

Division(s) affected: *Isis*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 SEPTEMBER 2021

OXFORD – SOUTH OXFORD AREA - PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the South Oxford (ext.) area, with the following amendments:
 - (a) with regard to the submission by New Hinskey 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 proposed limit of 1 permit per property in Abingdon Road, Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road being amended so as to align with the proposed limit of 2 permits per property in the other parts of the CPZ.
 - (c) with regard to the residential moorings on the Oxford Canal in the vicinity being included for eligibility for resident and visitor permits.

Executive summary

2. Following an informal consultation on possible additional CPZs in Oxford in February and March 2021 the former Cabinet Member for Environment on 25 March 2021 approved proceeding to formal consultation on a CPZ in the South Oxford area as shown on the plan at Annex 1. This report details the responses received and recommended amendments to the scheme taking account of those responses.

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:

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- 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.

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.

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

6. No equalities on inclusion implications have been identified in respect of the proposals.

Formal Consultation

7. The formal consultation on the revised proposals as shown at Annex 1 was carried out between 29 July and 27 August 2021. 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 1400 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.
8. 263 responses were received during the formal consultation (an approximate response rate of 19% based on the number of letters sent out), and these are summarised in the tables below:

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CPZ	Businesses/ Other	Residents	Overall Total (Percentage)
Object	4	98	102 (39%)
Support	-	88	88 (33%)
Neither/Concerns	5	68	73 (28%)
<i>Total</i>	<i>9</i>	<i>254</i>	<i>263</i>

Parking Restrictions	Businesses/ Other	Residents	Overall Total (Percentage)
Object	3	76	79 (30%)
Support	-	79	79 (30%)
Neither/Concerns	6	99	105 (40%)
<i>Total</i>	<i>9</i>	<i>254</i>	<i>263</i>

1 permit per property	Businesses/ Other	Residents	Overall Total (Percentage)
Object	6	85	91 (35%)
Support	-	65	65 (25%)
Neither/Concerns	3	104	107 (40%)
<i>Total</i>	<i>9</i>	<i>254</i>	<i>263</i>

9. 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, and 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 residents & local groups by road:

Road	Object	Support	Concerns	Total
Abingdon Road	3	4	8	15
Bertie Place	2	-	-	2
Boat Mooring	-	-	2	2
Canning Crescent	5	-	1	6
Chatham Road	5	2	-	7
Donnington Bridge Road	-	-	1	1
Fern Hill Road	1	-	-	1
Fox Crescent	5	-	-	5
Gordon Street	-	2	-	2
Green Place	-	1	3	4
John Towle Close	-	-	1	1
Lake Street	6	11	10	27

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Lincoln Road	-	8	3	11
Manor Road	-	1	-	1
Marlborough Road	-	1	-	1
Monmouth Road	-	5	2	7
Norreys Avenue	13	9	8	30
Northampton Road	-	4	2	6
Oliver Road	-	1	-	1
Oswestry Road	5	1	2	8
Peel Place	2	1	1	4
School Place	-	2	1	3
Stewart Street	-	3	-	3
Summerfield	4	9	4	17
Sunningwell Road	17	2	4	23
Turner Close	1	-	-	1
Varsity Place	-	1	-	1
Vicarage Lane	9	1	-	10
Vicarage Road	2	11	6	19
Weirs Lane	5	-	2	7
Weirs Lane (Boat Moorings)	1	-	1	2
Weirs Orchard Moorings	1	-	-	1
Western Road	-	1	-	1
White Road	-	-	1	1
Wytham Street	8	7	7	22
unknown	5	-	-	5
Total	100	88	70	258

10. The individual responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
11. Thames Valley Police and Oxford Bus Company did not object or express concern regarding the proposals.
12. County Councillor Baines was contacted for his views and comments based on the responses received during the public consultation and confirmed that he is generally supportive of the advertised proposals but requested the following amendments: the advertised permit limit of 1 per property is amended back to 2 per property and that New Hinskey School are allocated a sufficient permit allowance in order for their staff to park within the proposed CPZ.
13. New Hinskey School expressed strong concerns on the impact of the scheme on members of staff, with 8 of the current 23 directly employed staff currently driving to work due to the distance from their home addresses and lack of convenient public transport. In addition, two kitchen staff also require parking in the area. Noting these concerns, it is recommended that – in line with a

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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.

14. A large majority of responses 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. 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. The proposal will also help support the delivery of wider transport initiatives, such as Connecting Oxford.
15. Several of the objections or comments raised by residents - in particular those raised by occupants of properties currently with more than 2 vehicles expressed extreme concern over the limitation of 1 permit per property in the following streets: Abingdon Road, Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road. The current permit limit applied in the majority of all the other CPZ's across Oxford is 2 vehicle permits per property and, therefore, noting these concerns it is recommended that this is amended to align with those for the other parts of the proposed CPZ.
16. Concerns have been raised by those who currently reside on boats at the moorings of Rope Ham Island and Weirs Orchard, citing that they use the roads nearby the moorings (Fox Crescent, Canning Crescent and Chatham Road) as parking for their personal vehicles or visitors and have not been included as part of the consultation or for permit eligibility. Following discussion with the local County Councillor, an amendment to the proposal would be considered to allow narrowboat residents in the vicinity to be able to apply for permits on the same basis as other residential properties within the proposed CPZ area.
17. A number of residents also highlighted the issue that due to the current covid19 pandemic; a larger percentage of residents – who would 'normally' drive to work - would in fact now be remaining at home during the day (i.e. during the hours of operation) and would therefore be required to purchase a permit. This raised concern amongst residents over the financial impact it would have on them.
18. Concerns were also raised in respect to the proposed additional parking restrictions, double yellow lines, and their potential impact on parking availability for residents & their visitors. The proposed addition of double yellow line around junctions continues the theme of the existing restrictions already in the area and provides protection in terms of visibility and safety to both motorists and pedestrians. The impact of introducing further restrictions on parking has been carefully considered as part of the scheme design. The lengths of new restrictions have been kept to the minimum to ensure a balance is maintained between promoting safer passage but allowing amenity parking to be retained.

19. Queries were also raised about the area being subject to adequate enforcement. Enforcement concerns are noted, and residents will be encouraged to report vehicles contravening the restrictions. Noting the concerns raised about enforcement of the proposed restrictions, any new CPZ will see levels of enforcement similar to that of existing areas, with patrols at least twice daily and extra resource during the early periods of implementation or when required.
20. The remaining responses from residents and members of the public expressing an objection or citing concerns raised issues covering: the proposed operational hours and days of the proposed CPZ, additional waiting restrictions and the current proposed 2 hours no return within 2 hours parking for non-permit holders. Noting these concerns, following any implementation of such a scheme officers monitor the effects of the CPZ to ensure that it is meeting expectations and during this ‘bedding in’ process accumulate any requested or required changes to be included as part of a future amendment order for the area. This includes changes in operational hours, changes to the parking limit for non permit holders and additional double yellow lines.

Monitoring and evaluation

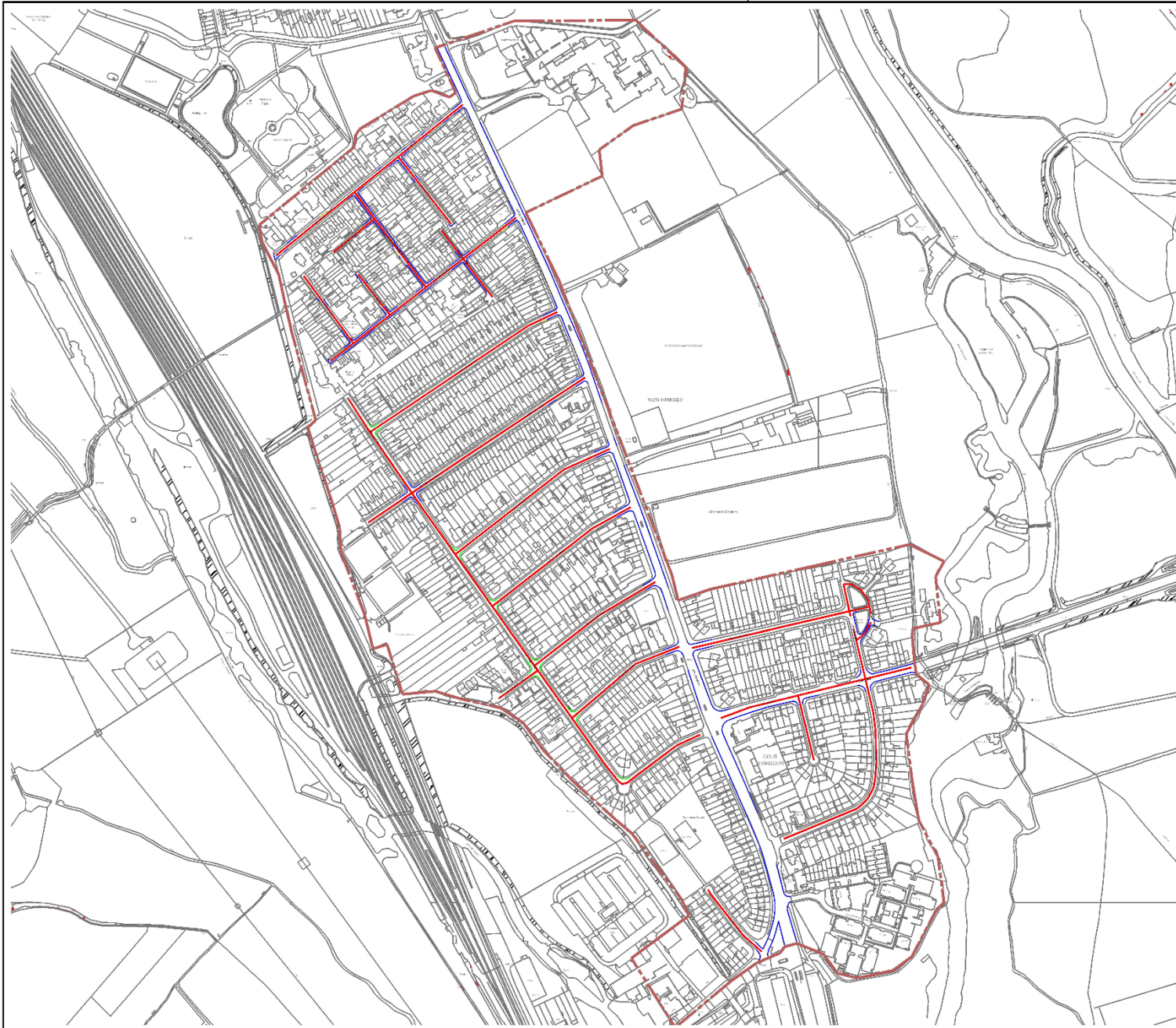
21. It is suggested that a review of the scheme is carried out approximately 12 months after the implementation of the CPZ should it be approved.

BILL COTTON
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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September 2021



Drawing No. SO/CPZ/2021/001		Revision v1			
KEY					
	Zone Boundary				
	Existing 'No waiting at anytime' (double yellow lines)				
	Proposed new 'No waiting at anytime' (double yellow lines)				
	Existing disabled parking bays				
	Permit holders (Zone addresses') between 8am and 6.30pm Monday to Saturday and non-permit holders restricted to 2 hours parking between 8am to 6.30pm Monday to Saturday with No return within 2 hours.				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:					
CONSTRUCTION (ENTER NONE IF APPLICABLE)					
MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)					
USE (ENTER NONE IF APPLICABLE)					
DECOMMISSION/DEMOLITION (ENTER NONE IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
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Drawing title					
PROPOSED PERMIT PARKING AREA (PPA)					
Drawing Status					ANNEX 1
Scale @ A3	Drawn by VN	Checked by JW	Approved by JW		
N.T.S	Date drawn 22.06.21	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No. SO/CPZ/2021/001		Revision v1			

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - The Police have no objection.
(2) New Hinksey School	<p>Concerns - "As a school we are very keen to promote environmental issues and actively discourage families from driving to school. However, there are some staff who need to drive to school as they live too far away to rely on public transport. Of a staff of 23, there are 8 who regularly require parking spaces. In addition, our kitchen staff of two (not employed by ourselves) also require parking.</p> <p>How do we proceed in relation to the CPZ? Are we considered a business, although we are a local authority school? If so, there is a limit of two so what happens to the other staff? It would be really useful to have clarity as it is causing some anxiety to our staff members.</p>
(3) Oxford Bus Company	No objection - No concerns on this one from us.
(4) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>There are three points which need attention:</p> <p>1: The web site (https://letstalk.oxfordshire.gov.uk/southoxfordcpz2021) states: Abingdon Road (Nos.158-430) can apply for a parking permit, however OCC letter, ref CM/12.6.320_SE and accompanying Order 20** fail to mention the availability of permits to residents of Abingdon Road (Nos.158-430). This omission from paper letter and attachment needs to be corrected so that it aligns with the proposal on the website. To not offer residents of this adjoining section of Abingdon Road parking permits would make it impossible for these residents to have use of a car.</p>

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	<p>2: Further, the size of residence should also be a factor in determining if two permits are permitted. Our house is a three storey five-bedroom family house (bought to accommodate our family of two parents and four grown up children). The criteria for two permits should allow for the number of storeys or rooms in a single dwelling. We note that the streets which are allocated two permits per household are all two storey houses.</p> <p>3: Many houses in streets which have been allocated two permits per household already having in curtilage parking as well as utilising the street parking over the white line adjacent to the dropped kerb adjoining these houses. It follows that with an allocation of two permits these two particular houses will be able to have four cars per household, three of which are on street.</p> <p>The solution is to simply permit ALL houses in the Controlled Parking Zone, including Nos.158-430 Abingdon Road, to have equal entitlement to TWO permits per household. If the proposals are amended to reflect this, we will happily withdraw our objections.</p>
<p>(5) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I am concerned to read that some properties will be entitled to apply for 1 permit whilst others can apply for 2. We have only 1 car parking space outside our house but are a 3 car family! All households differ, in terms of how many bedrooms and how many adult drivers live there. I strongly feel all houses should have the opportunity to apply for the same amounts of permits per household. If this is not to be the case then households should be advised as to the reason for the discrepancy in parking permits and what this decision is based upon.</p>
<p>(6) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - No opinion</p> <p>Because parking is not a problem in the majority of the proposed CPZ, and where it is a problem (eg north end of Wytham Street) it's caused by households having several cars. Pool users/school pickups can add to problem but free two-hour parking means that they will still come.</p>

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<p>(7) Local Resident (Oxford, Bertie Place)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Controlled parking is designed to create more parking spaces for residents. Bertie Place does not have parking issues. Therefore, it would not create any more spaces just cost residents more money and greater inconvenience. Furthermore, it will cause issues as we have more than 2 cars and would therefore not be able to have permits for the household. Lastly, I completely object to any restrictions at all on the weekend or after 6pm as this would completely inconvenience many residents. This house was purchased with free road parking and no restrictions and it should be kept that way.</p>
<p>(8) Local Resident (Oxford, Bertie Place)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am objecting to this proposal because I cannot see how this will help the residents. Our road is not normally used by commuters, the cars parked on the road are from residents, families with adult children who live at home because of the housing issues but need the car to go to work, generally you will see the cars parked on the road after 5pm, when people come home from work and weekends when they might have friends and families visiting for a few hours. If this proposal will go ahead, this will only cause an extra expense for these families. Also, I feel that the Monday to Saturday and to 6.30 pm it's really unnecessary as most people finish to work at 5pm and they are at home for the week end, If the proposal is really to help residents and to try to stop commuters then I feel that the restriction should only be from 8.30am to 5pm and only Monday to Friday, but I would rather to see this proposal withdrawn.</p>
<p>(9) Local Resident (Oxford, Canning Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>As a small business owner having a vehicle is absolutely critical and these parking restrictions would make it impossible for me to keep my work vehicle. Like 4 other people on Canning Crescent I drive a long wheel base van that is the</p>

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	<p>backbone of my business and I am now being told that I have no options but to get rid of my vehicle and therefore lose business because of it. I can understand that a larger vehicle may be subject to additional parking charges but we are being told that this is not an option. Plumbers, builders, sparkies, delivery drivers and carpenters all live on the surrounding streets and they will all lose work unless they are able to keep their work vans.</p> <p>Is this really the case or have the council not yet released their plans in full? It would seem unfair and irrational to put working people out of business for the sake of a poorly thought out parking plan.</p> <p>Please can you tell me if there will be an option to keep long wheel base vehicles?</p>
<p>(10) Local Resident (Oxford, Canning Crescent)</p>	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I object to larger vehicles being able to park in the bays, why not just have a larger fee for larger vehicles? We have a campervan and would have nowhere else to park it. It is a vehicle I use when my partner has driven to work. Otherwise I approve of the cpz.</p>
<p>(11) Local Resident (Oxford, Canning Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I've lived on Canning Crescent for five years and I don't feel that the parking is an issue. It does get busy mainly when there is something on at the Church but many people have driveways and parking is never fully maxed out. It feels more like revenue-generating exercise by the council. One resident permit per household seems unfair too as two cars per household is pretty standard. It's a stealth tax.</p>
<p>(12) Local Resident (Oxford, Canning Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>There are many streets in New Hinksey where parking is not an issue many of these streets have off street parking</p>

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	<p>including my street. having a permit will not change the parking situation.</p> <p>The roads that have no off-street parking are congested whether or not commuters are parking there day and night, That problem is mainly down to other residents in other congested streets parking there as everyone who buys a house there seems to have 2 or more cars even though they are warned about no off street parking. The only streets that seem to have this problem is Lake Street, Vicarage road, Norreys Avenue, Sunningwell Road, top end Wytham Street and a couple of dinky side streets off Vicarage Road, I feel this permit situation doesn't represent New Hinksey as a whole.</p> <p>I think there are other factors that you could look at before charging local residents, like making parking free at the park and ride ,make it cheaper to use ride the p & r to dissuade commuters and day trippers from parking closer to town.</p> <p>As all my cars are on a drive, should I now then get a drop kerb outside my house as people will feel they can park Infront of my house as they have a permit the other half of my drive has a fire hydrant outside of it so no one can park Infront of that .</p> <p>99 percent of my street have driveways, I feel most of us are basically going to be conned from the pocket for parking in our own street if we want to park kerbside and that includes inviting friends and family up with those scratch cards you only dish a few out then charge the rest.</p>
<p>(13) Local Resident (Oxford, Canning Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - No opinion</p> <p>The evidence for the need of scheme is either lacking or not convincing. It appears to be a stealth tax attempting to solve a problem that is not demonstrated to be one.</p>
<p>(14) Local Business (Oxford, Chatham Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am objecting to the above because as I am small growing business this wouldn't work. I live with my family which have 2 cars and 2 work vehicles. I feel this is just another way of gaining more money from us taxpayers. I believe our road is a close community which doesn't have a high demand of vehicles due to the fact it has bollards and leads to a dead end.</p>

<p>(15) Local Resident (Oxford, Chatham Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>**We have never been shown evidence that parking space in the area in and around Chatham Road have been misused by others than the residents.</p> <p>** The information letter does not explain sufficiently whether off street parking (that we are able to do) will be affected. There is or shortly will be a second car within the family unit. It's not clear to us whether the CC expects us to pay for a permit, even if that car will be parked in front of our driveway. It would be good to be able to ask such questions at a public hearing, for example.</p> <p>** We would like to point out that our street (Chatham Road), is predominantly an area where 'working class' families live. These families are dependent on more than one car, as they are usually in key workers jobs, like nurses, supermarket workers, community care workers, public services jobs etc. These families live here, as they cannot afford to live anywhere else in the city (anymore), as the house prices have become too expensive. These persons/families would be punished by paying for permits (and there is a limit of 2 permits only!), if they, in addition, don't have the option of off-street parking in their drives/front gardens.</p> <p>** We assume areas in Oxford where people can park all their cars in front of their big properties and off street as their driveways are huge, will not have to pay for residents' permits? Where is the fairness in that?</p> <p>** City and County council have the aim, under the pressure of environmental groups, to make the usage of cars less and less attractive. This is all well and good for people who are not "key workers", and can work from home, or do not have complicated commutes to do with their car to go to work. Apart from that, the future are electric powered cars, and the space we all use now for petrol cars will need to be provided for the e-cars in the future. Therefore, a scheme that wants to wean people off cars, doesn't make sense to us. Especially when parallel to facilities and shops being far away from residential areas, the provision of public transport is so sketchy in Oxford and would need a lot of improvement (fares, waiting times, areas that are not served, i.e. University's science area).</p> <p>Please do indicate where we can get more information about front of a drive parking and street parking for residents, as</p>

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	<p>this is not clear.</p> <p>And we would be very grateful if our concerns, especially the ones we have what a scheme like that will mean to the majority of the community in our streets.</p>
<p>(16) Local group/organisation (Oxford, Chatham Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We are a family of 5 in a household who have more than one car.</p>
<p>(17) Local Resident (Oxford, Chatham Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am a single mother and would the additional cost every year too much as I am on a low income. I also rely on a lot of family support who drive to my house to visit and offer childcare.</p>
<p>(18) Local Resident (Oxford, Chatham Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - No opinion</p> <p>We do not need this scheme in Chatham Road & Fox Crescent and it will be an unnecessary expense and interfere with the relaxed neighbourly way of life here, which many in these streets - including me - have enjoyed for 2-3 decades or longer. If it is needed in other streets and the residents there agree, that's fine, but it should not be imposed in the whole area where it is not needed. Many here cannot afford the expense of permits either.</p>
<p>(19) Local Resident (Oxford, Fern Hill Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p>

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	<p>The majority of parking in this street is of residents and visitors to the shops. There is no evidence that people are parking in this street to commute into Oxford. Therefore, there is not a parking problem on this street and we feel that we should not have to pay for a permit to park in our street. Also my husband has a van for work and because of the size restrictions you are proposing he will not be able to park his van in the street during the day if he needs to return home or if/when we go on holiday.</p>
<p>(20) Local Resident (oxford, Fox Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - No opinion</p> <p>I do not support your idea of controlled parking we already pay enough council tax now you are charging us just for living in oxford both me and my wife work to pay all our bills and need two cars so i have to pay another £130 per year just to park where i live even though there are no parking bays and most residents have to park on footpaths. I cannot park in garden as i do not have a dropped curb like everyone else in the block of terraced houses where i live</p>
<p>(21) Local Resident (Oxford, Fox Crescent)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <ol style="list-style-type: none"> 1. Forces people to pay to park outside their homes. They already pay Car Tax and Council Tax. 2. Encourages people to tar/concrete their front gardens to avoid paying. This adds to the environmental issues for protection of wildlife. 3. Maximum limit of visitors permits, 50 per year, this is less than 1 visitor a week? Lonely, isolated elderly and vulnerable residents ONLY ALLOWED 50 visitors per year? 4. It discourages communities from working together to discuss matters and cooperate with each other. 5. Takes away our democratic right to make our own decisions. 6. The consultation is just another "tick box" exercise, residents' opinions are never taken into account. 7. The decision has already been made as part of OCC's plan to raise money, causing more hardship on residents.
<p>(22) Local Resident (Oxford, Fox Crescent)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p>

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	<p>The community, and my household, does not agree with the plans for the Fox Crescent cul-de-sac in which we reside.</p> <p>The 25 free visitor permits (and 25 permits for £25) is also not enough - we should not have to limit guests to one per week</p> <p>The community is happy with the way in which the parking system in the cul-de-sac currently works; we have no qualms so do not understand why these changes are being made as they only propose restrictions to an otherwise already-satisfactory system to residents. We do not struggle to find parking in our area and no problem arises to the current residents as a result of any commuter parking or displaced parking from adjacent CPZs.</p> <p>The new proposal seems rather unnecessary and poses more problems for current residents than it does solve problems. If anything, we feel that the narrow roads should be widened so as to allow more households to make use of their driveways - many are currently obsolete due to the inability to park into them as a result of the narrow roads - for houses with unusable driveways to then have to pay £65 per year for a permit to park outside the home, the price of which may even increase (and an extra £25 for 25 more visitor permits) is simply absurd. Furthermore, many of the houses in the area are provided by the council - this increases the financial burden on families who may already be struggling economically. In addition to this, it seems ridiculous to have to buy a permit for any children at university who visit for only a few weeks per year - for whom the visitor parking would not be enough, but a year pass would be far too much.</p>
<p>(23) Local Resident (Oxford, Fox Crescent)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I am writing to register my formal objection to the inclusion of Chatham Road and Fox Crescent in the inclusion of the above, as I can see no reason at all for them to be included in it.</p>
<p>(24) Local Resident (Oxford, Fox Crescent)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>In talking with my neighbours and many residents in Cold Harbour I have put together a list of some concerns on the CPZ</p>

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	<p>proposal. I have appealed to them to write to the Officers and Councillors themselves to voice their concerns. The parking permits scheme only allows a maximum of two residents permits per property. If there are several adults in one household who need a car each for their work e.g. Taxi drivers, carers, voluntary drivers for disabled, reps, gardeners, mobile mechanics, what are they supposed to do? Resident parking permits cost £65 per annum but there is no guarantee that residents can park in the road where they live, let alone outside their own home. Several residents have a family member as their voluntary carer, who need to visit, daily/weekly for long hours, this would use up the 50 visitor permits and not allow for other visitors, other than only a 2 hour permit free visit. The Council closed High Street, (to cut noise for the University instead of them simply putting in double glazing) residents fought against this because we knew it would load more traffic onto Abingdon Road and Weirs Lane/Donnington Bridge Road. We breath the pollution from so much traffic caused by the Council's decision. Now we are expected to pay for that bad decision by being charged to Park near our own homes, due to another bad decision by the Council who wrongly believe that, by introducing Controlled Parking in residential streets, this will cut pollution, discourage commuters from driving/parking in our roads and persuade them to walk, cycle, use public transport, park at Redbridge Park & Ride. It will not. All this does is cause distress, inconvenience and expense to the residents. Many visitors cannot walk, cycle or use public transport, need to park close and stop longer than 2 hours, this will use up visitor permits.</p> <p>Relatives who live a long distance away/abroad, travel by car because it is cheaper and takes less time. They generally only visit 2 or 3 times a year and naturally want to stay for several weeks. This would use up the supply of visitor permits or they would have to park at Redbridge Park & Ride, this adds to the cost, is inconvenient and, for those who are visiting the Grandpont area, is a considerable distance to walk, especially for less able-bodied visitors. Why are the Council doing this? We told them years ago that we did not want controlled parking. Many residents were not even aware of an 'informal' consultation. Several residents are on long holidays and will not have a chance to respond to the consultation. Note: this is just a small sample of the comments.</p>
<p>(25) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>1. Many houses on this street are HMO properties for which a 1 permit limit is not appropriate. Permits should be issued in line with the expected household occupancy - under current council recommendations, HMOs operate as multiple households sharing one property.</p>

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	<p>2. The two hour limit does nothing to reduce parking for the community centre, park or lake. A large part of the lack of parking is caused by people attending activities at the community centre.</p>
<p>(26) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>We believe this scheme offers no advantages to residents of Lake Street. It further complicates parking for families/HMOs who may have two cars, both needed for work. People will chance it with the 2 hour parking slots unless there is CCTV or very regular patrols by Traffic Wardens. There is no change at weekends in this proposal & visitor permit fees (£25) are grossly unfair for people with low wages. What about people working from home and using their car for business? What if a houseowner has a major house renovation with many contractors over months? What about skips that may be in the street for weeks?</p>
<p>(27) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>Overall, I am against the plans to put in parking restrictions in this area. It would cause a lot of hassle and stress without a significant gain in parking places.</p> <p>I do not want any more admin in my life, admin is hell!</p> <p>Most of the cars parked are residents already. (I checked at 3am during lockdown, Lake street was pretty much full).</p> <p>I do not want my neighbours to be penalised by the ONE car policy (they all have their own individual circumstances and needs).</p> <p>I do not want visitors to the area to accidentally go over the 2 hour limit and get fined. And I feel users of the community centre occasionally need more than 2 hours.</p> <p>The parking restrictions would feel like restrictions to life.</p>

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	<p>The times I personally find most difficult to park are late in the evening (which would not be covered by the parking restrictions anyway).</p> <p>Generally I find we all somehow muddle through, which I find preferable to putting in restrictions.</p> <p>It is quite likely that residents north of Hinksey park (who already have parking restrictions) sometimes run out of spaces and so may migrate south of the park to park, just as (possibly causing) Lake Street residents to also occasionally go a few streets south to park.</p> <p>I am happy for the GP surgery to mark the two spaces in Lake Street as "Patients Only", as I think it important that people can park for the surgery (currently the sign allows any user of the park or community centre etc to park for 2 hours).</p> <p>Suggestion: Parking restrictions and fines are an "unfriendly" method. Could we creatively come up with a "friendly" method, something equivalent to the electronic smiley signs in villages when one drives less than 30 mph?!</p>
<p>(28) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - Object</p> <p>I live on Lake Street and welcome the possibility that some alleviation to the congestion there may be possible. However, as the scheme stands, I do have serious objects and would request that adjustments are made. My comments are as follows:</p> <p>PPA proposal to limit non-permit holders to parking for 2 hours max: if the aim is to reduce parking congestion – particularly on Lake Street - this is completely inadequate. The only type of non-residential parking that it will reduce is the commuter traffic. All other short-term users will continue their business unaffected: people will still park to use the pool, the park and the lake, and to walk in the green spaces across the bridge; they will still park to make shopping trips to town. Only a really restrictive policy (30 mins and no return) would be of benefit in this regard. Lake Street remains very busy on Sundays, and these restrictions should be extended to Sundays.</p> <p>One car policy for Lake St to Vicarage Rd/two car policy for the rest of the zone: this is profoundly discriminatory against the residents of the proposed one car zone. This will make life impossible for two-car households where, for example, two partners or parents both work in different places; it will lead to people from the rest of the zone using the one-car</p>

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	<p>zone as extra parking space for their second cars; it will negatively affect house prices in the one-car streets. It will create a serious imbalance of rights within the community.</p> <p>No rationale has been given for this policy, and no compensation has been offered to residents of Lake Street to Vicarage Road. I believe that the number of cars registered to individual properties should be the same across the whole zone. There should be no discrimination against residents of Lake St to Vicarage Rd. If the decision is to limit this to one car per household, then I believe residents should be offered alternative parking space as part of their annual membership of the scheme. This could be, for instance, one additional free parking space at the Redbridge Park and Ride car park.</p> <p>50 visitor permits per year: this is completely inadequate. I am visited by my son who lives in London and by my partner who lives in Wales, both of whom travel by car and need to park in the area. These family needs for parking mean that there would be little if any flexibility for other visitors or tradespeople. It would therefore disrupt the right to family life. I would suggest making 100 visitor permits available per year. Alternatively, since the visits which my son makes are primarily for work purposes, he may be eligible for temporary residents permits (currently proposed at 25) which would ease the problem.</p> <p>Charges: While I think the charges for the scheme as a whole (£65 per year) are reasonable, I object as follows: Operators of a hotel or guest house located within a Zone address may apply for visitors permit. The charge for each will be £1 for 24hours. : Congestion on Lake Street is made worse by the traffic and parking generated by the guest houses there, and it is not acceptable for this business simply to continue unaffected (with the proposed permission to apply for unrestricted numbers of visitor permits at £1 per permit). This would be particularly unfair if households themselves are restricted to 1 car per household which then facilitates parking for this business. I object strongly.</p>
<p>(29) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - Object</p> <p>I would like to begin by saying the proposed controlled parking will disadvantage the residents of Lake Street. The initial request (from PALS) for controlled parking was to discourage non-residents from using Lake Street, not to penalise the existing residents. I do not know any "PALS" who support this proposal as it is. Having just 1 permit for residents in Lake street is massively unfair when you may grant 2 permits for other streets close by. This proposal does not stop the problem with excessive parking for the pool or people going into the Westgate shopping centre. Why should people be able to park for free, clog up our street? and then we have to pay and are only allowed 1 permit. Is it really your proposal that residents have to pay and will be limited yet people from anywhere in the world can come and park for free?</p>

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	<p>We as property owners on Lake Street (3 properties) are very concerned about the proposal put forward. We have two properties with House of Multiple Occupancy (HMO's) and cannot see how having 1 parking space for an HMO property of 5 – 7 people is a viable solution. We also rent our properties out on short-lets and 1 parking permit will negatively impact our business, as guests will not be able to park. We would require more than 50 days' worth of permits and ask that our needs are addressed in the forthcoming proposal.</p> <p>We know of 4 families who will have to sell their properties because of these proposals. Our own business would likely fail, forcing us to move as well. I am sure this is not what you wish. The problem with Lake Street and surrounding areas is non-residents being able to park for free, thus making it harder for the residents. If you were to give the residents as many permits as they need and stop non-residents from parking, then you would solve this problem. This would require a couple of signs saying residents parking only and you solve the problem very simply. If you desperately need for non-resident to be allowed to park you could perhaps offer some paid parking bays outside the community centre/pool/doctors.</p>
<p>(30) Local business (Oxford, Lake Street)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - Object</p> <p>I am very concerned about the impact the CPZ will have on my family business. I have been running a guest house/ B and B for nearly 20 years, in Lake Street and it has given me a livelihood whereby I can support my family. If the changes go ahead as planned we will lose our business because my guests will have nowhere to park. I have written to you in the past but have had no reply. I desperately need as many permits as I need (probably about 15 per week) so that my guests can park. I would be happy to pay for these. Not all guests have cars but those that do will NEED somewhere to park. It seems very unfair that under your proposal anybody can park without paying but those who live/work in the street will have to pay and will be restricted to just 1 permit (all other streets 2!!!!) This is UNFAIR. It will have the effect of reducing the value of our homes and the larger houses will become ghost houses as nobody will be able to live there if they have jobs which require them to drive. Free parking on Sunday and the evenings should also not happen.</p> <p>PALS tried to address the parking issues whereby they tried to prevent everybody/anybody parking in Lake street without paying. It was not their intention to prevent people in Lake street being restricted to 1 permit.</p> <p>Please can you let me know what you intend to do to provide my business with permits.</p>

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	<p>You could of could of course keep the situation exactly the same. It may be a bit tricky at times but at least its possible</p>
<p>(31) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <ol style="list-style-type: none"> 1. Motor vehicles are still the most reasonable way of getting around the UK. 2. The public can't be reasonably obliged to use public transport during a pandemic. I did once, and immediately caught the virus. 3. We are obliged to pay a huge amount of council tax already. 4. I do not want to pay an additional charge to park my car outside my house. 5. During the height of lockdown, when there were no outside visitors to Norreys Avenue, no one parking for work etc, it was still as difficult as it is now to find a space. I work with a good view of the street every day and have only seen commuters using this road to park on a handful of occasions. Tradesmen and grandparents helping with childcare are the only, necessary additional users. A large number of residents own two cars (we don't). 6. I would support a specific numbered space outside each house, but if not, and the proposed change goes ahead, I would just have to go ahead and create a parking space in my front garden - which I know causes a lot of consternation locally (when my neighbour did this a few years ago, it incited a letter-writing campaign!)
<p>(32) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p> <ol style="list-style-type: none"> 1. Concern as to why those who already have off street parking - eg, a driveway/ converted front garden or garage (and de facto extra space across the driveway - and thus effective reservation of parking for two cars at least) - are entitled to parking permits at all when they have reserved two space capacity already. I understand that in some schemes elsewhere existing parking provision specifically reserved for a property is taken into account when allocating parking permits. These properties should surely only be entitled to visitor permits. 2. Concern about the possible reduction in the total number of places available for parking. 3. Concern as to the cost of the scheme to residents - and the likely rising of this cost over time. Existing council tax is already relatively high and rising at a rate significantly above inflation.

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<p>(33) Local Resident (Oxford , Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>This is not the answer to the problem and will purely just cost us a fee each year. If it were to go ahead I am definitely in support of the 1 per household rule. There is not enough parking for the number of cars on the street, charging us will not solve this. We know this from lock down and our experience during this time. We have had permits when we have lived in other parts of Oxford, they may work in some places but it is not the solution here. I very much hope this does not go ahead.</p>
<p>(34) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>My husband, young family and I have lived in Norreys Avenue since 2014, and really love our street and the community of South Oxford. Over the years we have had many conversations with neighbours about parking permits and have come to understand that they will have only a detrimental impact on us as residents in exchange for a negligible reduction in traffic. I have outlined my specific concerns below.</p> <p>The measures fail to alleviate existing parking issues in our street Unlike streets closer to the centre, (or near community resources like the GP surgery) any parking problems on Norreys Avenue are focussed at the end of the day when people return from work, due to too many local vehicles from our own and neighbouring streets, seeking places to park near to their own homes. These are not visitors from outside of Oxford. During the daytime, when those visitors driving into Oxford park in our street, there is never a problem finding parking. The controlled zone, operating during the day- time, will only restrict life for local citizens. These measures won't alleviate any of the issues we have with parking,</p> <p>Increasing the cost of living in a community already too expensive for too many These measures diminish our quality of life while raising living costs for those seeking to live here. This is already a community in which house prices are pushing out those on more modest incomes. A vibrant community is a diverse community and increasing the cost of being resident here will only increase the 'gentrification' of the community further. We are disappointed to see the council suggesting a move that will exacerbate this.</p>

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Creating difficulties for tradespeople and the provision of informal childcare

One of the things that attracted us to our street was the sense of freedom that our control-free parking allowed. Visitors and tradespeople look visibly relieved when we tell them there are no permits, compared to their experiences in other parts Oxford. Now that so much of life is lived at home, the impact that controlled parking will have on tradespeople and other visitors will be much greater than previously. Additionally, we and many families we know with young children receive invaluable support in the form of grandparents visiting every week to provide free childcare. The limited number of permits will be incredibly hard for many of us. My parents (who are in their seventies) offer us regular childcare that enables us to work and therefore contribute economically, without which we would be stuck. The permits offered would not cover all of their visits and the idea of asking them to pay the high charges to use the park and ride would be impractical and, frankly, pretty insulting.

Income to the council would be negligible due to inevitable outsourcing

While we are in favour of the council raising additional income in what are obviously tough times, we assume that the cost of the permits really only covers the cost of implementing the scheme and that the real income opportunity is not in the permits but in the fines for not having one. As they have done in other parts of Oxford, we presume that the council will use an outsourced company to monitor parking, and therefore make the majority of the income from the scheme. Many of these companies have a dreadful reputation, with at best over-zealous and at worst disreputable practices that make the companies a lot of money without benefiting the community in any way. Indeed, having previously lived in a controlled area, the regular patrols by eagle-eyed private wardens feel like surveillance.

The negative impact on city centre trade at a time when our retailers need our help

Finally, Oxford already has a bad reputation in the county and beyond with those who want to use its facilities, but find the park and ride too expensive and slow, and the lack of affordable parking woeful. Many feel unwelcome in our city and go elsewhere. Oxford is not only for tourists in coaches. It is not only a historic landmark city but is also the capital of its county and the shops in our centre provide a useful service to the county at large. While our small businesses suffer and recover from the impact of COVID, it seems imprudent to introduce a scheme like this at a time when our city centre retail is closing at a rate of knots. It is hard enough to run a business here, with high rents and rates, without reducing footfall further. As I have said, we do not see daytime parking in our street as a problem and are happy for people to walk into Oxford from our street to shop.

An inconsistent approach and lack of demonstration of efficacy

The council seems to have an inconsistent approach to parking in the city, which in all cases penalises the local community. While streets are controlled you seem to have no problem allowing traffic to congest the main routes in order to park at the Westgate centre. It rather feels like one rule for big corporations and another for citizens. Additionally, you

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	<p>have not presented us with any compelling research from other areas that demonstrates that bringing in parking controls will lead to improvements in air quality or traffic reduction. Those who live closer to the centre than us, where parking controls exist, tell us that they are only detrimental not helpful.</p> <p>This scheme genuinely feels like the removal of a key feature of what makes living in our street so easy and pleasurable. We urge you to reconsider or at the very least omit Norreys Avenue from the scheme.</p>
<p>(35) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have been a resident of Norreys Avenue, with my wife and our young family, since 2014. We live on a relatively quiet street with little pressure on our parking from non-residents. With the exception of the ubiquitous increase in delivery vans, traffic is generally light. The real pressure for parking spaces tends to come from those of us who live here already, particularly those on the street who own more than one car.</p> <p>I feel that the introduction of controlled parking will make life on the street unnecessarily more difficult, particularly at a time when many more of us are spending longer periods working from home. We rely on people being able to come and park for free when they come to see us, whether they be tradespeople, friends and family or those offering childcare. The notion of now having to pay an additional ‘council tax’ for use of the street outside of our own houses in our own community is upsetting. This is particularly the case given that it doesn’t seem to be addressing a problem that is apparent to us as residents. The imposition of this tax will not improve the situation in our community regarding traffic or parking and will only make life here more difficult logistically.</p> <p>We are strongly pro reduction of traffic and emissions in our city – we love living here and want the air and environment to be as clean as possible. However, there are many other means by which traffic could be reduced in central Oxford, such as further incentivising use of the park and rides, instituting pedestrianised areas, implementing a congestion charge for the city centre etc. It seems counterproductive to penalise the people who live in our local communities when what one is aiming to do is to reduce the influx of non-local traffic. Controlled parking on our street will simply not achieve any meaningful reduction in traffic and will make life more difficult for residents.</p>
<p>(36) Unknown (Oxford New Hinksey, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>One Parking Permit - Object</p> <p>Residents should be offered free 24h resident permits without needing to buy a permanent permit</p>
<p>(37) Local Resident (New Hinksey, Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We (also speaking for my husband) are objecting to the cpz for the following reasons: We feel that a cpz will result in less spaces being available. Currently we manage to find parking spaces for our 2 cars in the street, quite often outside our own house! (We will be getting rid of one of our cars at some point over the next couple of years). It would be environmentally damaging acting as an incentive for even more people to pave over their front garden, losing valuable insect habitat and causing rainwater run-off, as hardly anyone includes drainage or uses permeable paving when they have this done. It would make it very difficult for visiting tradesmen. I've heard that some avoid working in Oxford city centre because of the parking situation. We also feel the annual charge to residents of a cpz is like a penalty for happening to live in a terraced house with no drive. And lastly, commuter/shopper/visitor parking isn't a huge problem in Norreys Ave.</p>
<p>(38) Local Resident (oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Overall the advantages of these proposals eg limiting non residents parking are outweighed by the dis advantages as to which see below at 1,2 and 3 I object to these proposals for the following reasons 1 It is unreasonable and unrealistic to restrict permanent parking in some streets to 1 car per household , what are householders who genuinely need two cards for their respective jobs or say 3 NHS workers in an HMO supposed to do 2 The order will introduce unnecessary bureaucracy eg form filling of all sorts ,payments. restrictions on workmen visitors etc as well as for householders ,unattractive street signage 3 Such a scheme might be appropriate in other areas eg parts of North Oxford where off street parking might be</p>

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	<p>available or there are fewer houses in the streets but here there is tightly packed housing with limited off street parking coupled with households needing two or three cars for work .In fact it is always possible to find a parking slot , either in your own street or nearby even when you return late at night when parking is at its most difficult viz this shows that it is householders that really need the parking and that daytime parking is less intensive than the residents own parking</p> <p>If there has to be a scheme I would suggest</p> <p>A That it is restricted to the streets in 3b of the order, as these seem most affected by daytime non residents parking, on a trial basis but with each house having two parking permits</p> <p>B In any scheme 2 of the order is retained to allow maximum flexibility</p>
<p>(39) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am unsure why this CPZ should be introduced. I seem to remember some / or meeting being held some time ago to informally discuss this matter and this seems to have transformed into CPZ being introduced.</p> <p>I object to it on the grounds of the overall picture of what's happening in Oxford.</p> <p>I mean you have got Bus Zones, CPZ, LTN's.</p> <p>I feel that what is happening is shutting off the ability and free movement of traffic to entrance the city.</p> <p>I believe if you can't get freely to shops/garages/tyre traders/bakeries/greengrocers/pubs/eateries/ironmongers/bookshops etc then they will cease to be.</p> <p>It's like the life as we know is being slowly changed almost being like segregated strangulated.</p> <p>I am old enough to remember the wall in Summertown and the fuss & anger that caused. Don't we learn from our mistakes.</p> <p>I remember also when Park & Rides were first introduced. They were free to use. They're not now. I'm sure a free to use P & R would reduce the amount of vehicles entering the city.</p> <p>As for us as a family who uses cars and have two. Am I right in thinking that £65.00, for both/total.</p>

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	<p>I mean it seems a bit weird expecting me to be happy to pay £65.00 to park outside my own house and that's just in order to keep other people's cars out of my street!</p> <p>Despite all I have said I think perhaps Oxford folk should be allowed free movement, but there should be APNR Devices fitted to prevent un-charged movement from non-Oxford residents. Like London has.</p>
<p>(40) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p> <p>Do not feel this scheme is needed in the area and it would result in less spaces if boxed off. Also this would then mean no guarantee to residents of being able to park at their property, with multiple cars etc.</p>
<p>(41) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>a) Cost b) adverse impact on local businesses</p>
<p>(42) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>It is a stealth tax imposed by the Council which in the short & long term could affect the viability of many of the businesses in the city. There are already many empty shops and office, it would seem the council is waging an unrelenting war on the motorist under the false premise that they are benefiting the environment.</p>
<p>(43) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>As residents of Norreys Avenue we have never found parking particularly problematic and we appreciate the flexibility we</p>

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	<p>have especially in the way friends and family can visit us. Finally, as pensioners we are wary of additional and no doubt increasing costs of any parking scheme.</p>
<p>(44) Local Resident (New Hinksey, Oxford, Oswestry Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I don't believe the system is necessary, particularly on our road and those in the area. There is ample parking for non-residents and we rarely have issues finding a space. I do understand that there can be issues for cars closed to the park, but the system design to allow 2 hours free parking will not resolve parking issues given that many will park on these roads to use the pool and park, and even as a short commute to town. I believe all houses should have the option for 2 permits if the scheme were implemented, it is grossly unfair to residents closer to the park who may need two vehicles for family and work reasons.</p>
<p>(45) Local Resident (South oxford, Oswestry Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We have no issues with parking in our area at all. It seems like it is just another way for the council to make money and make me pay to park on my Own road.</p>
<p>(46) Local Resident (New Hinksey, Oswestry Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I live within the area of the CPZ. I have never had an issue with parking on my road and I do not wish to make it harder for visitors to come and see me by car</p>

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<p>(47) Local Resident (Oxford, Oswestry Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have no objection to parking restrictions or controlled parking being implemented in areas to the north of the proposed CPZ, e.g., Lake Street, where there appears to be an urgent need and significant resident support. However, there is no current issue where I live in the south of the proposed zone - in fact, and additional restrictions would create significant inconvenience for residents where presently there is none. Moreover, insufficient detailed analysis has been conducted to support the supposition that parking restrictions on a small number of streets close to the park would create a displacement effect further south, and as a result, I object to the proposed cost and prohibitions being imposed on Oswestry Road where currently there is no issue with parking and little evidence to suggest that there is likely to become one - or indeed, any great local feeling in favour of the proposal. This scheme appears to have been poorly thought through and rushed forward with the backing of a small number of vocal and well-connected residents of a few streets in the north of the zone without proper consultation or evidence base.</p>
<p>(48) Local Resident (Oxford , Oswestry Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Parking is not a problem on Oswestry Road and parking permits will be inconvenient and expensive! The proposed plans are not well thought through or based on thorough research, they will not address the issues faced by those on Lake street etc and will inconvenience those living on all the roads further down where parking is not an issue.</p>
<p>(49) Local Resident (Oxford, Peel Place)</p>	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>We have everything going on well and I do not understand the need to have parking restrictions.</p>
<p>(50) Local Resident (Oxford, Peel Place)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p>

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	<p>One Parking Permit - No opinion</p> <p>I am emailing you with regards to Oxford Council's plans to enforce new controlled parking on our street (Peel Place, OX1) and charge additional fee(s) (i.e. another tax) for parking our cars on our street and having visitors. This is extremely disappointing to know, particularly given this will have zero/minimal effect on the parking situation in Oxford, and considering the following facts:</p> <ul style="list-style-type: none">- People who park on residential streets leading into the centre primarily do so to access the town and as a result of insufficient parking options close to the centre- We have not had issues of people parking on our street for the above purpose, especially given that our street is 2 miles from the centre and a 40+ minute walk from here- The nature of our street is that it is a cul de sac with only residents using the space for parking, so by virtue of applying controlled parking here the evidence is clear this is simply an additional council tax disguised as a mechanism to control parking <p>We, (among others on this street that we are aware of), vehemently oppose this controlled parking being implemented on our street.</p> <p>Furthermore, we previously applied for our kerb to be dropped and paid (£160) for the privilege of having someone check the distance between the front of my house and the edge of the footpath to then have our application be rejected because the gap was 4.8m, not 5m. This is another example of ridiculous overbearing rules that are in fact making the problem of parking even worse. This is further problematic given that it inhibits us from purchasing an electric car due to the inaccessibility to charge the vehicle. In this regard it would help us tremendously if the rules were a little bit more flexible like it is for BCP council and having the option for the vehicle side facing the road then this would resolve our issue (our front parking area is 4.8x7.5m): https://www.bcpCouncil.gov.uk/Online-bcpCouncil-gov-uk-form-links/Dropped-kerb-guidance.aspx</p> <p>This is just one example of the contradictions of this council and futility of taking actions that are unnecessarily creating more problems than they are seeking to resolve.</p> <p>I plead you to reconsider the approach you are taking on the above matter and consider removing Peel Place from this controlled parking initiative.</p>
<p>(51) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>One Parking Permit - Object</p> <p>I dont want to have to pay to park on my street</p>
<p>(52) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>The condition "Non-permit holders will be eligible to park for a maximum of 2 hours with no return within 2 hours during these hours" specifically penalises residents and advantages visitors to Lake Street Community Centre, medical practice, and Hinksey Park outdoor pool: i.e. people parking for leisure or to use local shops can do so for 2 hours, whilst visiting friends who may stay longer or overnight will not be able to park with ease. Residents should come first. This will not ease parking volumes as crowding usually happens during peak leisure hours e.g. sunny weekends. Residents on Summerfield and Lake Street will only have 1 parking permit whilst residents on other streets with greater ease of parking will have 2 - this is not a fair distribution and again reflects reducing resident capacity to make way for visitor capacity. Can Lake Street/Summerfield residents not park on other streets, e.g. those with 2 permits?</p>
<p>(53) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Because we have two vehicles in use daily so I strongly object to being told I can only have 1 permit in our street. I pay road tax and insurance to keep my vehicles on the road. I also think it would devalue the houses as a family could move in with older children that may drive. Also for people that have young families in our street, they will want to drive as they get older.</p>
<p>(262) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I do not believe that we need the controlled parking zone.</p>

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	<p>I have lived on the street with my partner for the last fifteen years and during that time there have been only a handful of occasions when we have been unable to find parking on either our street or the adjacent street.</p> <p>The primary cause of congestion, when it occurs, on the streets in our area is due to the Hinksey Pool. Yet, the regulations that are being proposed will do very little to solve this, as the 2-hour free parking will mean that the majority of those visiting the pool will still be able to come and park. (Some years back the council put up yellow signs at the entrance to Lake Street dissuading pool users from parking on the road, and that had a significant effect. However, these no longer seem to be used.)</p> <p>I am particularly against the 1 car limit for certain streets, which includes ours. I know of a number of households on the affected streets which have 2 (or more) cars and which absolutely require those cars. My partner and I both absolutely require cars for our work. There is no viable public transport for either of us and so, were the proposed regulations to be brought in, we would be forced to move from our home of 15 years. If I may say, it seems quite ridiculous that the council has not considered those households that require 2 cars when drawing up its proposals.</p> <p>I am also angered that the council is seeking to treat identical homes on different streets within the proposed zone differently. This distinction is not on the basis of their usage or type but simply as a result of their geographical location within the zone. I cannot but imagine that those houses, unfortunate enough to be located within the 1 car streets, would suffer a significant devaluation as a result. I would also point out that the logic behind the restrictions seems to be flawed as, in theory, houses elsewhere in the zone that are allowed 2 cars would be able to park both their cars on our street, yet those of us who are residents of the street would be restricted to 1!</p>
<p>(263) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have lived on the street my entire life (over 70 years) and I do not believe that we need the proposed restrictions.</p> <p>Following illness last year, I am now supported by a significant care team. Many of those caring for me drive to provide me with the care I need and frequently need to stay for more than 2 hours. I am worried that the new regulations will make it impossible for them to come and provide me with the care I need.</p> <p>Although it does not directly affect me, I am aware of many friends and households on the neighbouring streets which have 2 cars which they need for work or taking children to school. I am deeply concerned about the effect the proposed</p>

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	<p>regulations will have on these households.</p> <p>I am also aghast that the council is proposing to treat identical homes on different streets differently in terms of the number of cars they are allowed to have. This will inevitably lead to a drop in values of the homes on the streets that are limited to one car, and as a homeowner this concerns me greatly.</p> <p>I would also point out that the parking is only really busy when the Hinksey pool is in use. Yet, the proposed 2 hour free parking will mean that the majority of those using the pool will still be able to park on the streets and so the proposed restrictions will do little to fix this particular problem.</p>
<p>(54) Local Resident (New Hinksey, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>To me probably the worst thing about living in Oxford is the extent to which the council is having a war against the car. It's inconvenient, bad for local businesses, confusing as heck and (to be honest) makes me swear out loud at the council on a regular basis.</p> <p>The solution is to have a park and ride system that is FREE to park (for less than 24 hours) - further out if necessary - where customers can either:</p> <p>A) Take a cheap, fast bus in (that uses bus lanes wherever possible during rush hour) OR B) Hire a bicycle or electric bike or electric scooter OR C) Take a bike out of their car (or off a bike rack on their car)</p> <p>There should be extensive use of fast, well-designed BICYCLE LANES. If there are traffic jams, and there are bike lanes everywhere, then people start using bikes. The main reason for all the traffic jams is just how few main roads there actually are into central Oxford, due to all the green spaces and very few bridges over the river(s).</p> <p>But don't make it utterly impossible to park a car anywhere near Oxford. This behaviour by the council is a money-making scam by the council. It is the work of a police state and constitutes a deep violation of our civil liberties. We should be allowed to park much more easily in central Oxford, particularly during the evenings.</p> <p>One of the best things about our street is that we (and our guests) can still park for free. But because so few other parts of Oxford are still free to park we get lots of cars being displaced from other areas and so park in our street (Sunningwell</p>

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	<p>Road) far more than would otherwise happen.</p> <p>It is a particular disgrace how hard it is to park anywhere near one of the hospitals. No everyone can afford the swingeing parking fees, particularly if you don't know how long you are going to be kept in.</p> <p>I feel VERY strongly about this whole issue.</p>
<p>(55) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Support One Parking Permit - Support</p> <p>This proposed CPZ is an opportunity to reduce the number of parking places, prevent parking by commuters, shoppers and Hinksey Park users, and make the whole area more liveable and friendly towards pedestrians and cyclists. But the proposed scheme will do none of those things. These are the changes I would like to see:</p> <ol style="list-style-type: none"> 1) Extend the scheme to include Sundays. This is a major shopping day and a peak day for visiting Hinksey Park and its swimming pool. 2) Remove the proposal to allow anyone to park for up to 2 hours. This drives a coach and horses through the idea of preventing parking by Hinksey Park users. 3) Reduce the number of car parking spaces, creating more room for passing places, delivery vehicles, electric charging points, cycle parking, trees and planters, as well as public benches. 4) Reduce the proposed maximum width and length of permitted vehicles to 4 metres and 1.5 metres. Five metre length and 2 metre width will further reduce local roads to one narrow lane and encourage even more parking on pavements. 5) Allow parking on one side only in our narrow roads (as in Edith Road). This will free up road space for moving vehicles and bicycles, as well as freeing pavements for pedestrians. 6) Extend the one car per household limit to at least include Norreys Avenue and Sunningwell Road. These streets are already heavily over-parked. 7) The charge for residents' parking should be increased from £1.25 a week to £2.50. The extra money should be used in the area to make environmental improvements to the roads. <p>I fully support the following proposals:</p> <ol style="list-style-type: none"> 1) Limiting the number of cars per household to one in some streets in the area. 2) Putting double yellow lines on the corners of junctions along Wytham Street.

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<p>(56) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p> <p>I am objecting to this scheme for the following reasons:</p> <ol style="list-style-type: none"> 1. Many of the streets in this area don't have a serious enough parking problem to merit the cost and inconvenience to householders and the county of a CPZ. 2. The decision to go ahead with the formal consultation was based on just 19.2% of households responding. Only approx 138 individuals (55% of 251) voted in favour of it going ahead. 3. The scheme as currently designed won't solve the problems in Lake Street and Vicarage Road area. I suggest the following changes to the scheme to make it work better: <ol style="list-style-type: none"> a. Introduce it just in the streets seriously affected by parking issues, which is all the streets north of and including Norreys Ave. b. Remove the Sunday and 2 hour parking exemptions for these streets c. If there is displacement to the area south, then in future extend the CPZ 4. Further points if the scheme goes ahead: <ol style="list-style-type: none"> a. Make sure there are sufficient points for electric vehicles and car club cars b. Any surplus to be used for schemes to reduce carbon emissions c. If the scheme goes ahead across the whole area, make it more restrictive in the area which is having the difficulties – so continue to have the 2 hour parking and Sunday exemptions in all roads south of Norreys Ave.
<p>(57) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>There doesn't seem any pressing need for permits. It is easy to park and road is not used by commuters. Seems it is a money-making project</p>
<p>(58) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>There is no excess pressure on streets south of Vicarage Road. A CPZ there would be expensive for us and add nothing.</p>

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	<p>It is more important to install charging points for electric cars - there would then be more of a reason to introduce designated bays and restrict the number of cars to one per household. I would support a CPZ from Vicarage Road northwards, given the traffic for the swimming pool. If there were to be a CPZ from Vicarage Road northwards, it would be a mistake to have exemptions for 2 hours and for Sundays, since the main traffic for the swimming pool would fall within those periods.</p>
<p>(59) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I'm objecting because our street doesn't have a parking problem and so it is expensive for individuals to pay this fee. Also, even if there was permit parking there would still be the same amount of spaces. It seems an extra financial worry for residents.</p>
<p>(60) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We need 2 permits for my wife and me. Also, we have a nanny who drives from outside Oxford and needs to park 3 days a week plus family childcare one day a week so will need at least 200 additional permits for our childcare support. Without this we won't be able to both go to work running our local small business that employs 10 staff in the Oxfordshire area. In addition there are never any problems parking in Sunningwell Road and I don't think any non- locals park in this road to get into town or anything like that. It seems like a scheme that is not needed other than to raise money for the council.</p>
<p>(61) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have lived in Sunningwell Road for 9 years, and before that in Chilswell Road for over 30 years, so I am familiar with the parking situation here. I strongly object to these proposals for several reasons.</p>

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	<p>1. In the latest documents there is no justification for these measures, apart from references to the Council's policies on traffic management which I confess I have not read in detail. However, going by the reasons given at the time of the informal consultation, I have to say there is NOT a problem with casual commuter parking in my street: to the best of my knowledge it is almost entirely residents who park here, so the proposals will have no impact whatsoever on congestion or pollution or improving the local environment, and far from deterring casual parkers the only people who will suffer will be local residents. Is that the council's intention?</p> <p>2. I object to paying £130 or more a year to park outside my own house, with the money simply going towards funding the administration of an unnecessary scheme which will be of no benefit to me. I believe that the Council does an excellent job in many respects, and am more than happy to pay (and pay more if necessary) for services such as refuse collection, social care, education and so on, and I appreciate that your finances are and will be very stretched; however I have seen much money wasted in recent traffic experiments (such as painting pictures of bicycles on the Abingdon Road) and DO NOT WISH TO PAY ANY MORE towards them.</p> <p>3. I have direct experience of a CPZ in Chilswell Road, and the allocation of visitors' permits was woefully inadequate then and your proposals simply repeat that: we have family and friends living in Oxford who visit us frequently and it is simply wrong for the Council to wish to restrict that.</p> <p>4. I am not convinced that the Council's projections of future traffic problems take into account both the effect of Covid on changes in commuter behaviour (with more people working from home) and the decline in High Street shopping – with much more on-line shopping and the closure of so many retail outlets in the City.</p>
<p>(62) Local Resident (New Hinksey, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I live on Sunningwell Road and feel that there is no need for parking restrictions and feel it would be unfair on myself and my neighbours to pay for parking outside our own homes. I strongly disagree with the 1 permit rule on some streets, I don't think it takes into account different household situations, such as those living in house shares or where two people need a car for legitimate reasons. I don't mind if parking permits and restrictions are brought into areas further north than my road but strongly feel it is not necessary here.</p>
<p>(63) Local Resident (New Hinksey, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p>

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	<p>The individual streets within South Oxford each have different needs regarding parking and I am objecting the scheme as it stands overall, not to the need for a controlled parking zone for some streets. Currently I not sufficiently convinced there is a need for a CPZ in South Oxford as I never experienced any problems parking (or problems caused by non residents parking) on Sunningwell Road or any of the surrounding streets. The previous commuter parking has not returned to the limits pre-pandemic and I'm unconvinced with the rise of hybrid working that is will fully return to what it was. A blanket one size fits all does not suit this area and I have strong concerns that we do not fully understand the number of cars per household in this area mapped against future provision to ensure that the number of spaces provided will match provision with some slack for visitor parking. Please reconsider this proposal.</p>
<p>(64) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>There is not an issue with parking on our street, Sunningwell Road. Sometimes you have to park several metres or more from your front door but we accept it. We do not have a problem with commuter parking. There is a problem with air quality and traffic congestion going to the Westgate shopping centre. The Council should remove parking charges at the Park and Ride in order to encourage less traffic into the centre. If it is felt there is a problem with some roads e.g. Lake Street, controls could be introduced on this road. It is unlikely this will displace traffic to other roads due to the inherent nature of parking behaviour.</p>
<p>(65) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I don't find parking a problem in my area and feel the CPZ will cause unnecessary extra cost and complications. If parking in my street is ever a problem, it's in the evening not during the day. I haven't understood why the Council thinks the parking situation is likely to get worse. I can see it will benefit some roads closer to town.</p>
<p>(66) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>'I deeply object to the South Oxford CPZ. I regard it as utterly unnecessary in our area. I regard it as a creeping power</p>

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	<p>and money-raising scam by the city council. Oxford is already one of the most expensive cities in the UK in which to live. Shame you all for even suggesting this. Oxford needs to:</p> <p>A) Implement more and better organised bike lanes</p> <p>B) Implement bus lanes & a congestion charge zone BUT only at peak times</p> <p>C) Create a bigger, better Park & Ride service that:</p> <ul style="list-style-type: none"> - Is free to park in for up to 24 hours - Is further out if necessary - Uses green space if necessary - Has bikes to hire <p>If you are wanting us all to use electric cars get the darned infrastructure into place. Every urban place you park a car needs a power supply in the road. As a minimum certainly every street lamp needs to be converted.</p> <p>But one the very worst things about Oxford is how much it hates the car. It's appallingly hard to get around Oxford and to park in the evenings almost anywhere in Oxford, without paying through the nose. And like I say, Oxford is already a painfully expensive city to live within.</p>
<p>(67) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p> <p>We rely on grandparents to help with childcare on a regular basis; they are unable to use a bus route to get to us and I can't see a way we will be able to make this work as they come several days a week throughout the year which will quickly total more than our visitors allocation.</p>
<p>(68) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Not needed.</p>

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<p>(69) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>Please to NOT extend the CPZ to anywhere near Sunningwell Road, where I live.</p> <p>In my opinion it is an absolutely APPALLING idea to extend the CPZ. Instead you need to make the park and ride work better. You need to make much better bike lanes and bus lanes during rush hour. Give us FREE parking in the "park and ride" (as it was originally, yes?!) and give us the ability to rent bicycles, electric bikes and electric scooters. This CPZ is just a money-making scam by the council. I do not wish to live in the sort of Police State you are creating. I feel VERY strongly about this issue</p>
<p>(70) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I write to object in the strongest possible terms to the proposal for a controlled parking zone that would affect Sunningwell Road. It is unnecessary and unwanted by the majority of residents in Sunningwell Road. I realise that people in the streets nearer the city (Lake St etc) may be in favour, but that is no reason to impose an unwanted and unfair system on the rest of the district. If introduced, a CPZ would:</p> <ol style="list-style-type: none"> 1. Cause inconvenience for all residents 2. Cause hardship for poorer residents. 3. Encourage more people to ruin their front gardens by concreting them over to make 'off street parking' 4. Reduce biodiversity and wildlife habitats because of the ruined gardens 5. Penalise the most vulnerable in society - those of us who need cars because of illness or disability or needing to do driving jobs. 6. Add completely unnecessary and unjustifiable extra charges for people living in this area, which is already very expensive.

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<p>(71) Local Resident (Oxford, Turner Close)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Will make our area impossible to park, right now we all park our cars with no issues but with controlled parking, spaces will be much less in Turner close and we cannot park the cars</p>
<p>(72) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>For what it's worth, I don't think the introduction of a cpz in this area in the form proposed will be helpful or will sort out what problems do exist with parking (e.g. people parking to drop their children at New Hinksey school or to go swimming)</p>
<p>(73) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I am writing to object to the proposed extension of the South Oxford CPZ on the following grounds:</p> <p>It is unnecessary and unhelpful.</p> <p>This is a densely populated area with high car ownership. Nobody will get rid of their car because of this scheme, and nobody is going to move because of it. It will not reduce the number of cars on the road or increase the number of parking spaces, it will just force people to pay through the nose for something that should be free.</p> <p>It encourages the building of driveways, and therefore contravenes the council's own environmental policies.</p> <p>The proposed CPZ essentially places a tax on those who do not have driveways, and therefore creates an incentive to build them. This will inevitably harm biodiversity in the area and lead to significant loss of the area's charm and amenity and goes against the council's environmental policies by doing so.</p>

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It is highly undemocratic.

This is a measure campaigned for by a very small but vocal minority, almost all of whom are complaining about people parking to visit Hinksey Park. This is a valid concern. However, it could be addressed by rolling the street concerned into the existing South Oxford CPZ and increasing the availability of parking at the Community Centre. There is no reason for the CPZ to extend this far out. The "informal consultation" earlier in the year was a joke - it essentially consisted of members of the council knocking on doors and campaigning for the measures. Any complaints were ignored or dismissed with vague arguments.

It penalises working-class residents.

All the talk about promoting alternative transport is all very well, but it only works if you have a job that is within commutable distance, is well-served by other transport networks, and that doesn't require the transportation of heavy tools or equipment. Lots of people (mostly those of us with lower earnings) need cars or vans for their jobs. It is disgusting that they will be forced to pay an extra £65 per year simply to continue living here.

It indirectly discriminates against those with non-traditional family structures, and therefore breaches Article 8 (right to a private and family life) of the ECHR (European Convention on Human Rights).

The proposal would limit the number of residents' permits per household to 2 and would make them non-transferable. The desire to limit the number of cars per house is sensible, however, the permits should be transferable between cars to cater for situations where the residency of the house changes frequently. For example, my household consists of 2 parents with one car between them, and 2 adult children, each with a car, who study elsewhere and come home during holidays. The total number of cars outside the house at once is never more than 2, but over the course of a year each of the 3 cars might spend several months outside the house.

The right to control our own family affairs is protected under Article 8 of the ECHR and may only be interfered with if it is necessary and proportionate to do so. To be proportionate, an interference must abide by all 3 of the following rules: it must have a legitimate aim, there must be a rational connection between the measure and the aim, and the measure must be the least intrusive way of achieving that aim. The proposed measures fail the second and third elements of this test. There is no reason to make the permits non-transferable, and the measure could be implemented with equal effectiveness without the non-transferability requirement.

I have lived here for 20 years and feel completely betrayed by the council's attempt to force these measures through. I fully expect you to ignore this email, but I thought I would at least try.

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<p>(74) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I would like to express my concerns and disagreement to this idea. We have never had an issue with finding parking on the road and neither do we think it is morally right to have to pay to park in front of our own home. We already pay road tax and council tax and this is just another added cost (or way to get money out of us citizens) for an issue that does not exist. We have multiple cars in the house which we need to get to and from work and therefore being limited to the number of cars is not fair.</p> <p>On another note paying for visitors to be able to park in front of our own home? And you think 25 permits per year is enough? Or 50 if we pay to have visitors. That's less than 1 visitor per week. Is this some kind of joke? I strongly petition against this. We do not have driveways where we are able to park our cars and I'm not sure where this idea came from.</p>
<p>(75) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I have received a letter about controlled parking on my road. I would like to vote against this matter. I have no issues with the parking on my road. I shouldn't have to pay for parking in front of my own home. I shouldn't be limited to how many people can visit my own property. I come from a big household which means we have multiple cars for work. I myself am a taxi driver and have a taxi parked outside my house. This is how I make my living. If we are limited to only two cars between each house, where am I supposed to park the taxi. I do not own a driveway either. Why should I have to pay £65 to park outside my home when I already pay road tax and council tax. You are not helping the community whatsoever, instead you are just giving us all more stress. We are already in a pandemic which has financially set us back, we don't need more setbacks.</p>

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<p>(76) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I have received a letter about parking permits on my road. I would like to petition against this as we have no issue with parking on the street. I think it's absolutely ridiculous that we have to pay to park in front of our own homes and be restricted to how many visitors we able to have per week. We come from a home of a big family and need multiple cars for work and do not find it acceptable to be controlled of how many cars we own. I am a support worker and need to utilise my car to see my clients and if we are limited to car numbers per household, I will no longer be able to keep my job as there are multiple numbers of us that need to have a car and get to and from work. This is not Russia or the military and do not appreciate this imposed new controlled parking restrictions that may be applied on the road.</p>
<p>(77) Local Resident (Oxford , Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>I cannot see what it adds to the objectives of preventing non residents parking here. This rarely happens in our little no through Road. Main concerns are in other parts of the area like Lake Street where the parking on both sides of the road and bins on the pavements is awful as you can't use the pavements. The residents are still going to park in the same way.</p>
<p>(78) Local Resident (Oxford, Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I feel that CPZ in this area is unnecessary and a waste of scarce resources. My area is not used by commuters into the city. I recognize the cars of my neighbours. However the greatest objection is to the limiting of 1 permit per household in my road and adjacent roads. This seems very discriminatory. Also unworkable for some households, for example my neighbours who are both hospital doctors working split shifts, with children at different schools who need 2 cars. I also feel it would make our houses harder to sell.</p>

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<p>(79) Local Resident (Oxford/New Hinksey, Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Firstly, there is no justification for implementing a controlled parking zone in our community. The vast majority of people parking on our streets are residents. It is only difficult to park in the evening, when everyone is at home. So these new restrictions will only make parking more costly without solving the underlying problem. Secondly, it is inequitable to restrict households to one car in our community, when nearby areas are able to have two (for the same cost). We have two cars in our family and would have nowhere to park our second car due to this proposed policy. While it may be challenging to find a spot on our streets, we have always been able to do so in the 15 years that we've been living on Vicarage Lane. This draconian plan to restrict households to one car is neither justifiable nor equitable. The County Council does not have the authority to determine the number of cars that a family can have and cannot fairly impose greater restrictions on our community than our neighbours. If passed, we will challenge this CPZ in every way possible.</p>
<p>(80) Local Resident (Oxford/New Hinksey, Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Having lived in New Hinksey for the past 15 years I can see no justification for the proposed Parking Controlled Zone in South Oxford. In those 15 years I have had no problem finding somewhere to park either during the day or night, during the week or at the weekend. As someone who is often around during the day there is never an influx of people parking their cars who do not live in New Hinksey to save paying/parking at the park and ride or anywhere else. Living on Vicarage Lane with my wife and children I am particularly deeply concerned with the plan to discriminate against households including ours that own two cars out of necessity to travel to work. On what basis has the County Council based its decision to preferentially give a majority of households on other roads two permits but others only one? And on what authority can you decide that a household can only own one car or be forced by your actions to move from their family home if the CPZ is implemented in its current format.</p>
<p>(81) Local Resident (Oxford, Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p>

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	<p>I know this is a difficult and complex problem with no solution that will keep everyone happy but I think what is suggested is more than 'stick' than 'carrot'. Too much bureaucracy and too expensive at a time when all resources are stretched. Asking around I find that my neighbours who have two cars need them for commuting outside Oxford (Worcs, Notts, London), rather than having them as a 'luxury'.</p>
<p>(82) Local Resident (Oxford, Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>Having lived in this area for over 30 years I do not see the benefit of CPZs, "if it ain't broke why fix it". A) most cars parking in this area belong to people living here and there is little commuter parking in my opinion. B) Some families do have up to 3 cars - this should be discouraged unless there is off street parking. C) There will be a financial charge on top of an already high council tax, this would appear to only benefit the council and not local residents.</p>
<p>(83) Local Resident (Oxford, Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>There are at least two Air BNB properties on the street and these put extra stress on what is already very limited parking. I think it really needs to be 24hr permit-only parking in Vic Lane rather than just during commuter hours.</p>
<p>(84) Local Resident (Oxford, Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I do not feel this is an economic use of the Council's resources. My area in particular is not used as commuter parking, I can identify the cars in the road as neighbours.</p> <p>However my main objection is to the limitation of one permit per property in certain roads, mine included. This is unnecessary and will lead to problems for residents who have to have 2 cars, for example neighbours who are both hospital doctors working split shift. Where will they put their second car? There are also people who depend on lodgers and have 2 cars. The argument that these streets are too small does not stand up. I can park my car in my road 95% of the time and if not</p>

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	<p>can park in Wytham Street. I hope this decision can be reversed.</p>
<p>(85) Local Resident (Oxford, Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>a) No need - little commuter parking b) some houses though have too many cars c) cost</p>
<p>(86) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I think the propose plan penalise the residents and those who work in Oxford and does not address the problems we have as residents at weekends when the swimming pool attracts too many people coming by car and parking recklessly in Vicarage Road</p>
<p>(87) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We strongly object to these proposals. As residents for the past number of years we are well aware of the limited number of parking spaces in the area. However, having lived here for years we are also aware that the overwhelming majority of the cars parked there at all times belong to the residents - a CPZ would therefore do little to reduce the number of cars parked but would incur an additional cost to residents for no discernible benefit. We have lived in other urban areas where similar schemes have been introduced and have witnessed this first-hand. Furthermore, we are a family consisting of two working parents and children who are likely to attend different schools in the coming years. We both work in the NHS and require separate cars to allow us to work shifts - restricting us to one car per household would make it extremely difficult (if not impossible) to fulfil our work & family commitments. We would urge you not to implement this scheme or at least consider provision for households which require more than one car.</p>

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<p>(88) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>My road does not have parking issues.</p>
<p>(89) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Because the proposal will have the greatest negative impact on the poorest and most vulnerable in our community. Also residents who rely on vehicles i.e. carers, parents of young children, those with mobility issues, who have seen incomes fall in pandemic will have to pay extra for the ideology of others. Those in the council will never walk in the shoes of the poorest in our area propose this scheme. Perhaps they should spend time in the lives of others.</p>
<p>(90) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Cash raising exercise for council who already levy a v high council tax. In a pandemic is this the correct time to ask people to pay more? I realise at this time many in society will have more personal savings than ever but the councils role is to protect the most vulnerable not to forward their own ideology. Traffic control measures in place at present are not being enforced so why introduce these measures before they have been and reviewed. Will hit carers, parents especially single parents, those with mobility issues. People not affected will be wealthy and those with choice in their lives that others do not have. Because the whole consultation process has been flaky at the very least. For example the first question on the first consultation, 'if the scheme is introduced what times should it operate', not should the scheme be introduced. V V arrogant and dishonest, shame.</p>

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<p>(91) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We pay enough council tax and road tax already. Why should I have to pay for where I live, we do not have a problem as far as I'm aware.</p>
<p>(92) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I do not believe there is an issue.</p>
<p>(93) Local Resident (South Oxford, Weirs Lane (Boat Moorings))</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>A. Our boat moorings have full planning permission as residences but do not show up properly on the area proposed. We require parking in the nearby streets, mainly on Canning Crescent. B. The controlled zone isn't needed at all. There is no shortage of parking (but we stand to lose all access to it if the zone is introduced and our addresses aren't recognised). It is clearly hardly used as non-resident parking anyway as we all recognise the local vehicles.</p>
<p>(94) Local Resident (Oxford, Weirs Orchard Moorings)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>The area around Canning Crescent, Fox Crescent and Weirs Lane does not have a particular problem with parking at present. Any pressure is created by the short sighted money making of charging to park at the park and ride. The CPZ is another stealth tax. Also, you must recognise that Weirs Orchard Moorings and Rope Ham Moorings hold 25 residential houseboats which all pay council tax and are legitimate under planning law. These will all require access to parking permits too.</p>

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<p>(95) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am strongly objecting to having to pay a fee for residents permits, if we live on the street why should we have to pay a fee to be able to park outside our house?</p>
<p>(96) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I don't think it will be helpful to the community as the roads are not especially busy during the suggested controlled times and it will make it difficult for residents with more than one car. I feel that if the park and ride service could be improved/made cheaper less people would park on side roads when going into oxford.</p>
<p>(97) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>There is no issue with parking in Wytham Street, many people have driveways to park cars and there are always empty spaces on roadside parking for visitors. If there was an issue with parking, then introducing an CPZ is not the answer: the council should be making Redbridge Park and Ride free for commuters. And also making public transport for local people cheaper and more accessible as a way to reduce the amount of traffic in the area. CPZs also pushes expense onto the poorest in our communities who cannot afford to pay yet another tax to local government</p>

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<p>(98) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have been living in Wytham Street since March 2018. I have never, never, had a single parking problem. Wytham Street and the surrounding streets are always viable and plenty of parking slots. I do believe this is just a way to steal our money.</p>
<p>(99) Local Resident (Oxford , Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I can't see that the proposal will improve things, some will have to sell a car and everyone will have to pay to support something that doesn't affect a large percentage of residents. Parking is an issue in Lake Street and Vicarage Road but I don't think this will solve the problem, if you still have 2 hour spaces there will be people parking to use the pool and community centre. At the southern end of Wytham Street there are no issues with parking yet these residents will be required to pay an annual fee for a problem that doesn't affect them.</p>
<p>(100) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I don't want to have to pay to park outside my house. The allowing of 2 hours per visit will in my opinion make it mostly ineffective. People who are going to the pool will still park there. People who are going into town will still park there. It would stop all day office workers but I don't think they are the main problem. It was clear from the meetings that there are several people in the one car limited places that will be negatively affected by the one car restriction.</p>
<p>(101) Local Resident (New Hinksey, oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p>

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	<p>We don't see a problem with to parking in our street do cannot understand the justification/need for a controlled parking zone. We've lived through it before and it just resulted in silly parking to "save" spots and ugly driveway conversions.</p>
<p>(260) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I have been a resident of Wytham Street (New Hinksey area) for many years and am highly anxious at the prospect of being forced to pay for the privilege of parking outside my own home.</p> <p>I am aware of the lateness of my objection and apologies if this is inconvenient to you but have only just been able to make the time to fully process and address this matter.</p> <p>I live with and am the primary carer to my mother. She is now totally dependent upon myself and a team of 3 different carers who between us, manage all aspects of my mother's life and care plan.</p> <p>I am now on a low income as a result of giving up work due to stress and anxiety, from caring for my mother whilst working and battling with social services for 2 years to get the care package we now have, to be able to provide my mother with the care she needs.</p> <p>As I said, we have 3 different carers that come to the house daily for anything between 1 - 6 hours at different times throughout the day and night, and often have a carer sleep in for a weekend or sometimes a hole week to give me well needed respite.</p> <p>The prospect of trying to work out how I'm going to pay for my own parking permit, not to mention organising all the carers parking and pay for it all, has left me feeling highly anxious and concerned for my mental health and finances.</p> <p>It is for this reason that I'm so concerned about OCC's CPZ proposal for the New Hinksey area. I hope that you will take my concerns and objections seriously and consider the impact this proposal will have on mine, my mother's and her care teams daily lives.</p>

<p>(261) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have 3 points to make:</p> <ul style="list-style-type: none"> i) I do not believe that we need a controlled parking zone. ii) If one is to be imposed, the current proposals are not fit for purpose to address the real situation. iii) Finally and most importantly, it is unreasonable, unfair and unnecessary to impose the 'one car per household' restriction on our street. This would only have the effect of harming local residents. <p><u>The current situation</u></p> <p>People on the street sometimes complain that non-residents use our street to park when they go to work in the city centre – but the reality is that such individuals only park on our road during the working week (Monday – Friday) and between 9am and 4pm, which is when those of us on the street who ourselves work have left for the day. This means that, during these periods, there is plenty of parking space and no reason to stop these individuals from parking here. When those of us who work return home, anyone who has been parked for the working day will have long left. Significantly, I do not believe that I have ever had any difficulty in parking when I return home after work on a weekday evening – which undermines the entire premise on which a 'controlled parking zone' is proposed.</p> <p>The only real problems for parking on our street arise on a hot Summer day when flocks of visitors arrive to use the Hinksey park and pool (at the end of Lake Street). On such occasions, yes, our street does fill up with cars and parking for residents becomes a problem. However, these days are few in the context of a year and occur almost solely at weekends (when, arguably, residents do not have to drive anywhere and so can stay parked and at home). It is certainly possible to 'plan' around the parking situation – after all, the swarms of visitors leave again when the sun goes down. The best solution to this problem has been (as was tried a couple of years ago) a simple sign, telling pool users to park elsewhere. In any case, I can count on one hand the number of occasions on which I have had trouble parking (and this is within 10-15 years of living on the street!). On these occasions, I simply parked on a neighbouring street – which I will admit was inconvenient but was nothing compared to the inconvenience of having to pre-pay resident permits and guest permits under a 'controlled parking zone' system.</p> <p><u>The proposals</u></p> <p>Are simply ridiculous as they currently stand.</p> <p>Having restrictions that do not apply on a Sunday makes no sense when any problems that the street does have for parking occur almost solely at the weekend (which is when people come to the Hinksey park and pool)! It would make more sense for any restrictions to only apply at weekends.</p>
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Furthermore, the 2 hour free parking will still enable the majority of users of the pool to park on the roads, whilst forcing all the inconvenience of a controlled parking zone (including the additional expense) on local residents. It does not feel as though actual residents are being considered in these proposals – it feels as though the Council is simply seeking to make money off us by starting to charge us for our parking.

The 'one car' limit for certain streets

I am particularly stressed and upset about the proposed one car limit for certain streets, which includes ours. Many households in our area have two cars and require those two cars for work / school runs / care obligations. In my own case, both myself and my partner have full time jobs and we require a car each to get to/from work. It is simply impossible for either of us to get to work on public transport – we both travel large distances on a daily basis and to locations where there are either few or no bus/train routes. I do not know what we will do if the proposals are implemented – we could not continue to live in the area and would, effectively, be driven out of our home. I feel very depressed and bitter that such a thing is even being suggested.

I have always supported the Council and voted for them and I feel betrayed by this proposal - especially when it is considered against a background where there has never been an issue with the local residents parking their own vehicles (however many vehicles they own) on their own street. The only potential issues have arisen when users of the Hinksey park/pool park in the area. Surely the local residents should be given priority over these visitors rather than being restricted in number of vehicles to free up space!

Furthermore, the proposed differing restrictions for different streets within the proposed controlled parking zone is iniquitous. Households elsewhere in the zone will be able to have two cars and, if they choose to do so, would be able to park both those cars on the street where we live! Yet, it is being suggested that those of us who live on the street would only be able to park one car. I struggle to see how this makes any sense. It would also mean that the Council was treating identical homes within the zone differently, not because of their type (we are all terrace type housing) or their usage (all domestic), but simply because of the road on which they happen to be situated. I think it is axiomatic that this is deeply unjust.

Of course, the inevitable consequence of this would be that houses on the roads with the 'one car' restriction, would suffer significant devaluation in comparison to identical properties on roads within the same zone but which are permitted two cars per household. Again, this is a deep injustice to the residents of the affected streets.

In conclusion

There is no reason to limit any households to only one car – there continues to be plenty of space for those households which need two cars to continue parking those vehicles so it makes no sense to impose such a restriction.

I would urge the Council to reconsider imposing any form of controlled parking zone. We do not need one and the proposals will cause more problems for local residents than they will solve.

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	<p>If a controlled parking zone must be imposed (if the Council needs the additional revenue that badly!): focus on the weekends (when the issues actually arise) and allow all households in the area to park two cars. Please avoid unnecessary and prejudicial discrimination against households like mine.</p>
<p>(102) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>In the streets being offered 2 residents parking permits, several of the houses have off street parking. This means that their off-street parking takes up space on the road itself (to allow access to the off street parking). Houses with off street parking then effectively have 3 parking spaces. (potentially 4 if they allow someone in their own household to block them in. It seems very unfair to those residents who do not have the option to have off street parking to be discriminated against by only being allowed one permit.</p>
<p>(103) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>it is unclear if the residents of Abingdon Road will be able to apply for a resident annual parking permit. In the official paper letter sent by the Oxford city council Abingdon Road is not included among the properties eligible for parking permits. Not all the Abingdon road residences have a private off-street parking space, without permits it won't be longer possible for the occupants of the aforementioned residences to park anywhere northern than the ring road and people will be forced to leave the area if they cannot give up their cars. The residents of Abingdon road must be included in the list of people allowed to park in the SE area.</p>
<p>(104) Local Resident (Abingdon. , Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>HMO properties and having myself access to a permit</p>

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<p>(105) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I have concerns regarding just one parking permit for household, parking overnight and not any restrictions on Sundays. Weekends and weekdays are big problem for me to park. People increasingly leaving their cars for all day during weekdays and weekends to go to work or shopping and we residents cannot find a space. I have already had 3 parking tickets due to this situation. Unfortunately, OCC is prioritising rights of consumers and businesses over residents.</p>
<p>(106) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>We have lived in New Hinksey for over 40 years (and including elsewhere in South Oxford, for longer than that) and have noted closely the demographic and transport changes over the period. I was for about ten years a Blue Badge holder, until I was mended and so appreciate that perspective.</p> <p>We are not opposed to a residents' parking scheme, such as obtains in Grandpont. However, we have the following anxieties about the CPZ as described</p> <p>(1) Abingdon Road residents must be treated the same way as other residents of New Hinksey. (We are encouraged by the helpful responses on this from Cllr Baines and Christian Mauz but hope that this entitlement will be borne in mind through all aspects of the process.)</p> <p>(2) We are saddened to see that there will be fewer parking spaces available, while car ownership has increased year on year. (The Council must deal with the world as it is, not as some members would like it to be.)</p> <p>(3) We are opposed to the closing of the end of Norreys Avenue or any other of the lateral streets.</p> <p>(4) We trust that there will be an adequate supply of visitors' vouchers. Visitors do not visit only on Sundays.</p>
<p>(107) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion</p>

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	<p>One Parking Permit - No opinion</p> <p>I would like to reiterate my concern regarding some streets/households only being eligible for 1 permit whilst their near neighbours will be eligible for 2 permits as well as having their own off-street parking. This might not have been considered in the planning process.</p> <p>Those that live in these streets which are only going to be offered one permit manage to park in the streets currently. However, the problems with parking in these streets occur when people are using the Hinksey park playground, Hinksey outdoor pool is open and in full use, when university students use the unrestricted parking to leave their cars during term time and when commuters park in these streets during the working day. Bringing in restricted parking will cut out these extra cars, which do not actually belong to residents. I therefore believe that it should be possible to offer 2 permits to those who need two in these streets. (The two-hour parking for non-residents is ideal for giving swimmers and park users somewhere to park.) I wonder how much research has been done into the spaces available and the approximate number of car spaces actually required. I know that no one has been to ask us.</p>
<p>(108) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I wanted to raise an issue about the permit system proposed for the area surrounding Norreys Avenue. I live at 236 Abingdon Road, which is on the corner where Abingdon Road and Norreys Avenue join. Will I be able to apply for any parking permits, as one of the entrances to the property is on Norreys Avenue? If this would be possible it would be so incredibly helpful, as I know residents of Norreys Avenue can apply for permits, and although my address is Abingdon Road, one of the entrances to my home is on Norreys Avenue.</p>
<p>(109) Local Resident (Oxford, Boat Mooring)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I need my car for work and use the streets that run off Abingdon road.</p> <p>If a permit scheme is introduced I hope the needs of the boat community will be taken into consideration and that we have the opportunity to purchase permits too.</p>

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	<p>Some of us live permanently on our boats and so have no fixed address. This would also need to be considered.</p> <p>I am not against permits and in fact support them as a traffic control measure but because I live on a boat I am concerned that I may not be entitled to one.</p>
<p>(110) Local Resident (Oxford, Boat Mooring)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>It has come to our attention that a parking zone is being proposed for south oxford. We live on moorings that use those roads (Fox Crescent, Canning Crescent and Chatham Road) as are nearest parking but we haven't been included in the consultation. Can you please include us in the consultation and future communication including permit eligibility? I believe the Weirs Orchard moorings on the other side of the road have also not been included.</p> <p>Could you extend the boundary so we are included in the zone or find another way to include us.</p> <p>I also wanted to note that we don't have a parking problem in the roads that we park in so I would much prefer there wasn't a permit system here.</p>
<p>(111) Local Resident (Oxford, Canning Crescent)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I don't want to have to pay to park outside my own house. The parking situation on my street (Canning Crescent) is fine - I appreciate some other streets are congested, but Canning Crescent is fine as it is.</p>
<p>(112) Local Resident (Oxford, Donnington Bridge Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I and several other boaters (4 households in total) live on moorings on Rope Ham Island which is officially located on Donnington Bridge Road, but is on the west side of the river where the road joins with Weirs Lane. There is no parking on Donnington Bridge Road on this side of the river so we park in either Fox Crescent or Canning Crescent. We, therefore, request that we are provided with parking permits. It seems that we have been missed off the list which is why we are</p>

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	<p>concerned with the proposal. As long as we can have permits we support the proposal.</p>
<p>(113) Local Resident (Oxford, Green Place)</p>	<p>CPZ - Concerns Parking Restrictions - Object One Parking Permit - Concerns</p> <p>I object to the proposed additional double yellow lines on the roads mentioned. What is your reasoning for further restrictions there?</p> <p>We only have one car but where are residents with two cars supposed to park their second car? People don't have two cars for trivial reasons.</p>
<p>(114) Local Resident (Oxford, Green Place)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I strongly support the imposition of a CPZ in this area. However, given the extremely urgent need to tackle CO2 emissions (as highlighted by the recent IPCC report) and air pollution levels in Oxford, I have concerns about aspects of the proposal, as follows:</p> <ol style="list-style-type: none"> 1. I would like the 'residents parking only' restriction to be in force at all times. I object to people being able to access free parking in this area (very handy for city centre shops and restaurants etc.) on Sundays and in the evenings when the council should be doing everything possible to discourage people from driving into Oxford. 2. I agree with the decision to limit some properties to one permit only and think this should be extended to the whole area. Allowing two permits per household on Wytham Street and roads off it means accepting the current status quo whereby people are allowed to park half on the pavements, making passage difficult or impossible for anyone with a wheelchair or pushchair. I would like to see pedestrians have priority over car parking in the whole area. 3. I would like to suggest an addition to the scheme, which is the provision of covered, secure community cycle sheds on each street. No-one in my household owns a car (this also applies to at least three other households in my street) and I would happily waive my right to a parking permit if the space could be used for shared bike storage instead. In a part of Oxford where many houses don't have front gardens, or side access to back gardens, this would make owning, storing and using a bike much easier for people.

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<p>(115) Local Resident (Oxford, Green Place)</p>	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Support</p> <p>I strongly support the imposition of a CPZ in this area. However, given the urgent need to drastically reduce CO2 emissions globally (as highlighted by the recent IPCC report) and the additional problem of high levels of air pollution in Oxford, I have some concerns about the proposal. Ideally, I would like the residents parking only to be in force at all times. People should not be able to access free parking this close to the city centre on Sundays and in the evenings, when the council should be doing everything possible to discourage people from driving into Oxford. Also, I cannot see why the one permit per property limit should not be extended to the whole area. It is inequitable that residents on Wytham Street and roads leading off it should be allowed more permits than those north of the Church. Finally, we should take this opportunity to encourage and facilitate cycling by including secure community cycle sheds on each street. No-one in my household owns a car and we currently have four bikes living in our front hall. We would happily waive our right to a parking permit if a space could be used for shared, covered and secure bike storage instead.</p>
<p>(116) Local Resident (Oxford, John Towle Close)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>Can you add electric vehicle charging parking spots? I want to buy an electric vehicle, but there is no facility to charge one near John Towle Close. Ideally, you could put charging points in the close or on Wytham Street.</p>
<p>(117) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I am overwhelmingly for resident permit only parking in our area. Lake Street is intolerably bad for residents, with people parking and getting the bus or walking into town, pool and park users. I am, however, concerned that the scheme as currently configured would not go far enough to solve our problems. Why is Sunday being excluded - the Westgate is open on Sundays, as are all the attractions in town, and the pool gets just as many users on Sundays as on Saturday. I am also very concerned about the 2 hour allowance for visitors to be able to park without permits. This will not solve any of the problems we currently have.</p>

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<p>(118) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I am overwhelmingly for resident permit only parking in our area. Lake Street is intolerably bad for residents, with people parking and getting the bus or walking into town, pool and park users. I am, however, concerned that the scheme as currently configured would not go far enough to solve our problems. Why stop at 6:30? There are lot of people parking in the evening who stop resident from parking. Same for Sunday. Why is Sunday being excluded - the Westgate is open on Sundays, as are all the attractions in town and the pool gets just as many users on Sundays as on Saturday. The full zone should get the same number of permits with the current proposal somebody on Sunningwell road will get two permit and could park in lake street 2 cars but somebody in lake street will get only one permit, why? This will not solve any of the problems we currently have.</p>
<p>(119) Local Business (Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>Thank you for your letter outlining the proposals for the South Oxford Controlled Parking Zone.</p> <p>I would like to begin by saying the proposed controlled parking will disadvantage the residents of Lake Street. The initial request (from PALS) for controlled parking was to discourage non-residents from using Lake Street, not to penalise the existing residents. I do not know any "PALS" who support this proposal as it is. Having just 1 permit for residents in Lake street is massively unfair when you may grant 2 permits for other streets close by. This proposal does not stop the problem with excessive parking for the pool or people going into the Westgate shopping centre. Why should people be able to park for free, clog up our street? and then we have to pay and are only allowed 1 permit. Is it really your proposal that residents have to pay and will be limited yet people from anywhere in the world can come and park for free?</p> <p>We as property owners on Lake Street (3 properties) are very concerned about the proposal put forward. We have two properties with House of Multiple Occupancy (HMO's) and cannot see how having 1 parking space for an HMO property of 5 – 7 people is a viable solution. We also rent our properties out on short-lets and 1 parking permit will negatively</p>

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	<p>impact our business, as guests will not be able to park. We would require more than 50 days' worth of permits and ask that our needs are addressed in the forthcoming proposal.</p> <p>We know of 4 families who will have to sell their properties because of these proposals. Our own business would likely fail, forcing us to move as well. I am sure this is not what you wish. The problem with Lake Street and surrounding areas is non-residents being able to park for free, thus making it harder for the residents. If you were to give the residents as many permits as they need and stop non-residents from parking, then you would solve this problem. This would require a couple of signs saying residents parking only and you solve the problem very simply. If you desperately need for non-resident to be allowed to park you could perhaps offer some paid parking bays outside the community centre/pool/doctors.</p> <p>I look forward to hearing from you on how our needs as Lake Street residents, business owners and workers who have cars can be met.</p>
<p>(120) Local Resident (South Hinksey Oxford , Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Concerns</p> <p>There are HMO households on Lake Street. One permit per house is not realistic and is discriminatory against multi household occupancy who cannot all share one car. If you are resident on the street then it should be possible to acquire a permit . One permit per household is something to work towards but not currently realistic.</p>
<p>(121) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>This does not consider Houses of Multiple Occupancy (HMO) where tenants may need cars for their commutes. 1 permit per household will mean many people cannot rent rooms here. In the 6 months I live have lived here with completely unrestricted parking, I have only once not been able to park on Lake Street. Therefore, it seems illogical for the plans to be so restrictive. I also object to the £65 annual car parking fee on top of expensive Oxford rent. In general I would support some restriction to the parking, especially in the summer months, but believe the council should create more parking for people to access Hinksey Park and pool.</p>

<p>(122) Local group/organisation (Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I've lived in Lake Street since 2014. I'm seriously concerned about the proposal, particularly the clause limiting residents of Lake Street to one permit per Household. We're a family of 5. My partner is a gardener so needs a van to run his business. It's a transit van which he uses to lug around all his equipment. There is no alternative. We have 3 children (2 who live here for half of the week, aged 13 & 15 and a 14 month old baby). I don't work in Oxford - I'm a freelance graphic designer in film so commute to various studios, often for 2 hours or more each day. Both myself and my partner are self-employed and rely heavily on our vehicles in order to work and make a living. My car acts as the family car too. The prospect of only being allowed one parking permit is causing a great deal of stress as neither one of us can give up our vehicle and retain our jobs. Not everyone is lucky enough to work in Oxford and have a short commute - to cycle or walk to work. It feels massively unfair, particularly as streets with more space for parking (as well as off-street parking) are being offered 2 permits. I think it's discriminating against families when life is busy and difficult enough. I can't honestly imagine how we'd manage and the result could be that we have to move house. It's cruel and thoughtless. I'm also really disappointed with the 2hr parking with no return clause...I don't see how this will help residents park on Lake Street at all? There is parking at Hinksey Park and you should be encouraging people who want to use Hinksey park to use the Park & Ride by making the bus stop at Lake Street. I supported the proposal but, as it stands, I think it is punishing the residents more than if things stayed as they are. Parking is utterly insufferable at the moment but if the CPZ goes ahead as it is, it would be a worse situation: hugely disappointing. I also think the 'one annual parking permit per property' would put off buyers if and when we came to sell the property. I have no idea why you don't have a blanket policy for the whole area. To discriminate on streets closer to town seems ridiculous and unfair...particularly as streets in Grandpont are allowed 2 permits per property. You're potentially making some peoples' lives impossible. It won't bother some residents who only have one car but to us, it matters a great deal. I strongly urge you to revise the proposal. I don't see why Lake Street and the surrounding streets should always be taking the hit.</p>
<p>(123) Local Resident (South Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>Strongly Object to 1 permit per household. My partner and myself both occupy a 3 bed house on Lake street. We are both doctors and require our cars for work. Where do you propose we leave our cars after commuting after long / night shifts? If we park 10 roads away, and walking, adding on to an already long day and commute, we're then encroaching</p>

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	<p>on someone else's residential parking area. The whole reason for these parking restrictions is to ensure the people who need to Park by their house have a space. I agree it would be ideal to have just residents parking on our road, but unfortunately there is more than 1 car per household both in our house and in others. Please reconsider the 1 permit per household, as I fear it may force myself and lots of people on my road to move away, because we can't get to work in our car. Which would be such a shame, This is a lovely community and I'd love to keep it! As I'm sure you would too.</p>
<p>(124) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>There are multiple houses in the area which are HMO properties, considered by the council to be 'multiple households' rather than 1 family unit. Due to the increased independence of these individuals within the property there should be an expectation that these individuals are unlikely to be able to share a car with one another as (as identified by the council in their letter during COVID) they lead separate and unrelated lives. Therefore, to restrict these properties to only one permit means that many current properties which have multiple households made up of young working professionals (who require cars to get to their place of work) will be unable to continue to live in the area. Personally, I cannot support this proposal until I feel that these concerns have been adequately addressed.</p>
<p>(125) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>concerned that 1 permit will be too restricting for a household in Lake Street with 2 doctors.</p>
<p>(126) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>Because:</p> <ol style="list-style-type: none"> 1. Neither data nor reasoned arguments have been provided to explain why the Lake Street/Vicarage Road neighbourhood has been singled out for 1 residents parking permit only, while the tightly-packed communities at Norreys Avenue and Sunningwell Road can claim two permits.

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	<p>2. No shakedown period is offered (whether three years or less) wherein such data can be collected.</p> <p>3. The County Council therefore leaves itself open to:</p> <ul style="list-style-type: none"> a. legal challenge; b. community friction; c. Norreys Ave and Sunningwell Road residents parking legally in spaces that are denied to local two-car owners.
<p>(127) Local Resident (New Hinksey, Oxford, Lincoln Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>1. Non-permit holders will be allowed to park for a maximum of 2 hours with no return within 2 hours. Concern: Who is going to enforce this? Can non-permit holders park anywhere or will there be dedicated spaces for them? 2. Double yellow lines. Concern: Where are these lines going to be painted? At the corners of roads? In front of driveways? 3. Parking permits. Concern: why I am having to pay for a permit/s if I live in the street? Up till now I have parked in the street without having to pay. What exactly am I paying for? If I am having to pay for a permit, I want to be able to park outside or near to my house - not down the road or in a neighbouring street. How can that be guaranteed? Can bays be painted outside the houses? Will residents with permits from other streets be able to park in my road? What happens if they take up a lot of the parking spaces? In principle I am in favour of the CPZ, because I am tired of the road being used as a free car park for people who work in/visiting town, but it needs to work for the residents and not cause any inconvenience.</p>
<p>(128) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>1) I think that one "cheap" permit per household in any street is enough. Second permits should be more expensive - if people have second cars they would ideally get rid of the second car and join the car club instead. In conjunction with this limitation, you could provide discounted parking permits in the Park&Ride for second cars and perhaps for students. Some people come from elsewhere to park in our road and then cycle on somewhere else. To prevent this, you could provide the option of a season parking permit for the Park&Ride without the bus fare. I don't know if this already exists.</p> <p>2) In streets where there are small or no spaces in front of houses (where houses open almost straight onto the pavement) you should provide covered and secure bicycle hangars on the road in place of some parking spaces. This will enable people to use bikes without having to take them into their hallways. This would be especially useful in the tiny</p>

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	<p>streets south of the park, Vicarage Road, Lake Street etc. and supports the council green transport aims. A typical hangar holds 6 bikes in the space of half a car parking space and can be allocated to a couple of households for secure bike storage. https://www.cyclehoop.com/product/shelters-canopies/bikehangar/</p> <p>3) In Wytham St, Lincoln Road and roads south from here, many houses have driveways which obviously can't be parked in front. These houses have at least one guaranteed parking space in their driveway so that should count as one permit. Their allowance should be reduced by one to reflect that their driveway is "occupying" a parking space, or two if it is a double driveway (there are some doubles in Wytham St).</p>
<p>(129) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>Although I agree that the South Oxford area should consider CPZ. My concerns are that the proposed parking period restricted for visitors will make it difficult for local businesses in the area and visitors to my home will require a visitor permit which will mean with the restriction on visitor permits that I will effectively only be able to have one visitor a week. In addition it is vital that local residents CPZ zone is the same as those in the existing Grandpont area. Could there be some consideration to make it more difficult for commuters to park all day such as no parking between 11am and 12pm during the day, which then stop commuters parking all day and also encourage them to use the park and ride. I am also concerned that unless spaces are created on each side of the roads in the area similar to Western road and to how cars currently park now, that there will not be enough car parking spaces for the number of residents in the area and residents in Sunningwell Road and Norreys Ave will end up parking in Lincoln road due to lack of spaces in their own road, making it difficult for the residents in Lincoln road to park in their road.</p>
<p>(130) Local Resident (Oxford, Monmouth Road)</p>	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Support</p> <p>I should start by saying that I am generally in favour of this controlled parking zone, and CPZs in general around Oxford. The two things I was most excited about when I heard that we could be getting a controlled parking zone were</p> <p>1) getting rid of pavement parking in the area; and 2) cars not being parked in the way of all of our cycle routes.</p>

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	<p>I'm sad to say that the way this parking zone is proposed to run fixes neither of these things.</p> <p>With no marked bays, there will be nothing to stop cars being parked on the pavements as they are now, so I would expect this to continue.</p> <p>As far as cycle routes are concerned, the worst parking at the moment is around the junction of Fox Crescent and Chatham Road. There are often cars parked right up to the corner here, and sometimes so far out as to narrow the available space to get through the bollards. This makes it impossible to see round the corner when cycling, particularly for children, many of whom use this as their route to schools in East Oxford.</p> <p>I see that currently there are no new double yellow lines proposed on Fox Crescent or Chatham Road. Please could we have some extra double yellow lines around this junction and next to the modal filter?</p> <p>At the moment I feel like we're getting the extra administration and charges of a CPZ, but without the main benefits (Monmouth Road, where I live, doesn't have problems with commuter parking, or anything like that). While it's good to help with the councils' wider transport policy, it would be nice if we got something out of the CPZ locally as well.</p> <p>I have two further comments to make:</p> <ol style="list-style-type: none">1) It would be good if Co-Wheels car club cars from anywhere in Oxford could be exempted from these restrictions. People often travel to pick up cars from other parts of the city and then park them for periods outside their houses (it helps that 2 hours of parking is generally allowed).2) Why is temporary residence for study not a reason to qualify for a permit? Students, like everyone else, have widely varying personal circumstances. I can see no reason why they should be treated less favourably than anyone else who lives and works in the city. <p>Thank you for listening. I'm sure a CPZ can be helpful here, but the current proposals really won't make a huge difference.</p>
<p>(131) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p>

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	<p>I am extremely concerned with the idea to allow people to park freely for two hours and then no return within two hours. This means that our streets are open to people parking to use local amenities such as the pool or to park to go into town. I am imagining this is because there is not sufficient parking in the park and there is a realisation that people may not use public transport to visit the pool and you don't wish to impact the pool/play areas negatively.</p> <p>However, this seems to be against the intention to reduce traffic generally; to encourage people to use public transport/park and ride. 2 hours is plenty of time to head into the city centre and return. You are therefore continuing to enable our streets to be used as free car park for people using local amenities and the city centre shopping. In fact on Sundays, as there is no time limit, it really is a free car park.</p> <p>Except of course, not for residents, who have to pay to park. Our streets are full of people who park there, but don't live there. Please do not allow people to park for two hours at any time. The streets above the park are not restricted in this way. I feel particularly badly for people who live closest to the park - Lake Street, Vicarage Road etc.</p> <p>Please can you explain the reason for allowing people to park for two hours in our area. What purpose can it serve?</p>
<p>(132) Local Resident (Oxford , Norreys Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I am concerned about</p> <ol style="list-style-type: none"> 1. People turning their front gardens on Norreys Avenue, where I live, into parking spaces to avoid the new restrictions. This would be bad for the environment and a blight on the area. 2. The proposed double yellow lines on Norreys Avenue. One of the good things about the current situation with cars parked tightly on both sides of a narrow street is that the traffic coming down the street simply cannot go fast. If there were double yellow lines making the centre of the road broader the traffic would almost certainly go faster.
<p>(133) Local Resident (New Hinksey Oxford, Norreys Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p>

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	<p>Concerned that even with the parking permits, there will not be enough room for all residents to park. Now that we have to pay for the parking it would be really sad if I could not park near my house.</p>
<p>(134) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>1. The consultation process is lacking sufficient information to make an informed judgement on how it will impact local residents. By example no information has been provided about the impact of the proposed scheme on the existing white lines designating off road access / parking spaces! I.e. If the scheme proceeds: a. Will these white lines be maintained? b. If the white lines are retained will it still be permissible for residents to park over the lines provided the vehicle parked over the line has a valid permit?</p> <p>(If this is not the case the imposition of the scheme will be highly detrimental to the residents of Norreys Avenue due to the loss of 22 parking spaces. If this is the case my response to this questionnaire would definitely change from concerned to "Object")</p>
<p>(135) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Object</p> <p>I object to being charged £90 for the privilege of parking my car near my house. There are some people who park in our street to commute to work and many who use it when they visit the park or pool. If the council made the park and ride free and restricted non-resident access to the city, I think those changes would have a greater impact on the environment as a whole. Extra signage for double yellow lines would be welcomed as we have cases of people parking dangerously on corners. A better initiative would be to introduce one way policy to the local roads and parking on the pavements on one side of the road - we have had occasions when a fire engine couldn't get down the street and several times when delivery vehicles can't get down the road because people have parked so haphazardly. IF you do introduce the CPZ, then I think you will penalise families or households who need to run two cars for whatever reason - work/health/school.</p>

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	<p>Locals should be the priority and many households can't afford £90 per car. I can't understand why it costs so much to administer a scheme like this - surely the first year costs are high, but beyond that, then it's the salary of a traffic warden and the associated admin costs, which surely isn't as much as £90 per house in the area.</p>
<p>(136) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - No opinion</p> <ol style="list-style-type: none"> 1. No information provided in Plan related to off road parking access lines 2. Concerned that scheme is revenue focused and that parking permit costs would rise in excess of inflation.
<p>(137) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>a) Lack of clarity on detail of proposed additional waiting restrictions 2) concerned that a CPZ would not necessarily guarantee being able to park near home, a particular concern when returning home later at night</p>
<p>(138) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I was concerned to read of additional yellow lines added to my street for "Prohibition of Waiting", I don't have a clear idea of what this means. I also wanted to raise the issue of driving home late at night as I often do and being unable to park in my street due to no available spaces. Currently at this time it is often necessary to park in adjacent streets. Why should I pay for a permit when in this situation I am unable to park in my street.</p>
<p>(139) Local Resident (New Hinksey, Oxford, Northampton Road)</p>	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Support</p> <p>I think that discouraging commuters using the roads to park is good, however it doesn't encourage people using the pool</p>

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	<p>or the Westgate or the lake to use public transport if they can still park for 2 hours. Parka Nd Ride should have a better financial incentive, it shouldn't be so expensive.</p> <p>I think limiting parking spaces should be considered by how many cars a road can take.</p> <p>I think people parking on corners and speeding in the area should be better monitored. The speed limit in the roads needs to be lowered and speed reducing measures need to be implemented.</p>
<p>(140) Local Resident (Oxford, Northampton Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object One Parking Permit - Object</p> <p>This could be solved better by making the park and ride free. It feels like incrementalism that won't solve much and will definitely hinder residents in the area. A cheap, high tech scheme could work; this just seems like a cash cow that adds cost and admin burdens to residents.</p>
<p>(141) Local Resident (Oxford, Oswestry Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I am concerned about a 'one size fits all' for the proposals for South Oxford, where streets like Lake Street definitely need a scheme whereas streets like Oswestry don't. I am concerned that no data has been collected on how many cars belong to non-residents. People say they belong to people using the pool and community centre but no one 'knows' this. We watch people park their car, get their bag and go to the bus stop - they don't park in the Park and Ride as that costs money - if it was free they wouldn't park in our road.</p> <p>People with visitors/carers will struggle as I did when supporting my mother in law in Headington, not wanting to use a 24 hour card up for each visit, but also having to restrict the length of my visit to 1 or 2 hours depending which bay I had parked in, if I could find one at all.</p> <p>There are too many cars for the houses in South Oxford, especially the more northerly roads but I don't think this is the way to improve things. More cheap and free (P&R) parking would help.</p>

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<p>(142) Local Resident (Oxford, Oswestry Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>Personally, I am lucky that I am able to park off road and don't normally have an issue parking. Having to pay for a permit going forward is an obvious disadvantage.</p> <p>There has been some suggestions that the scheme could be introduced closer to the City, but not on the roads further out. I would object to this as it would push the issue further out of the city. If the scheme is adopted, I hope it is done fully.</p> <p>It seems harsh on the residents of streets that will only get one permit per household and it will make life very difficult for those with families and two cars.</p>
<p>(143) Local Resident (Oxford, Peel Place)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>We want to give our feedback and raise our deep concern after hearing and reading about the new major changes that are about to commence on our street and on other streets.</p> <p>We are not happy about the number of visitor parking permits available, one visitor a week isn't really enough, my mother has visitors at least 3 or 4 times a week who helps out with her household chores or to give her the company, we are also a big family and have other members visiting us on a regular basis like my niece/nephew, my brother, my sisters etc.</p> <p>Giving the Covid situation, nearly everyone is struggling financially, the permits are not affordable, we have no option but to park on our street so that adds another cost of paying £65 for the residential parking and then the visitors permits on top.</p> <p>We don't have a driveway which doesn't make it easy for us, so anyone parks in front of our property, and nearly everyone on the street has at least 2 or more cars per household so I don't think this new plan of having permits will be effective but instead make life more difficult and stressful for us and others.</p> <p>We already pay road tax for driving and parking on the road so why charge residents for parking on the street they live,</p>

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	<p>this is extremely unfair and my mother and father are really disappointed and upset with the new plan of having permits and charges introduced.</p>
<p>(144) Local Resident (Oxford, School Place)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - Support</p> <p>My concerns are regarding the fact that anyone from another street, with a resident parking permit, being able to park on my street.</p>
<p>(145) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>It does not seem fair that properties on similarly densely populated streets such as Norreys Avenue are able to apply for two permits. Whilst we do not have 2 cars, to have the option of being a future 2 car household taken away from us and having to pay £75 per year for the privilege seems unfair. I am all for a reduction in private car usage, but this does not seem to be an equitable way to do it. I manage my chronic fatigue syndrome with the demands of young children- for me a car is essential; cycling and taking public transport are simply too physically exhausting, especially with small children in tow. Were my husband's work situation to change and him to need the car every day of the week, we would be forced to move homes. It is a 5 hour round trip via public transport for him to get to work, yet only 1 hour each way by car. Fortunately, he can currently work from home 2 days a week but this may change. The option of a second permit, albeit at a cost to discourage 2 cars per households seems a better option to me than a complete prohibition of households in the Lake street area from owning 2 cars.</p>
<p>(146) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - Concerns</p> <p>As a resident and a car owner the proposals will affect me. While broadly in favour of the proposals, the streets where only one parking permit per household will be permitted are not being treated fairly.</p>

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<p>(147) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Support</p> <p>Broadly speaking, I support the addition of a CPZ in my neighbourhood as it is currently being used by commuters and tourists as a free parking option instead of using Park & Ride. However, on Summerfield we currently park on pavements to accommodate the number of cars for people living on the street and I am worried that we will no longer be able to do this. If restrictions are put in place to disallow this, there will not be enough spaces and this will have a knock-on effect for parking in nearby streets (especially Lake Street), which will also become more crowded.</p>
<p>(148) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I am troubled by the 2 hours of free parking - this will at best cut out some commuting traffic if there is daily enforcement. It seems likely to remove the benefit of the scheme, while adding a £65/year cost per car for residents - so what's the point?</p>
<p>(149) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I am concerned that the proposals do not adequately address the problems in Lake Street and Vicarage Road in particular. For example, the fact that there are no restrictions proposed for a Sunday, which is when many people from outside the area park in order to use the outdoor pool, the lake and the park. In addition, the intention to allow any parking for up to 2 hours will mean that the scheme is useless for those streets. Is it possible to treat Lake Street and Vicarage Road differently from the roads further south, in this regard? My own street, Sunningwell Road, will not suffer in the same way.</p> <p>In relation to Sunningwell Road, I would prefer a limit of one car per household.</p> <p>The permitted size of vehicles is also a major concern. In particular a width of 2 metres means that these monster cars</p>

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	<p>will park on the pavement. This is already a huge problem in this area - for people with buggies and those with disabilities especially, but for all other pedestrians as well.</p> <p>I fear that as a result of the proposals, more people will be tempted to concrete over their front gardens in order to make parking spaces. I hope that the County Council will not agree to this.</p> <p>In general, I support the principle of limiting car parking. It would benefit the whole area if there were fewer cars and more encouragement to pedestrians and cyclists.</p>
<p>(150) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>1 permit per household is important if we are to address the problem of CO2 emissions.</p>
<p>(151) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>A CPZ needs to be in force evenings and weekends - particularly close to the Duke of Monmouth pub as customers park in Sunningwell Road. Different parts of this neighbourhood have different needs & concerns.</p>
<p>(152) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>Concerned about how much 2 hour non permit parking there will be and where it will be in the area. Concerned about whether this will increase the amount of cars parking at the pub on the road. How will the council police numbers of cars per household? Will there be less space to park due to more double yellow lines?</p>

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<p>(153) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>This presents me with a significant problem. However, I accept that the smaller streets may, logically, only accommodate fewer parking spaces. However, the proposal that permits should be charged per property (section 6 - Charges) rather than per vehicle seems wrong. Those who choose to keep 2 vehicles in the street should surely pay for two vehicles.</p>
<p>(154) Local Resident (Oxford , Vicarage Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I strongly object to limiting 1 car per household. I also think that the parking issues are mainly at the weekend when people visit the park and pool, which is excluded from the proposed restrictions</p>
<p>(155) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <ol style="list-style-type: none"> 1. The area does not seem to include residents on Abingdon Road who have to use neighbouring streets to park 2. I'm worried that this could lead to pavement parking; it is important to keep the pavements clear (not least for the school and the sheltered housing). 3. Any changes should respect the current one-side-only convention - unlike neighbouring streets, Vicarage Road houses open straight onto the pavement. The road is narrow, and the pavements mustn't be used for parking. Double yellow lines on the North side would help. 4. There will need to be pull-in and drop-off places, and clear corners (as presently). 5. There was no evidence that the problem was eased during the lockdown (ie, that commuters are using the area for free parking) - why is it thought that the scheme would help (except to raise Council funds)?
<p>(156) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object One Parking Permit - Object</p>

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1. Some streets limited to 1 car per household only constitutes blatant, unfair, discrimination against those who pay the same taxes, will presumably pay the same annual fee, and have the same needs as others, but happen to live on narrower roads. A second car for many, including our family, is a necessity for two parents commuting to work, the school run, and running errands for and giving lifts to vulnerable and elderly neighbours. It is not a luxury. There are no bus routes that can be made to work for many people's jobs. This rule would make turn everyday life into a perpetual game of dodge-the-wardens hugely more stressful and expensive than the current free-for-all parking situation. I and every neighbour I have spoken to would oppose any scheme organised on this basis and would prefer the status quo to it.
2. Restricted hours 8-6.30 for the scheme, and ability to park for two hours does not solve any of the problems we need this scheme to address and has a high likelihood of making some worse. We need '24-hour residents only beyond this point', as obtains for the Grandpont streets north of Hinksey Park. We face two major problems as residents: commuter parking and night-out parking. Commuters typically start arriving at 7am to park and take the bus into town. 2-hour permission will embolden them to take a chance on a warden not coming, and they will just leave the car all day. Restrictions going off at 6.30 actually makes the other major problem residents face worse. It is very common to get home from work or school, starting from 4.30, and find nowhere to park. With this invitation to park after 6.30 and 2-hour entitlement, the night-outers will start arriving at 4.30, and stay out until late, taking up all the spaces on the street. It is only common sense and fairness that since there are so few spaces, that the residents should be given every chance to get one of them.
3. We have a problem in our neighbourhood with an illegal hotel and Air B&B properties, with people staying in them arriving in big family cars that stay put for an entire week. If there is some way of weeding out those residential properties for commercial purposes and restricting their entitlement to the visitor parking scratch cards, that would be a big help. There could be a section when applying for them that requires the applicant to state that these will be used for personal visitors and tradesmen, and not for commercial purposes, which at least could offer some leverage and make the proprietors think twice.
4. Lack of prohibition of waiting restrictions for Vicarage Road, north side. Residents of our road have asked the council repeatedly to have the north side of VR painted with double yellow lines to discourage pavement parking. This is a serious, ongoing problem. People using the pub, café and shops block both the narrow pavement, preventing prams and wheelchairs from getting by, and our narrow road, impeding fire engines, ambulances, and normal cars. Our road has a school and an assisted-living building for elderly residents. Pavement parking blocks the mouth of the road, preventing emergency vehicles from accessing the road. We have had to go into the pub, café and shops on several occasions to try to find who is blocking the road so that no one else can get by (and they are not always there). It is hard to understand why the roads listed for double yellow lines in the scheme are all wider roads, many with off-street parking, when Vicarage Road is yet again being passed over.

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<p>(157) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object One Parking Permit - Object</p> <p>I would strongly support a proper resident only parking scheme but the CPZ proposed meets hardly any of the local parking problems. I would prefer the status quo to the proposed scheme.</p> <p>Limitation to one car: I am in a two-car household. This is essential for the work of my wife and myself. Are we supposed to get rid of one car or change jobs? If the scheme is to be implemented as proposed the council has to offer some solution.</p> <p>Beyond that, we face two major problems as residents: park-and-ride parking and night-out parking. 2-hour permission will encourage park-and-riders to take a chance on a warden not coming, and they will just leave the car all or much of the day as they do at present. Restrictions going off at 6.30 actually makes the other major problem residents face worse. It is very common to get home from work or school, starting from 4.30, and find nowhere to park. With this invitation to park after 6.30 and 2-hour entitlement, the night-outers will start arriving at 4.30, and stay out until late, taking up all the spaces on the street. Since there are so few spaces (the reason for the one-car restriction!), the residents should be given every chance to use them.</p> <p>We also have the problem of parking arising from Air B and B properties round about and one house on Green Place that has been turned into a mini hotel. Will each of those properties be entitled to a resident's permit?</p> <p>The scheme as proposed may lead to an increase in dangerous parking on the north side of Vicarage Road unless double-yellow lines are painted all along that. This is a serious, ongoing problem. People using the pub, café and shops on the Abingdon Road block the narrow pavement, preventing prams and wheelchairs from getting by, and our narrow road as a whole, impeding emergency vehicles. Our road has a school and an assisted-living building for elderly residents. Pavement often parking blocks the mouth of the road, preventing emergency vehicles from accessing them.</p>
<p>(158) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>1. Main concern is that you take into account the lack of double yellow lines at the north side of Vicarage Road which</p>

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	<p>leads to parking on both sides and a dangerous obstruction to traffic - especially emergency vehicles. 2. There is no point in controlled parking if it is not enforced. Currently there is consistent illegal and dangerous parking on Abingdon Road by the shops/cafe which is rarely tackled.</p>
<p>(159) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>Parking around our area has always been fine and relaxed. Friends and relations visiting have never had a problem. All the neighbours are conscience about where to park so not to obstruct. It seems this is just another case of the government and council taking charge of things that are not needed. We pay enough council tax for the roads anyway.</p>
<p>(160) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>1. Lake Street and surrounding roads: I think everyone understands the proximity to town, the proximity to the park and density of houses causes a problem for these residents. It is very understandable that they would like to see some measures introduced.</p> <p>2. Nearby roads: Several people on the nearby roads said they didn't have much of a problem.</p> <p>3. Weirs lane and surrounding roads: This area is a long way from the problematic area and every resident said that this was the case.</p> <p>4. Dispersement It was intimated that adding the CPZ measures in one area usually has a knock-on effect on adjacent roads. It is clear that the Weirs lane area is a long way from Lake Street; it is also much too far for people to park and walk into town; it is also a long way for residents to park and walk to Lake Street. Therefore, it seems unlikely that adding CPZ for select streets near Lake Street will have an effect on the Weirs Lane area.</p>

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	<p>5. Survey Statistics Several people raised concerns about the methods of gathering the statistics: 5.1 - The survey was carried out during an unprecedented global pandemic and nearly everyone was working from home. This clearly skews the results. 5.2 - One resident of Lake Street carried out their own poll and something like 90% on the Street wanted CPZ measures. Clearly, where there is a high level of concern for an issue the turnout will be greater which skews the results. It would be better to weight the results by location and population density. Or at least look at the data to see if a couple of streets had a disproportionately large impact on the results. 5.3 - The majority was very slim at 55% - this adds weight to the points above.</p> <p>6. Introducing CPZ for Lake Street area but not Weirs Lane area: This was stated as a possibility by the leaders on the call. However, when questioned what it would take to make this happen the response was very negative. A remark along the lines of, 'well it would take more time', and 'we would then have to carry out more questionnaires' was given - this was quite disappointing as it leaves the feeling that the result is already predetermined rather than a willingness to make the effort to find the best solution for all parties involved.</p>
<p>(161) Local Resident (Oxford, Weirs Lane (Boat Moorings))</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>We live on the boats behind weirs Lane and pay council tax, but in other recent consultations like the flood relief scheme had not been included. This means we are concerned that our voices will not be heard this time and it is important that we're included</p>
<p>(162) Local Resident (Oxford, White Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I believe the timings of 5pm till 9am are not long enough as large white vans block the ends our roads every day of the year.They leave them after 5pm and collect them before 9am they are a scourge to our and others local streets and are dangerous for pedestrians and mothers with double buggies as they have to walk into the roads</p>

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<p>(163) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>We do not suffer from infiltrators taking up our spaces at the moment so have no personal wish for change, particularly as we have no faith in the OCC carrying out this programme with any efficiency.</p>
<p>(164) Local Resident (South Oxford, Wytham Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I support the implementation of the controlled parking zone. We have no problem with parking in our area but I can see that other people nearby do face difficulties. The Westgate centre appears to have made our situation worse, especially for people in the Lake Street area and those in side streets towards Abingdon Road. So, since the centre is open throughout the weekend, the restrictions should similarly apply through the weekend. I can see no reason why Lake Street residents should be limited to one car when the rest of us can have two cars. It doesn't make sense. Lake Street faces additional problems with the swimming pool, the community centre, the city centre, the park and the doctor's surgery so close. Those residents should not be further limited due to outside problems. It's not their fault. The county council should place controls to deter people from outside the city parking in our streets. A survey found that a large proportion of people in Lake Street don't own a vehicle. Surely this should leave more space for those with two cars. The county council should do more research before imposing charges and limitations on us residents.</p>
<p>(165) Local Resident (South Oxford, Wytham Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I think that this consultation is undemocratic, and that the council needs a different way of involving people in its decision making.</p>
<p>(166) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p>

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	<p>One Parking Permit - Support</p> <p>A CPZ will cause more trouble than it solves. However, I believe that multiple car ownership exacerbates the critical over-crowding we currently suffer; if we are to have a CPZ, I would strongly support a 1 car per household policy.</p>
<p>(167) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>My concerns are:</p> <p>1) if I live here and own a house and have to pay for a permit I want to know exactly where my money is going. What are you spending it on?</p> <p>2) I am VERY VERY concerned about parking permits for visitors. It's SO limited (especially given the ample parking on Wytham St). We have people who come to budge a lot including my mother in law to help us with various things and even with being able to buy additional passes after 6 months it's not enough and our family live far away and you're essentially preventing us from having guests - this NEEDS TO BE REVIEWED and number of visitor permits increased the number is outrageously low (1 visitor for one day a week! Is hugely upsetting)</p> <p>3) we only have one car- but what about shared tenancies where people rely on cars for jobs, what about people with children who need a car to get kids places and so on. I think two is really necessary for some.</p> <p>You've got to not penalise residents who want genuine guests to visit and who need to park. This is vital! I don't care if I need to pay a bit extra but only 50 permits a year is too limiting and very distressing</p>
<p>(168) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>For my part of New Hinksey I think removing the charge for the Park and Ride would be effective at solving parking issues. But some other streets have a desperate need for controlled parking. The options for this survey are far too limited. I am just left with "concerns" as an option I can vote for.</p>

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<p>(169) Resident (Abingdon)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I am a landlady of Abingdon Road x3 apartments, and of Abingdon Road a 5 bedroomed HMO. I am specifically concerned regarding permits with regard to the fact of 5 tenants in an HMO property, historically let in this way, it would not be so fair to just allow one permit per household in these circumstances, so please advise your thoughts on it.</p> <p>I have been a landlady of these properties for 27 years. I myself will be living in Abingdon on Thames and need to park at times in Grandpont for end of tenancies and any other issues that may arise from my tenants needs, please advise that I will be granted a parking permit it is essential as I quite often have to visit for maintenance and such like.</p> <p>These concerns please answer, as at this stage this is where i am with this proposal, Concerned.</p>
<p>(170) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>i am supporting this move as currently because of free parking people working in city parked the car to avoid the charges in park and ride and some of the big van also parked on street and block the roads</p>
<p>(171) Local Resident (Oxford , Abingdon Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I have concerns regarding proposed CPZ on Lake Street</p>
<p>(172) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p>

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	<p>One Parking Permit - Concerns</p> <p>I am generally in favour of a CPZ in the area because numerous cars park during the day instead of using the P&R. I am concerned about the number of permits.</p>
<p>(173) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Support Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>as long as we have been included, I am inclined to think that this will be a very good idea.</p>
<p>(174) Local Resident (Oxford, Chatham Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>1) The proposed CPZ should reduce the number of people who park here to avoid using the park & ride. 2) It should reduce the number of families with multiple cars and business vehicles blocking other families parking spaces. 3) It should allow those with reduced mobility to park nearer to their homes.</p>
<p>(175) Local Resident (Oxford, Chatham Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>We have workers and shoppers that turn up and park their cars all day/night and go off to town when there is a park & ride just down the road. Residents struggle to park outside their own houses because of this. Some residents have more than 2 cars so this would free up space for other residents that have one car. We have a disabled child and need 24 hour access BUT some drivers park across our H bar marking blocking wheelchair access.</p>
<p>(176) Local Resident (Oxford, Gordon Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p>

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	<p>The roads around Lake Street, Gordon Street and Vicarage Road are regularly used as a free car park for commuters working in the city centre, tourists visiting the city centre or visitors to the Hinksey Outdoor Pool. This is an area of dense terraced housing, and most houses in this area have no off-street parking available. It is very difficult as a local resident to find anywhere to park, particularly during the daytime when people are working, shopping or the outdoor pool is open. This scheme would limit the number of people using the area as a free car park and would enhance the local area. Cars are frequently parked on the pavement, especially on Lake Street, which makes negotiating the area with a pushchair, pram or small child challenging. I am disappointed that the proposals do not include double yellow lines on one side of Lake Street. In my opinion, parking should only be allowed on the right hand side of Lake Street (if entering Lake Street from Abingdon Road), and there should be double yellow lines down the left hand side of the road. The road is far too narrow for parked cars on both sides of the street, and cars parked on the kerbside on the left hand side of the road is dangerous, and particularly affects parents/children, wheelchair users and blind people, who cannot easily use the pavement due to cars parked on the kerbside.</p>
<p>(177) Local Resident (Oxford, Gordon Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Being able to have 2 cars is particularly important for some families/households in which more than 1 adult requires a car to go to work. I would fully support the CPZ with 2 resident permits per household.</p>
<p>(178) Local Resident (Oxford, Green Place)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>The number of parked cars on local roads, especially those parked on the pavement, makes travel by active means less safe. Parked cars block visibility and access. A limit on the number of parking spaces, especially if the parking places are carefully located, will help improve safety. Any restrictions which are put in place must be maintained with enforcement.</p>
<p>(179) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p>

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	<p>Something needs to be done about the parking in Lake Street and this is a step in the right direction. In particular Lake Street does not have the capacity for more than one permit per house.</p>
<p>(180) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I'm lake Street where I live, the pavements are unusable outside my flat for to parking on the pavement. This proposal will rectify that.</p>
<p>(181) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <p>Living on Lake Street we currently experience very significant parking problems. The street is constantly overcrowded with cars parked by commuters, shoppers and users of Hinksey park, the swimming pool and the community centre. This can make life very difficult for residents and action to tackle the problem is long overdue. For these reasons I fully support the introduction of controlled parking. Having said this I can see some significant problems with the way that the scheme is currently designed which will negatively affect residents and reduce the effectiveness of the scheme. These problems are as follows;</p> <ol style="list-style-type: none"> 1. Allowing 2 hour non-resident parking. Lake Street is currently used by non-residents for many purposes. A large number of these are for relatively short stays. Non-residents use the street as free parking for the swimming pool, Hinksey park and the community centre. All these uses are typically less than two hours so the proposed restrictions will do nothing to reduce this use. Lake Street will remain a free car park for people using these facilities and the problems for residents will remain. We will continue to have a stream of non-residents driving up and down the street looking for parking. Given our proximity to the Westgate centre 2 hours is even enough time for people to park and head into town to do some shopping. 2. Reduced restrictions on evening and weekends. The problems outlined above will be worse when the scheme allows unrestricted parking during evenings and weekends. It does not seem to make any sense for restrictions to fall away at the times of peak parking pressure on the street. Use of the park and swimming pool is particularly busy on Sundays and traffic using the community centre is particularly busy in the evenings. The proposed restrictions would allow non-residents to park on the street from 4.30pm and head in to town for the evening. In pre-covid times we had regular problems with people parking on Lake Street on a Saturday

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	<p>evening, heading into town for a night out then noisily returning to their car either very late at night or returning to collect it the next day. All these non-resident uses would continue under the current design of the scheme.</p> <p>3. Restriction to one permit for Lake Street residents. I oppose only allowing residents of Lake Street one parking permit, rather than the two permits allowed on other streets. Whilst we only have one car we know many families on the street who have and need two vehicles. This restriction would cause these residents great difficulty and potentially have a negative impact on house prices on the effected streets. In its current design the scheme will only have a marginal benefit for residents which may well be outweighed by the negative effects of this policy.</p> <p>Taking part in the public meeting on this issue it was clear that parking pressures differ across the area of the proposed scheme. Parking problems in and around Lake Street are particularly intense and clearly require a more restrictive controlled parking scheme than that which has been proposed. The proposed scheme will have only marginal benefits in and around Lake Street and I would urge council to introduce controls in this area which are at least as strong as those in place in the existing South Oxford (SO) CPZ.</p>
<p>(182) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I broadly support the CPZ creation as I think it's very badly needed in this area, and should have been done many years ago. However, I am very strongly against the restrictions of one resident's annual parking permit per property for Lake Street and surrounding streets. This is discriminatory against families who, like ours, requires two vehicles for both parents to make their living. There are a minority of families in this boat, however for them introducing the CPZ in this fashion would effectively make our situation a lot worse! What does the County Council propose we do - immediately move out of the area?! Or park in Donnington or Botley and then cycle back here after work??!</p> <p>The problems with Lake Street parking are well documented, both before and during COVID, with shoppers and commuters using the street daily as a free car park, as well as swimming pool, park traffic and waiting taxis causing heavy parking congestion at all times of day and night. As local residents in a family of five with one young baby and 2 teenagers, we are currently really disappointed with the South Oxford consultation proposal as it stands: principally because the proposal restricts Lake Street and surrounding street residents to one permit per household.</p> <p>We are a two vehicle family (out of necessity rather than choice), although we both run very fuel efficient and small engine vehicles to protect the environment and pollution levels (I recently switched to a smaller and far less polluting van</p>

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last year at great expense and to try to make parking easier). This current proposal discriminates against families and couples by limiting Lake Street residents to one vehicle permit only, and it also positively discriminates in favour of those with local jobs that can cycle or walk to work (the preserve of the privileged and lucky). It also positively discriminates in favour of single people who live in flats some with off-street parking. The policy should instead be protecting all local residents including families with the same weight regardless of their family situation or children (or lack of them).

As a local tradesman running a gardening business in the green economy and planting over 100 trees and shrubs per year in the city, the proposal also appears to discriminate directly against self-employed tradesmen, by precluding them parking their van near where they live. This extends the current policy of the County Council and national government to gate off residential areas to pedestrians and cyclists, preventing local traffic and tradespeople from circulating to their customers and producing more pollution and longer journeys.

Instead the new CPZ should allow Lake Street and surrounding area residents to park on other streets further out of the city (where 2 residents parking permits per property are allowed).

I have also noticed that the county council's policy does not state clearly the aim of the CPZ ("the CPZ is mainly used to tackle the problems caused by commuter parking"). What else therefore is the CPZ's purpose??? Why aren't any such aims clearly published by the County Council. I have read the policies of Cambridge City, also Bath and others such as Brent ("main objective is to discourage commuter and long stay parking by people from outside the area) and Bury ("to provide car owning residents with a reasonable chance of being able to park near to their homes") and have seen that they have very clearly set out the residents' parking scheme aim and also guidance underlying it (see Bath's policy). Why hasn't the Oxfordshire's County Council published its parking policy and made it clear what its aim is??

Why is there no reduction in residents' permits for high polluting vehicles (as per Cambridge City Council, e.g. with CO2 emissions under 75g/km?). This would serve to make the city safer, greener and cleaner for residents and visitors??

Why is Lake Street and surrounding areas being discriminated against with less residents' permits per property? Where is the survey or other evidence supporting or justifying this proposal?? In addition, why grant 2 residents' permits per property for streets such as Wytham and Norreys Av and Monmouth Road when many of these properties have scope for off street parking as housing density is lower, whilst limiting Lake Street to 1. On Lake street, for most properties that is not an option because space is restricted on a narrow street. The proposal doesn't make rational sense and isn't objectively justifiable. Many Lake Street residents do not own cars, there is space for all residents, the problems is with the unmanaged level of shoppers and commuters who use the street as a free car park. Why should the cost of one permit per resident on Lake Street effectively be twice the price of Wytham Street (around 200 yards away) where two permits are proposed?

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	<p>There are also regular problems on Lake Street with especially commuting and drivers and delivery drivers speeding down Lake Street, hitting wing mirrors (3 mirrors repaired and replaced so far this year) and damaging parked vehicles. Regularly shoppers, commuters and students park anti-socially so that the dust cart or larger deliveries can't access the street. I have take various photos evidencing the problem I'd be glad to share. The street should also be subject to a 20 mile per hour speed restriction, to prevent injury or death to a young or vulnerable older person. There are also partygoers coming up and down Lake Street at all times of the night, and motorbikes too, who again currently use the street as a free car park and for free shopping access and for the park. Allowing more parking for residents would enable the City Council to collect more revenue for its local car park in Hinksey Park, and for the park and ride to become popular again (again generating revenue for the Councils), thus alleviating the terrible Westgate Shoppers traffic queues, which I witness on any rainy day or weekend.</p> <p>We also strongly suggest that the Park and Ride bus should stop at Lake Street.</p>
<p>(183) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Parking controls in Lake Street are desperately needed and long overdue. The scheme proposed will have some positive impact but should be more restrictive.</p> <ol style="list-style-type: none"> 1. It should operate during the evening and all weekend. 2. In Lake Street and Vicarage Road areas 2 hour non resident parking should not be permitted. A big part of the problem at the moment is people using the street for short term parking for the swimming pool, Hinksey park and the community centre. This problem will not be improved if two hour non-resident parking is permitted.
<p>(184) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Object</p> <p>We strongly object to the limit of one car per household on Lake Street. But fully support the resident parking idea and first requested this over 12 years ago.</p> <p>We need two cars for our large and busy family who work and school across Oxfordshire (1 at boarding school in Burford and others closer to home).</p> <p>Lake street residents have suffered with non-residential parking so badly for so long that this feels like a further kick. We</p>

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	<p>can't live and work within Oxfordshire with one car. It makes no sense, especially when some houses in the other roads like Norreys Avenue have off-street parking options.</p>
<p>(185) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>A CPZ is long overdue in this area. In Lake Street especially, where I live, the pressure on space has been excessive for years, and has meant that it is always difficult, and sometimes impossible, for residents to find space to park close to their homes.</p> <p>This is mainly for obvious reasons: the fact that Lake Street is the closest street to the City Centre not subject to controlled parking makes it attractive to car commuters working in the city; additional pressure on parking is also created by the swimming pool, the community centre, and the medical centre. Less obviously, perhaps, some residents of streets north of Hinkey Park park one or more of their cars in Lake Street and neighbouring streets as a way of avoiding paying for residents' permits for their own CPZ.</p> <p>Signs placed in the summer of 2019 asking visitors to the swimming pool to avoid parking in Lake Street were routinely ignored, demonstrating that proper enforcement is required as opposed to requests to respect the needs of residents.</p> <p>The introduction of a CPZ with enforcement would also reduce the problem sometimes witnessed in the summer months of non-residents parking so negligently as to actually block access to parts of the street, which constitutes an obvious danger as it would prevent access by emergency vehicles.</p>
<p>(186) Local Resident (Oxford , Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <p>We have a young family and are working parents with 2 cars that are required for our jobs. It is unreasonable that Lake Street residents should have to put up with parking problems brought in by people from outside the area and be discriminated against by not being able to park 2 cars in the area, when those on Sunningwell etc can. It should be noted that these streets don't suffer from irresponsible parking in the way that the residents of Lake Street and Summerfield do. I can say this having lived on Sunningwell.</p>

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	<p>I am in favour generally of a CPZ to deter those individuals who</p> <ol style="list-style-type: none"> 1. Park for free and go on holiday (they get the bus from Gloucester Green to Heathrow for example and leave their car for 2 weeks 2. Students from elsewhere in Oxford who abandon their car during term time 3. Work in town and leave their car all day when they should use the park & ride.
<p>(187) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>I support a controlled parking zone for Lake Street but restricting us to 1 car per household would be difficult for our household to comply with unless there was alternative parking provided. We are a shared occupancy HMO of friends and we have 3 cars in our household. We all use our cars for work.</p>
<p>(188) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>There are too many cars on Lake Street as it is. Lots of cars park on the pavements making it hard for residents to walk on pavements, especially with pushchairs and wheelchairs. A lot of people from other areas use Lake Street as a car park when they go to town.</p>
<p>(189) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>We do support the introduction of a CPZ in the proposed area. But we believe that there are a number of aspects of the current proposal which will mean continuing severe parking problems, particularly in Lake Street (where we live), Vicarage Road and the streets in-between.</p> <p>We strongly oppose the proposal to allow two-hour time-limited parking at any time which will mean for these streets that when there are activities at the Hinksey Pool, or when people want to visit the park, lake, tennis courts or other facilities, or attend the community centre, they will still be able to park in these streets and complete their visit within the allowed time. This would make the proposed scheme almost meaningless. Two hours will also allow shoppers who wish to walk</p>

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	<p>into the centre of Oxford (a 20-minute walk), which is common on weekends, to also complete their tasks and be back before the parking time runs out. Although it will not allow work commuters, the parking pressures in these streets from this proposal will still be very high.</p> <p>Sundays are a peak demand time for such activities, and the proposal to allow parking all day on Sunday will, for the reasons given above, be even worse in this regard. In fact, it may well mean that people who normally do these things on Saturdays will all leave them to Sunday when they know free parking is available, and the current situation will even be made much more difficult because of this. Sunday mornings are already more difficult because of the market at the community centre.</p> <p>The proposal to allow unrestricted parking in the evenings after 6.30 will also cause the same type of problems in these streets because of community centre activities (often very well attended) at night, and when there are warm nights in summer (for the park) in particular. Residents will still suffer because of the lack of sufficient council-provided parking areas for these facilities.</p> <p>There is of course a need for short term parking for some purposes, such as drop-off and pick-ups from the Nursery, but this could perhaps be dealt with through a few 30-minute-only (or permit) spots which would allow this to occur at certain times of the day.</p>
<p>(190) Local Resident (oxford, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Lincoln Road has again become increasingly busy since the end of lockdown with many vehicles being left all day while their owners travel into town to work and additional increased car parking from the large number of visitors to Hinksey park and pool. It is very difficult to reverse onto the road and negotiate the multiple cars which are parked very close to all of the driveway exits. The CPZ will help ease some of this while not representing a significant disruption for residents and occasional visitors/urgent building work and so on. I fully support this scheme and it comes after several years of increased problems with parking due to people being unwilling to pay car parking fees at the park and ride or the local park - in short they are using our street to travel elsewhere and avoid payment. Cars are parked on the pavement and it is very difficult for people with children or limited mobility to negotiate these without walking on the middle of the road.</p>
<p>(191) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p>

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	<p>Local roads are used by commuters, shoppers and even people going on holiday so they can avoid paying at the Park and Ride. This makes residents' parking and access for visitors difficult on weekdays in particular. A CPZ will ease this situation and prevent dangerous parking and blocked access for emergency or essential vehicles. I have concerns about a block decision that some households on particular streets can only have one permit - can't there be some flexibility to enable people who need 2 cars to apply for a second permit?</p>
<p>(192) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I support these proposals as parked cars regularly prevent me and my young child, who most often is in a stroller, from using the pavement.</p> <p>In fact, I would like to see ALL households being limited to one permit only. Most houses in Lincoln Road have a driveway that could be used for parking in the event of the absolute necessity of a household to have two cars.</p>
<p>(193) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>We live in the area and non-residents parking in the area obstructs residents parking.</p>
<p>(194) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>We really do need some means of limiting the use of these roads by non-residents or bona fide visitors. The 2 hour parking during the day for random short term visits is a very welcome aspect of the scheme. I hope you'll be able to administer this online (with a paper option for those without the technology)</p>

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<p>(195) Local Resident (New Hinksey, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Weekday daytimes the streets are congested with cars from outside Oxford who avoid using Redbridge P&R. The drivers park and walk or bus to the City. These proposals will allow the streets to be used by local residents.</p> <p>Pavements are regularly obstructed by parked cars, forcing pedestrians to walk in the road. These proposals will ban parking on the pavements.</p>
<p>(196) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Support because currently residents, their friends and tradespeople are unable to park, due to commuters leaving cars for long periods.</p>
<p>(197) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Traffic from workers in the city centre takes space for residents on weekdays.</p>
<p>(198) Local Resident (South Hinksey, Manor Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <ol style="list-style-type: none"> 1. We used to live in Lake Street and still own two properties there so are very familiar with situation. 2. People using the community centre can park in its dedicated car park. Those using the clinic can park next to the clinic. Those using the swimming pool can park in Hinksey Park (paying). There should NEVER be a need for people to cruise Lake street (a cul-de-sac) looking for a free place. Hence restrictions should be applied at all hours and weekend.

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	<p>3. HMO's, by definition, allow for more than one household per dwelling. They should therefore be allowed the number of permits allowed by their HMO status. Otherwise, one permit per household is reasonable.</p> <p>4. Those who have off-road parking or garages should not have permits (except for visitors).</p> <p>5. With parking on both sides of the street (in Lake Street and Summerfield) it is sometimes difficult or impossible for large vehicles (eg emergency vehicles and garbage trucks) to get down the road. Therefore, bays should be very clearly delineated where/if parking will be allowed on the pavements. But..... Counting the cars owned in these streets (about 50) and the on-road bays available for use, it should be possible to avoid using the pavement at all. Much better. And it would mean that there would only be parking on one side of the road. Suggest the only possible on-pavement parking is on left after about 20m outside the flats (if necessary).</p> <p>6. In any case there should NEVER be cars parked on pavement right next to front doors as currently is allowed for nos 9 - 12.</p> <p>7. 30% of cars in Lake street have evidence of bumps on the bodywork compared to about 15% in Marlborough Road. Please bear in mind that non-residents cruising the street looking for out-of-hours parking is not only polluting, inconvenient and dangerous for residents - it is also very costly for them.</p>
<p>(199) Local Resident (Oxford, Marlborough Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>To prioritise parking for residents</p>
<p>(200) Local Resident (Oxford, Monmouth Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>I appreciate the steps being taken to make Hinksey a safer area to live with the introduction of the CPZs. I generally support the move however I am a little concerned for those on Vicarage Lane and surrounding roads due to the traffic visiting the park and swimming pool. The 2 hours no return still allows visitors to take up valuable resident parking whilst they swim. There is a specific car park for those visiting Hinksey and I would like those visiting to use this rather than blocking the surrounding streets.</p>

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<p>(201) Local Resident (Oxford, Monmouth Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>If traffic and parking volume return to pre-pandemic levels these restrictions will be needed (especially if park and ride charges rise as the nearby streets would otherwise be an attractive free alternative).</p>
<p>(202) Local Resident (Oxford, Monmouth Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Our community is blighted by roads overcrowded with cars, pavements blocked by cars and junctions obscured by cars. The pavement parking causes significant dangers and inconvenience to pedestrians, wheelchair users, those with buggies. The junction parking means cyclists are restricted in their vision threatening their safety. Emergency vehicles and large vehicles often struggle to move down some roads. On our street regular commuters park in the week and shoppers at weekend adding to parking pressure</p> <p>I am supporting the scheme but would like markings to ensure pavement parking is appropriate, junction shoulders are not parked on and more provision is dedicated to cycling including cycle parking for terraced streets (ideally on instead of cat parking spaces)</p>
<p>(203) Local Resident (Oxford, Monmouth Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>There are currently too many cars parked from non residents, they stay parked for days sometimes. So many people try to park in this area that it creates unnecessary traffic on otherwise quiet roads. Lots of families with children live in the area and the constant cars trying to park are a nuisance.</p>
<p>(204) Local Resident (Oxford, Monmouth Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p>

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	<p>Parking is a nightmare in the area, some people use it rather than using the local park and ride as they know it's free but within cycling / walking distance of town. Which means that junctions and corners are dangerous because people park irresponsibly.</p>
<p>(205) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Parking for residents is currently difficult especially daytime Mon-Fri due to commuters using the area as a free car park and walking into town. Restricting parking should alleviate this.</p>
<p>(206) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Trying to park a car in one's own street is often difficult. Norreys Avenue has suffered from a form of White Stripe Supremacy ever since I moved here (1995). The street is divided into the Can Park and Can't Park residents, i.e. those with white stripes and the rest of us who have to take pot luck. Due to the expected and regular coming and going of cars at rush hour as people commute in and out of work, the white stripes actually make it more difficult to park for the majority, not less difficult. Most households with a white stripe use it as a form of reserved parking for themselves whether they park off-road on their converted front gardens or not. Every morning we see lots of cars leave the street, and the vacated white stripes stay empty all day. The street fills up again almost immediately with the same old faces -- the regular commuters who use Norreys Avenue as an opportunity to park for free during the day while they stroll into the centre to go to work. Always the same faces. Some of them use folding bicycles to get themselves into work from the parking place. Some of them park for days or weeks or even months at a time. This is their right, because they pay road tax and parking is unrestricted. However, with a significant reduction in the available spaces due to all the white stripes guarding against invaders it means that the street is often completely full, with no parking available for residents who come and go during the day.</p>
<p>(207) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support</p>

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	<p>One Parking Permit - Support</p> <p>Parking in Norreys Avenue is a nightmare. Apart from houses having more than one car, you can see commuters parking "for free". It is especially bad, if like me you sometimes return very late in the evening.</p>
<p>(208) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>OCC has designated Norreys Avenue as 'Free Parking' within walking distance of the centre of a great European City. As residents of this street it is often impossible to park. This morning I heard a workman leaving the street telling someone that they couldn't do the work as there was nowhere to park. Friends regularly say they come into Oxford park in Norreys and then walk into town, it's difficult for residents. There's even an app/website that shows free parking. No one is doing anything illegal. Many residents take matters into their own hands and make their front garden a parking space, this removes parking opportunities still further. We need a collective decision here that allows residents to park but discourages everyone else to leave cars/vans.</p>
<p>(209) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I hope it might help reduce the menace or at least the number of cars parking on the pavement, often forcing pedestrians onto the road</p>
<p>(210) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>a) Parking pressures b) impact of parking on access for large vehicles including emergency services c) suggest marked bays – one side of road fully on road, and on other designated footway parking</p>

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<p>(211) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>People who don't live in the street parking there, making it difficult to find a space.</p>
<p>(212) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I live at the eastern end of Norreys Avenue, much of the parking is taken by residents of Abingdon Road and by people working in Oxford who don't want to use the P&R. I have lived in Norreys Avenue for many years and have watched the increasingly difficulties of delivery vans and more important ambulances and fire engines. Access would be greatly eased by doing something that is done in some Headington streets i.e. forbidding parking on the pavements on the side of the street and on the other side marking a white line for how far cars may intrude on the pavement. A further improvement would be to limit the size of vehicles given a parking permit, the large SUVs people park impede access.</p>
<p>(213) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - No opinion One Parking Permit - No opinion</p> <ol style="list-style-type: none"> 1. Two permits per household is too generous. If every household takes up the offer, there will not be enough space for all. If there is to be a second permit, the cost should be prohibitively high. You cannot plan, I would submit, on the basis of two free passes per household. 2. It's an excellent idea not to extend this facility to houses in multiple occupation. Opposite us we have, in one dwelling, three students and three cars, rarely moved. 3. The proposed two hour no-return for non-resident permit holders is too long. Might you consider one hour? Norreys Avenue is presently, and for much of the season, merely a free parking zone for users of the Hinksey pool. One hour is plenty long enough for a swim. <p>Hopefully the days when people park their car in Norreys Avenue, take the bike out of the boot, cycle to the station and re-appear ten hours later, having parked free of charge and denied access to people who occupy property in the road,</p>

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	will soon be a thing of the past.
(214) Local Resident (Oxford, Northampton Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>We have terrible problems with people parking in the street and leaving cars all day whilst they go into Oxford for work. Some vans from different companies meet up here in the morning go off in one van and leave the other here all day. Also many vehicles belonging to non-residents park across the pavement so elderly residents with walkers and people with buggies/peaks have to walk on the road which is very dangerous. Additionally, we have a number of vulnerable and elderly residents and when vehicles are left outside their houses it is impossible for emergency vehicles or taxis to get close to the properties.</p>
(215) Local Resident (Oxford, Northampton Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Reduce on-street parking in Northampton Road and reduce car use generally.</p>
(216) Local Resident (Oxford, Northampton Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I am single, ride a bike and don't own a car but use a car share. Also support reducing car use.</p>
(217) Local Resident (Oxford, Northampton Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p>

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	<p>Lots of people park in the street that aren't residents and go into Oxford for work or shopping as its free, causing an inconvenience for residents. Also some companies leave a van in the street all day after a colleague collects them/picks them up in another van and they go off to work at a different location. Sometimes vehicles left all day are outside the houses of elderly and vulnerable residents making it difficult for emergency vehicles or taxis to stop outside their houses.</p>
<p>(218) Local Resident (Oxford, Oliver Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Support in the hope that it will solve parking issues</p>
<p>(219) Local Resident (Oxford, Oswestry Road)</p>	<p>CPZ - Support Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>We STRONGLY support the CPZ in our area, we live in Oswestry Road - and would like to add a voice of further commendation. We are fed up with blocked streets with cars parked during the working day. On refuse collection days we are forced to walk in the road. Here is to fewer cars, fewer emissions, more people using public transport and safer streets, keeping the paths for pedestrians not cars.</p>
<p>(220) Local Resident (Oxford, Peel Place)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>My street</p>
<p>(221) Local Resident (Oxford, School Place)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p>

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	<p>No comments.</p>
<p>(222) Local Resident (Oxford, School Place)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>No comments.</p>
<p>(223) Local Resident (Oxford, Stewart Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Parking has increasingly become more problematic for residents due to e.g. commuter parking and, people going to swimming pool/park.</p>
<p>(224) Local Resident (Oxford , Stewart Street)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I think something needs to be done about the parking situation but it appears that there is a north/south divide on the issue. Living close to Lake Street as caused lots of issues for me e.g. visitors attending the swimming pool, park, community centre, commuter parking etc but I don't think the issue as significant for residents living off Wytham Street. I feel that there should be tighter restrictions on parking for visitors on the roads close to Lake Street including Stewart St as the two hour parking will not make much difference to the above activities other than commuter parking. I am also concerned about the restrictions to one parking permit for specific roads. What are people supposed to do if they already have a second car and what if people's work situation changes which means they are required to purchase a second car in order to get to work? Why can't you reduce the parking permits to those who already have off street parking to one permit instead or just allow all roads to have two permits for equality purposes? Some households already have two cars so they should be able to continue too. I also think this one permit will affect families greatly.</p>

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<p>(225) Local Resident (Oxford, Stewart Street)</p>	<p>CPZ - Support Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I don't own a car but think the proposals are a great idea. How do I get my maximum 50 days worth of permits? I will need them for when my sons visit and for British Gas etc. As I don't have a car I don't know things about parking</p>
<p>(226) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>This should improve the parking of residents' cars</p>
<p>(227) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>It is a much better idea to restrict parking for those coming into the area than for those living here already. Parking restricted to an hr for those coming into this area to park, (2 hours means you can still park and use the pool which is one of the main reasons there is a parking problem!). Also why no restrictions on Sundays, as this is one of the key days large numbers of people come and use the pool, or park for town.</p>
<p>(228) Local Resident (New Hinksey, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I have lived in south Oxford for 5 years and the parking in the area is a significant problem. There have frequently been cars parked so badly that it would be impossible for emergency vehicles to get down lake street and vicarage road (and adjoining streets). Most households have one car and there are very often cars parked for long periods while people go into town. I would support a system that allowed people to apply for an extra vehicle in some circumstances but generally am strongly supportive of restrictions (and enforcement of yellow line parking) in the area. I would also very much like to</p>

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	<p>see more on-street cycle storage, for example in secure lockers (or just bike racks).</p>
<p>(229) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>The CPZ will reduce congestion and improve safety of local streets especially during weekdays when it is used by commuters to park without charge.</p>
<p>(230) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Roads getting very busy making it difficult for residents to park</p>
<p>(231) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Object</p> <p>I'm not sure it is necessary to restrict some streets to 1 permit only. Most households only have 1 car anyway and once it is made a permit-only zone there may not be parking issues anymore. I propose to first make the zones permit only with 2 permits per household with the possibility in the future to restrict further if needed.</p>
<p>(232) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Generally - I think it's a great idea. My main concern is only having one permit per household. The street is just over capacity now, but it's tipped over the edge by visitors during the working week, not residents. Giving households the</p>

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	<p>opportunity to have 2 permits does not mean they will definitely take the second (or even the first!) and can only improve the situation for the residents as currently there is no limit by default, and the problem is created by visitors anyway.</p> <p>I think the operating times are reasonable.</p> <p>We must still have the "No Parking for Hinksey Pool" sign put up when appropriate, because the CPZ will not improve that situation which remains disruptive on sunny weekends.</p> <p>This is a terrific opportunity to create dedicated cycle-parking spaces. Oxford is increasingly encouraging clean air and cycling. This would make a great addition to the street. It's currently very hard to park bikes. There is a good example on Bridge St</p>
<p>(233) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I broadly support the proposal. However, I advocate extension of the proposed operating hours to 7 days a week. Parking by non-permit holders on Sundays is just as likely as on Saturdays for shoppers wanting to avoid Park & Ride/City centre charges as well as users of Hinksey Park, Hinksey Outdoor pool and the Lake Street community centre.</p> <p>The 2 hour blanket permitted parking for non-permit holders is generous. Providing that it is enforced it would stop commuter parking but especially coupled with the exclusion of Sundays, is likely to result in a considerable volume of non-resident parking, particularly on sunny summer weekends to use the park and pool. I would prefer that the 2 hour period is reduced.</p> <p>It is unclear what the existing "Controlled zone" and "Zone ends" signs at the junctions of Lake Street/Abingdon Road and Vicarage Road/Abingdon Road currently mean. For the avoidance of confusion, these signs should presumably be removed if the new CPZ is implemented and replaced with clearer signage.</p> <p>The draft Traffic Regulation Order 20 "Restrictions on Waiting –Position" para 15 states that every part of a parked vehicle must be on the carriageway. I would ideally like there to be no pavement parking and recognise that this may in future be become national law anyway. However, the streets in this area are very narrow, so to avoid unnecessary damage (e.g. wing mirrors) as well as access by larger vehicles (e.g. refuse & delivery lorries), I would ask that guidelines are issued to traffic wardens to use pragmatic discretion in enforcing this</p>

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<p>(234) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>No comments.</p>
<p>(235) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Oxford's traffic is out of control, damaging quality of life and health</p>
<p>(236) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>The streets that are allowed only 1 permit will park their 2nd vehicle in already full roads that are allowed 2 permits</p>
<p>(237) Local Resident (Oxford, Varsity Place)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Roads are too busy during working hours leading to not being safe.</p>
<p>(238) Local Resident (Oxford, Vicarage Lane)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Support</p> <p>The restriction should be 24 hour, not just commuter hours. Parking is worse in the evenings in my road (Vicarage Lane) in the evenings and at weekends when everyone is at home, and furthermore there are two Air BNB properties that are</p>

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	<p>more frequently occupied at weekends. Allowing free parking after 5.30pm defeats the object of restricting to one permit per household. The parking layout is also difficult for some houses. I want to get an electric car and have installed an charging point, but can't turn into my (narrow) drive due to cars parked nearby</p>
<p>(239) Local Resident (South Hinskey, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Vicarage road requires CPZ but limiting to 1 car per household will cause problems for other families. Families who already live here may have jobs that require 2 cars.</p> <p>We also need to understand how guests may visit. I personally have family in Newcastle who already limit their visits due to the heavy congestion. Turning congestion into ban makes these rare visits more rare and reflects badly on Oxfordshire.</p>
<p>(240) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Restricting certain roads to one permit does not stop other roads obtaining two permits and therefore congesting our parking and imposing a limitation on which road you live in. It would be better if allowed one permit per household in the whole area.</p>
<p>(241) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>Vicarage Rd needs double yellow lines painted along the north side as part of the scheme. Locals don't park there because they know it, but anyone parking as part of the allowed hours might not. The road is too narrow for people to park there, obstructing either the road or the pavement in a way that is unacceptable.</p>

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	<p>This should also be applied to Lake St (parking on one side only), as the parking there completely blocks the pavement to make the road passable. It is unacceptable.</p> <p>Full time restrictions might be more appropriate for the narrow roads closest to the park, e.g. Norreys Ave, Vicarage Rd, Lake St, as these get clogged with park and pool cars.</p> <p>The number of permits per house should be the same throughout the area, otherwise it is not fair. (I say this as a nil car household). Perhaps increasing the price of subsequent permits is the way to go, which would encourage houses with off street parking to use it for that purpose.</p>
<p>(242) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Vicarage Road, where I live, is often used by non-residents as a free parking place for trips into town and as a result residents can find it hard even to find a space on their own street, let alone near their own house.</p>
<p>(243) Local Resident (New Hinksey, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Regarding a CPZ, we are in full support. It is incredibly difficult to park in Vicarage Road, in which we are permanent residents. We feel it would be fair to give the residents of Vicarage Road priority over parking. Delivery vans, among other vehicles park outside our house, from 7am to 9pm every day (64 Vicarage Road), with no regard for the double yellow lines. Without enforcement, these yellow lines are useless. It feels as though there is currently no regular effort from the council to enforce safe parking. We would also support the extending of double yellow lines on the north side of Vicarage Road, to prevent cars parking on both sides of the road.</p>
<p>(244) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Concerns</p>

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	<p>In principle, I do support the introduction of Parking Permits for Vicarage Road and the wider Oxford area. However, I feel the hours - 8:00 am to 1800 hours will lead to difficulties for residents who do you use their cars since when they return they will find that there are no places for them. It would be preferable to have the restrictions to 1930 if not 2000 pm. Allowing people to park on Sundays will mean that residents may not find space as it may be taken up by non-residents, particularly in Summer.</p> <p>On roads, like Vicarage Road, there should not be any non-resident parking allowed even up to 2 hours. Perhaps, roads like Wytham could have more.</p> <p>People should be encouraged to use the Park & Ride. To do that, the fares should be free and perhaps funded by business taxes.</p>
<p>(245) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>There's generally too many cars parking on the streets in New Hinksey. There's not enough space to use the sidewalks, neither is it safe for children or adults to play on the streets. Please consider converting the area to a low traffic neighbourhood. Furthermore, the current 20mph speed limit remains dangerously high, especially given how narrow the roads often are due to parking cars.</p>
<p>(246) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Vicarage Road can get busy with cars, particularly when the lido in Hinksey Park is open and particularly on sunny days. Not everyone parks considerately so that residents have full access to their own houses, and at times it's difficult to find a parking space anywhere near home, so I think residents only parking as proposed would be a good and fair solution.</p>
<p>(247) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p>

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	<p>One Parking Permit - Support</p> <p>We need fewer cars, and more accessibility on the pavements for wheelchairs and prams!</p>
<p>(248) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Daytime parking (7.30-18.00) seems to be predominately car users working in town, visitors to town and park users. 8.45-9.15 & 14.30-15.30 the road is congested with pick up for school. Badly parked, engines running and parents have no regard for road users or pedestrians, the school should be requested to use the park & ride. North side of the road should have double yellow lines. The signage at the junction should indicate blind corners and danger to children. The pavements are not fit for disabled people/wheelchair users.</p>
<p>(249) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Just wanted to say thank you so much for starting this, it will make a huge difference to people here I am sure. I also wanted to log with the Council that as a resident of 15 years in the community (I live on Vicarage Road) I am:</p> <ol style="list-style-type: none"> 1/ Massively in favour of a CPZ! I'm so fed up of people treating our neighbourhood as a free park and ride 2/ In agreement that we should have double yellows on the North side of Vicarage Road. I'm afraid some people do need that they can't park there pointing out 3/ In favour of 24/7 operational hours please. Sundays can be the worst for the swimming pool! 4/ Finally, of limiting parking permits to one vehicle per household.
<p>(250) Local Resident (Oxford , Western Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p>

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	<p>More evidence of current usage, vehicle ownership and visitors needs need to be explained and the proposals need to be presented in a wider context. I am also concerned about residents' visitors. It seems that only two daytime hours are available.</p>
<p>(251) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>People use the area to park and visit Oxford and Hinksey park. While I am in favour of people being able to access the park, I don't like the additional traffic on the roads around here as it can be dangerous for children.</p>
<p>(252) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>Broadly supportive of idea but unclear on some specifics: (1) why the addition of no waiting zones? If parking will be limited to residents and 2 hour limits, what is this for? (2) why the £65 charge for residents? What is that revenue going to be used for? (3) is there any incentive to make do with fewer than 2 cars if you are allowed 2 at your property? A discounted registration? The fee seems to be per property rather than per car.</p>
<p>(253) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>I am supportive of parking restrictions being applied to this area of Oxford as I hope it will address parking congestion, much of which is not residential - there are a significant number of people who use this cluster of streets off the Abingdon road as parking for work (some even getting folding bikes out of their boots to then cycle the last mile into town), visit the Westgate (walking through Hinksey Park), and in the Summer months the open air pool. All this despite the presence of a park and ride car park very close by (but of course the free street parking alternative is more appealing while it is available). I have witnessed a number of occasions where emergency vehicles and refuse collection lorries have gotten stuck or been prevented from passing because of careless or congested parking.</p>

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<p>(254) Local Resident (Oxford , Wytham Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>I think 2 permits per household on Norreys Ave and Sunningwell Road seems unrealistic, given how densely packed the houses are on those roads, and how narrow they are. The pavements on these roads are regularly blocked for pedestrians, and this won't improve under these recommendations.</p>
<p>(255) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Supporting the proposals because we need to keep pavements free for pedestrians and wheelchair users and make the roads safer for cyclists, for example my son and daughter when the cycle to school. It would be great if there was just one pavement allocated for pavement so at least the other one is free for everyone to use without having to go into the road. This has to be part of a bigger plan to reduce our reliance on cars. Make sure the alternatives happen like protected cycle lanes and regular buses so people don't need 2 cars in a family. Hopefully this will also reduce the number of people parking in and around Wytham when shopping or working in Oxford and push them either towards the parking and ride or public transport altogether. Free spaces should be given at Redbridge p&r for people cycling into town.</p>
<p>(256) Local Resident (oxford, Wytham Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Support for 4 main reasons: 1. Increased parking making visibility worse (especially on corners) which can be dangerous for bikes and hard for through traffic (deliveries, bin lorry etc) 2. Increasing number of vehicles left by commuters then walking or cycling into town (sometimes left for days). Commuters more likely to squeeze in cars on corners as above*</p>

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	<p>3. Heavy parking makes it difficult for us to get in/out of our own driveway. Even when actual drive not blocked parking on both sides makes the road too narrow to manoeuvre.</p> <p>4. Would like to see long term increase in cycling on road (it is a main cycle route into Oxford/station) for pollution and quality of life reasons</p> <p>* commuter parking only really a problem since Westgate opening. Severe congestion on Abingdon Road related to Westgate seems to be making the worse and worse. This needs to be urgently tackled as already seeing re-bounce after pandemic.</p> <p>I think its still just a bearable situation but without restrictions I can't see how the increase in parking would be stopped and it will soon be a significant problem.</p> <p>I support this proposal as way of increasing the quality of life for local residents.</p>
<p>(257) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Supporting this since it will reduce parking by commuters and shoppers which cause congestion on our roads and limit parking availability for residents.</p>
<p>(258) Local Resident (Oxford , Abingdon Road)</p>	<p>CPZ - No opinion Parking Restrictions - No opinion One Parking Permit - Support</p> <p>about some I have nothing to say now about a vacancy for each resident I think it's good</p>
<p>(259) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - No opinion Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>Parking is only an occasional problem in our part of Wytham Street (the north end). The proposed scheme seems a bit of</p>

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	a sledgehammer to crack a nut. The time might come when residents' parking would be desirable, but I'm not sure it's necessary now.
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