested.</p>

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	<p>I see no evidence of vehicles being left parked all day by workers of the retail park/shoppers going to Oxford city. The bus fare from BBL/Cowley costs the same to travel into the city.</p> <p>I do believe a CPZ is required along all the other roads listed in the notification purely in view of shoppers using the local roads instead of the car parks.</p>
<p>(7) Local Resident (Oxford, Compass Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am strongly of the opinion that a plan to remove/reduce the cars along Crowell Road/Littlemore Road/Cowley Road will encourage drivers to speed up along this route. It is already used as a regular 'rat run' for vehicles getting onto/off of the Littlemore Roundabout, and drivers frequently ignore the 20mph speed limit.</p> <p>One of the only things slowing the traffic is the need to give way to vehicles coming in the other direction, due to cars and vans parked along the road. This is far from an ideal safety measure, and would be better addressed by traffic slowing measures - however, these are not included with this proposal.</p> <p>There is a mini supermarket on Littlemore Road with a lot of foot traffic, and a school further down Bartholomew Road, and it is a popular area for people to walk and jog. I fear that, if this proposal was enacted, it would result in traffic accidents involving pedestrians and/or cyclists, and potentially deaths. I urge the council not to take this forward, or at the very least to shelve it until it can be implemented at the same time as measures to prevent speeding.</p>
<p>(8) Local Resident (Oxford, Gaisford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to the charges that residents must pay. At present on Gaisford Road there is not really a problem - it is unusual not to be able to find anywhere to park. The only thing this will do for residents is force them to pay money.</p>
<p>(9) Local Resident (Oxford, Gaisford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>My Reasons for objections to the introduction of Controlled Parking Zone (CPZ):</p> <ol style="list-style-type: none"> 1. There is no or not a sufficient parking problem to justify a CPZ on Gaisford Road. What evidence can you provide justifying the need for CPZ on the road? 2. The operational hours of the CPZ operating are too long.

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	<p>3. The introduction of a CPZ is mainly to generate revenue for the council. 4. There is a HMO licence of 6 people in this property, they will suffer financial loss in addition to the Covid financial crisis.</p>
<p>(10) Local Resident (Oxford, Gaisford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have never had any problem parking my car. Neither have I seen any problems in this street, at least 60% of the houses have a drive in their fronts. I strongly resent the residential parking.</p>
<p>(11) Local Resident (Oxford, Liddell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is not a major problem parking in Liddell Road although things have worsened since the closure of the car park back of Templars Square. The main problem are the parents dropping off their children for school. They park on double yellows, across driveways, on road corners. However, this lasts about 30 minutes from 8.30am and again about 3pm. It seems to me to be a very easy way of raising extra funds for Ox. County Council at the expense of the residents. It will also encourage residents to block pave the front gardens in order to park.</p> <p>If current parking regulations were enforced more then there would be no need for a CPZ. For example a car has been parked, one assumes broken down, in Hockmore Street and illegally parked for a couple of weeks. It has had numerous parking tickets issued but has not been moved either by the owners or the authorities. It makes it difficult for the delivery lorries to access the shops. Hockmore Street was I am fairly sure designated a Service Road when the centre was built in the early 60's</p>
<p>(12) Local Resident (Oxford, Liddell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Initially I was apathetic but now I object. There is absolutely no benefit of the proposed scheme for residents, only negatives and is clearly a money-making vehicle. There's no nearby hospital, if you want to go to town then there are nearer places on the bus route to park. The 2 hours free non-permit parking availability means that there will be no change to casual visitor numbers as I would dare anybody to try and spend 2 hours in the Temple Cowley shopping area and let's face it, 2 hours is more like 3 or 4+ as I really don't see that being enforced regularly.</p>

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	<p>Furthermore, visiting traffic/parking isn't a great problem in my street. The main problem is residents with 2+ cars and this isn't going to deter them and reduce their car numbers. In fact, it will result in more residents digging up their gardens to make driveway. I doubt it will affect the numerous HMOs that are springing up all over the place. A bigger problem is speeding with cars regularly going 40mhp+ up and down my street even though it is meant to be a 20mph zone (there is one sign in a 400m+ stretch of road). Another major problem is cars parked on pavements and you only have to wander down Gaisford and Dodgson road to see that.</p> <p>If you really want to make a difference, get some speed traffic control measures in place, reduce the number of HMOs and therefore let the number of cars reduce naturally, enforce the restrictions that are meant to be in place concerning the number of cars allowed in an HMO and if you really want a CPZ only allow non-permit parking after 6:30pm. Oh, and yes enforce existing parking restrictions that are in place already by the school on Bartholomew road at school run times.</p>
<p>(13) Local Resident (Oxford, Liddell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object VERY strongly to having any controlled parking where I live. Having parking restrictions will inevitably cause a lot of cost and inconvenience.</p> <p>I do not want to have to pay to be able to park my car in the area or have to pay for my visitors to park. It will be inconvenient to have tradespeople work on my house, to have to make sure I have a permit for them. And I certainly don't want to risk myself or visitors having a fine.</p> <p>There are no real problems parking in the area at present. But restrictions WILL cause problems.</p> <p>Several times in the past you have proposed controlled parking. Myself and everyone I talk to say they do not want it. This sounds like you keep asking the question until you get the answer you want. A big NO to parking restrictions/controlled parking.</p>
<p>(14) Local Business (Oxford, Littlemore Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Commuter parking from Templars square and the John Allen centre is not a problem, it does not adversely affect parking in this area, and the entire exercise is a waste of money. There is only enough parking for the locals if you leave the street alone and adding another financial burden for permits is totally unfair. All visits around here are under 2 hours as well, making the entire proposal completely pointless.</p>

<p>(15) Local Resident (Oxford, Mayfair Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The parking isn't that bad, it just pushing the additional cars households have out further away and clogs up more roads. It will also prevent me from looking after my parents.</p>
<p>(16) Local Resident (Oxford, The Grates)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to the new parking restrictions. The main reason I have an objection is because of the limited visitor permits. 50 a year basically means I can only have 50 visits which is very limiting & controlling when there is 365 days in the year. I do not have a car at the moment, but I choose to live where I am living because of the ample parking for my friends and family. It is also ridiculous that I would have to pay to have additional visitor permits these should be free. If it is really about helping the residents then permits should be free or at least be able to be used more than once.</p>
<p>(17) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no pressing need for these changes and a straw poll taken with my neighbours confirms a widespread agreement that the proposed changes are not necessary. Are there not more pressing to issues to tackle such as: Combating Covid. Repairing potholes. Street cleaning. Encourage supermarkets to collect their shopping trolleys that litter our area.</p>
<p>(18) Local Resident (Oxford, Littlemore Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>My objections are firstly the cost to residents the charges are increasing all the time secondly the Council must take some of the blame Multi occupancy houses,5/6 cars at some houses visit Crowell Road. If parking permits are to be issued to 1/23 Littlemore road and double yellow lines are fully put in where will residents, visitors park outside their houses??</p>

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	<p>Large Vans parking check these things out Visit and see not sat at a desk looking for more stupid ideas .Of my £2000 + council tax Very ,very little is done only refuse collection, gutters and drains need urgent work being done before this stupid idea is put in place once again more money for the Council.. My age 76 still having to Work</p>
<p>(19) Local Resident (Oxford, Rahere Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>I have been a resident of Rahere Road for over 50 years. Already, Rahere Road is an overflow car park for residents from Bartholomew Road. I would welcome you to come and view how the cars double park at the top of the road. It is a constant hazard turning out of and into our road. There are cars regularly parked there from residents and also by someone who is running a car repair business from Bartholomew Road. I am also concerned how parents will use Rahere Road to take/collect their children causing more chaos to a small narrow road.</p>
<p>(20) Local Resident (Oxford, Barns Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am a resident at Ox4 3rq with parking restrictions (yellow lines) all around the properties which causes residents to find an alternative area to park, as a family of 7 I have a 7 seater vehicle which I cannot physically park in an Oxford city council garage and the garage is too small, I've even had members of the oxford city council team come and asses my concerns about me trying to park in their garages and they confirmed that my vehicle is too big. By putting parking zones in the areas in question I feel this is totally unfair on Ox4 3rq residents. I have also been in contact with oxford city council in the past about making residents including myself who live in the maisonettes at OX4 3RQ a parking area in front of our properties which is currently a communal area piece of grass land which none of the residents use.</p>
<p>(21) Local Resident (Oxford, Barns Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>As a resident in barns road , I have concerns regarding the parking restrictions purposed as barns road also have a serious issue with parking from commuters , as a car owner I struggle to find a space to park , I could not afford the monthly garage payment that the council charge , I feel with the parking restrictions purposed it will force even more cars to park along barns road causing problems for residents who live in barns road , I would be happy to pay for a permit to also be able to park on or around my home ,even if was in one of the mentioned streets in proposal , I hope you can take my concern into account .</p>

<p>(22) Local Resident (Oxford, Beauchamp Lane)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Confused! Beauchamp Lane on the map as remaining as no waiting zone Mon to Sat with some double yellow lines. But consultation says: 1. one document says you are removing no waiting yellow line and then another reinstating yellow lines. Why aren't they just remaining!! 2. 2 others, one of which arrived in the post says we will be able to apply for annual parking permits. On the map there are no allocated spaces for this!! Having thought about this, I am assuming we can apply for a parking permit to park in the neighbouring streets. Is this correct?</p>
<p>(23) Local Resident (Oxford, Dodgson Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am a disabled resident of Dodgson Road, my neighbour and I share a driveway, so there is not always off-road parking available for my carers and visitors.</p> <p>I currently have care visits per week arranged through social services, for one hour each time. Most of them drive here. I also have weekly visits from my sister who does household jobs such as mowing the lawn and she sometimes pushes me to the shops in my wheelchair. She lives some distance away in the countryside with no public transport, so the only way she can reach me is by car. And I sometimes have home medical appointments or visits from the befrienders service, again with visitors coming by car.</p> <p>In the cover letter it states: "A general exemption to allow non permit holders to park for up to 2 hours has been included in the proposals," however, in the notice it seems that the 2 hour exemption does not apply to Dodgson Road.</p> <p>If there is not a 2-hour exemption, it will cause difficulty for me and my carers. There are also some elderly residents in this street who are likely to want daytime visitors, but who also keep their own car parked in their driveways so do not have additional off-road space.</p> <p>Please ensure that the needs of disabled and elderly people are not overlooked by ensuring the 2-hour exemption is in place for Dodgson Road.</p>

<p>(24) Local Resident (Oxford, Hampden Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Am concerned at the general exemption to allow non permit holders to park up to 2 hours which has been included in the proposals.</p> <p>At the moment, in Hampden road, we have a single yellow line, which is ignored by a lot of motorists who park in our road, for the purposes of short term parking to shop at the nearby Templars Square, (to which we are closest) and John Allen Centre. They refuse to use the Castle Car Park in Crowell Road which charges £1 for 2 hours parking.</p> <p>Most of us have had to sacrifice our front gardens, to provide parking for ourselves and our visitors, so as not to get penalised whilst parking outside our own homes. Many motorists, use our driveways to turn around whilst turning/parking, causing havoc, when they realise that Hampden road is a cul-de-sac, and often driving at speeds through Hampden road, as they don't read small sign at road entry which shows it is a no-through road, which was instrumental by myself due to the same problems formerly.</p> <p>I think that to have a 2 hour free park up may increase the problems we are already having & would want assurances that this would not be the case in Hampden road. Am all for the whole concept of course, as all of the area you have highlighted needs more much more provision for us residents, and parking control in our area.</p>
<p>(25) Local Resident (Oxford, Hampden Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have concerns over the 2 hour time period to allow non permit holders to park in Hampden Road as I believe this will be continually abused by shoppers, therefore making it impossible for permit holders to park and access their driveway. Many years ago prior to the introduction of parking restrictions in Hampden Road, this was a serious problem for residents and my concern is that the proposed changes go back to this state of affairs. Please can you review this part of the proposal with a view to providing a more workable solution. We should not struggle to access our own drive.</p>
<p>(26) Local Resident (Oxford, Lewin Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Section 3 of the notice states that "Residents of [several roads] will be able to apply for annual parking permits and the eligible properties are known as 'Zone Addresses' with a local identifier of 'CC'." Unfortunately, the list of roads does not include Lewin Close as the private road off Crowell Road. I would like to see this road added to list of eligible residents for parking permits.</p>

	<p>The proposed dual use bays outside Lewin Close will make entering and leaving Lewin Close dangerous due to obstructing the view onto an already very busy road. These should continue to be an existing “no waiting 8am-6.30pm mon-sat / single yellow line”.</p>
<p>(27) Local Resident (Oxford, Rahere Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I would like to know why Rahere road has not been included in the parking zone. By it not being in it will mean staff from the school who regularly park in Bartholomew will park in Rahere. Also a lot of people in Bartholomew already park in Rahere as they have too many cars in Bartholomew so it will push even more parking into Rahere. Rahere Road is definitely Cowley and not Littlemore (at least 1 -7) is as the boundary for Littlemore was after no 7. If you came around and saw how bad the parking is already you will see why I think it needs to be included in the zone.</p>
<p>(28) Local Resident (Oxford, Gaisford Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>The Statement of Reasons document states "There are currently problems associated with commuter parking and overflow parking from Templars Square Shopping Centre and John Allen Centre". These are open 7 days per week. The operational hours for the Zone of Residents Permit Parking should therefore be Monday to Sunday between 8am and 6.30pm, and not Monday to Saturday 8am to 6.30pm. Otherwise people who shop on Sunday will continue to park in our road, and the numbers who shop on Sunday may increase when it is known this is available.</p>
<p>(29) Local Group/Organisation (Oxford, Lewin Close)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>I found the proposed parking bays around the entre of Lewin Close are too close to the entrance to the Close. Cars parked at these locations do block the view of drivers who exit the Close. Indeed, the current restrictions don't apply in the evenings or on Sundays, and motorists can currently park in these locations freely during these times. However, such actions have already caused inconvenience and often left the drivers leaving the Close in dangerous situations. In addition, it is true that in Oxford it is not uncommon for parking bays to be sited in and around driveways in residential areas. Nonetheless, considering the width of, the speed of the cars driving and the parking situation on Crowell road, the proposed parking arrangement will highly likely increase the risk for the drivers leaving the Close. Therefore, I believe the council should introduce:</p> <p>1) The road markings on Crowell Road at least 10m either side from the centre of the entrance to Lewin Close shall be adjusted to 'no stopping at any time' (double red).</p>

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	<p>2) Overall, parking on Crowell Road and Littlemore Road should be reduced to respect the through traffic nature of that road.</p> <p>3) Speed cameras should be introduced on Crowell road near Cowley Centre.</p>
<p>(30) Local Resident (Oxford, Pulker Close)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>I have concerns over lack of space to park at Pulker Close anyway so would the permit include Littlemore road for when you can't fit in? There are 18 flats in Pulker and can't even fit in 18 cars let alone 36 if 2 cars allowed per household.</p>
<p>(31) Local Resident (Oxford, The Grates)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>In general I'm really pleased that this is happening. I think the single yellows and permit holders only bays should also be in force on Sundays. This is a busy shopping day creating lots of on-street parking and Beauchamp Lane often becomes blocked due to people parking for the church.</p> <p>I'm opposed to the new parking bays on Crowell Road (particularly the one opposite Hockmore Street). Cars parked on Crowell Road cause a hazard for cyclists, and also make it more difficult to cross the road safely.</p> <p>I support the new double yellow lines on Littlemore Rd as this will support safer cycling. However, I think there should be additional measures further down Littlemore Road (outside of the CPZ) to avoid having cars parked along both sides and causing blockages like the ones we've seen on Rymers Lane. Perhaps a double yellow along one side of Littlemore Road down to the mini roundabout?</p>
<p>(32) Local Resident (Oxford, The Grates)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>Restrictions should apply on Sundays as well due to the fact that many people are coming to the shops on Sundays.</p>
<p>(33) Local Resident (Oxford, Crowell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the proposal as I think it will improve air quality and road safety.</p>

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<p>(34) Local Resident (Oxford, Gaisford Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Finding harder to park outside own house</p>
<p>(35) Local Resident (Oxford, Gaisford Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>There are too many non-residents parking for many hours during the day and parking inconsiderately</p>
<p>(36) Local Resident (Oxford, Liddell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>To be able to park outside my own house would be good</p>
<p>(37) Local Resident (Oxford, Liddell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I live in the street and we both people trying to park for free to shop at Templers square and people picking up children from the school in Bartholomew Road keep blocking our driveway</p>
<p>(38) Local Resident (Oxford, Littlemore Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>The scheme seems reasonable. Many people have off-street parking anyway and haphazardly parked cars (especially near junctions) create a hazard. Cars parked on street in sensible, allocated locations though, can actually help to reduce traffic speeds and improve safety. This has been implemented well on other local roads e.g. Rymers Lane.</p>
<p>(39) Local Resident (Oxford, Pulker Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>As a resident of the area, I don't mind paying £65 per year for parking if that means fewer cars are parked in the area</p>

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<p>(40) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Commuter and shopper parking near to the Cowley Centre needs to be restricted for the benefit of local residents. I am one of the elected City councillors for the Littlemore ward which is affected in a small way by these proposals.</p>
<p>(41) Local Resident (Oxford, The Grates)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>To improve safety on the roads particularly for pedestrians and cyclists. To make it easier for residents and their visitors to access and leave driveways in their cars. To improve look of the neighbourhood with less cars and vans particularly those on pavements and grass verges. Limited parking might encourage motorists to switch to less polluting forms of transport.</p>
<p>(42) Local Resident (Oxford, The Grates)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Hopefully it will help with non-residents constantly parking with no consideration for the residents, eg blocking driveways</p>
<p>(43) Local Resident (Oxford, The Grates)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We're generally in favour of the proposed CPZ, however see comments below...</p> <p>Good points: We're glad to see the existing yellow lines are being removed from Hampden Road as this will allow those residents to park in their own road rather than using The Grates for parking.</p> <p>Bad points: Many shoppers use The Grates as an overflow car park and as a way of avoiding car parking fees, and this can be quite bad on a Sunday. We feel that once the 'Low Traffic Neighbourhood (LTN)' gets introduced, then parking within The Grates will become worse than ever on a Sunday as the LTN will confine shoppers (avoiding the car park) to that specific area. Please can Sunday restrictions also be imposed for The Grates to help avoid this problem.</p>

<p>(44) Local Resident (Oxford, The Grates)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We have commuters who keep parking their vehicles all day from 7 till sometimes 9 at night and where they are parking in the middle of the curb which can usually park two cars they are parking so only one vehicle can park which then leaves residents unable to park outside their own properties we are also having people parking way over the white lines which we paid the council to paint so we are unable to park our vehicles down our driveway so our vehicles are off the road so others can park we are also having some residents with extremely large vehicles long based vans and ice cream vans parking in the street taking up again where you can park two vehicles you can only park one of them per kerb it's been happening for years now and we feel having the permits will reduce the amount of vehicles in the street</p>
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Marko Jung – 4 Lewin Close – OX4 3JL Oxford

Oxfordshire County Council
Mr Christian Mauz – Technical Officer Traffic & Road Safety
County Hall
New Road
OX1 1ND Oxford

20th November 2020

Cowley Central West Controlled Parking Zone

Dear Mr Mauz.

I present to you on behalf of the Lewin Close Owners' Association a series of strong objections and change requests to the proposed Cowley Central West Controlled Parking Zone (CPZ). The Lewin Close Owners' Association represents the interests of the 16 properties on Lewin Close, OX4 3JL.

1. Residents' Permit Eligibility

The draft OXFORDSHIRE COUNTY COUNCIL (OXFORD, COWLEY CENTRAL (WEST) AREA) (CONTROLLED PARKING ZONE AND WAITING RESTRICTIONS) ORDER 20.. as published at https://consultations.oxfordshire.gov.uk/gf2.ti/f/1202722/82187109.1/PDF/-/Cowley_Various_Streets_Traffic_Regulation_var_DRAFT_ORDER_2020.pdf does not list Lewin Close in SCHEDULE 3 ELIGIBLE PROPERTIES (page 34).

Lewin Close is being discriminated as the only road in the affected area as described in SCHEDULE 1 – THE STATED AREA from being eligible properties as per SCHEDULE 3. This will not only impact parking capabilities for residents of Lewin Close including their visitors but also impact property value.

We object to this omission and submit that Lewin Close (all properties) shall be added to SCHEDULE 3.

2. Introduction of Two-Hour Parking Places 8am to 6.30pm Monday to Saturday immediately outside the entrance to Lewin Close

SCHEDULE 6 – TWO HOUR PARKING PLACES 8.00am to 6.30pm MONDAY TO SATURDAY (PERMIT HOLDERS ARE EXEMPT FROM TIME LIMIT) describes in the second and third row of the table the introduction of two 2-hour parking places ('dual-use bays') surrounding the entrance to Lewin Close:

- Crowell Road, West side, from a point 110 metres north of the north-eastern kerb line of Beauchamp Lane southwards (for a distance of 16 metres); and
- Crowell Road, West side, from a point 49 metres north of the north-eastern kerb line of Beauchamp Lane, northwards (for a distance of 25 metres).

You confirmed that *“the end of the bays under the proposals would be sited 6 metres north of the centre of the access and 10 metres south of the centre of the access.”* We challenge this analysis due to the provided numbers being incorrect – they are not adding up. The distance from the end of each dual-use parking bay to the closest end of the entrance to Lewin Close has also not been considered. Please refer to Figure 1 below:



Figure 1. Schematic drawing of the location of the proposed dual-use parking bays in relation to the entrance of Lewin Close. All roads are coloured dark grey with Crowell Road running from left (South) to right (North). The north-eastern kerb line of Beauchamp Lane is marked on the left of the line representing Crowell Road. The proposed dual-use parking bays are marked in red, whilst the narrow gap with less than 3m distance from the entry to Lewin Close is marked blue.

The owners and residents of Lewin Close are concerned about this introducing an unnecessary risk for vehicles and pedestrians entering and leaving Lewin Close due to the increase of visual obstructions by vehicles parking all day in the dual-use bays. Key concerns are the obstruction to view of road traffic when entering and leaving Lewin Close, as well as vehicles parking on the pavement reducing pedestrian space.

Furthermore, the introduction of these parking bays would reduce traffic flow and increase congestion, pollution, and noise on an already very busy road: the change from overnight and Sunday parking to all-time two-hour parking is most likely to result in a significant increase parking with a high turnover of vehicles. Whilst the road is clear of parking vehicles today, the proposed dual-usage bays will narrow the usable space for passing motorists. This will result in a single lane with passing bay style traffic flow. Figure 2 illustrates these concerns.



Figure 2. Typical road parking situation on Crowell Road outside the entrance to Lewin Close. Please note these photos taken at random evening hours demonstrate the traffic obstructions caused by vehicles parking on both sides of the road as well as the pavement. The second photo also clearly visualises the residents' concerns about visual obstructions.

We observe there being plenty of parking spaces available within less than 100 metres of the proposed dual-use bays in the 'Castle Car Park', 'Templars Shopping Car Park', and 'Barns Road Car Park'.

We object to both proposed dual-use bays and submit that the following entries shall be removed from SCHEDULE 6 – TWO HOUR PARKING PLACES 8.00am to 6.30pm MONDAY TO SATURDAY (PERMIT HOLDERS ARE EXEMPT FROM TIME LIMIT):

- Crowell Road, West side, from a point 110 metres north of the north-eastern kerb line of Beauchamp Lane southwards (for a distance of 16 metres); and
- Crowell Road, West side, from a point 49 metres north of the north-eastern kerb line of Beauchamp Lane, northwards (for a distance of 25 metres).

Furthermore, we observe that motorists are currently able to park in these locations in the late evenings and Sundays, which is already causing significant traffic disruptions and obstructing pedestrian pathways on the pavement.

We submit that SCHEDULE 2 – NO WAITING AT ANY TIME shall include:

- Crowell Road, West side, from a point 60 metres north of the north-eastern kerb line of Beauchamp Lane, northwards for a distance of 50 metres.

The aim of this proposal is to introduce a no waiting at any time surrounding the entrance to Lewin Close to ensure road safety for motorists and pedestrians passing and entering Lewin Close.

On behalf of the owners and residents of Lewin Close I would like to urge Oxfordshire Council to amend the proposed Cowley Central West CPZ traffic regulations accordingly to ensure our interests are reflected in this significant change to our neighbourhood.

Please do not hesitate to contact me in case you have any questions or seek further information.

Appendix: larger versions of photos from Figure 2

