

Divisions affected: *Isis*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 14 OCTOBER 2021

OXFORD – IFFLEY VILLAGE AREA - PROPOSED WAITING RESTRICTIONS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve a package of parking restriction changes for the Iffley area which includes:
 - a) Mill Lane – Introduction of No waiting at any time restrictions, with minor amendments to the advertised proposals to accommodate feedback from residents.
 - b) Tree Lane – Introduction of No waiting at any time restrictions as advertised.
 - c) Iffley Turn – Introduction of No waiting at any time restrictions and timed HGV/coach parking ban as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on a package of parking restriction amendments as shown at Annexes 1-3 developed in discussions with local members and residents' groups within Iffley.
3. The restrictions proposed for Mill Lane aim to address ongoing concerns from local residents regarding vehicles parking for Iffley Lock causing an obstruction to the road and access for emergency vehicles. Officers have carried out modelling of parking on the road to identify where restrictions would be of benefit to ensure access is maintained, but also allowing some parking to remain.
3. The proposals developed for Iffley Turn are in response to concerns regarding commuter parking close to the junction and pedestrian crossing points with Henley Avenue. A restriction to prevent HGV and Coach parking during the day has also been included within the proposals to deter inappropriate vehicles for the road parking for long periods.

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4. In response to local concerns raised with Councillors, restrictions around a sharp bend on Tree Lane are proposed to ensure road safety is maintained.

Financial Implications

5. Funding for consultation and associated works for the proposals has been provided jointly through s106 agreements and councillor empowerment contributions. There are no financial implications for existing budgets.

Equality and Inclusion Implications

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

Sustainability Implications

7. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Consultation

8. Formal consultation was carried out between 15 July and 13 August 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. Additionally, letters were sent to approximately 270 properties in the immediate vicinity of the various proposals and public notices placed on site in the area.
9. 40 responses were received during the course of the formal consultation and these are summarised in the table below:

Proposal	Support	Concerns	Object
General Response	11	1	1
Iffley Turn parking restrictions	-	15	7
Mill Lane parking restrictions	4	4	4
Tree Lane & Stone Quarry parking restrictions	-	3	4
Iffley Turn HGV & Coach restriction	8	5	3

[note: the table above doesn't show a combined total of 40 responses - as some included reference to all aspects of the proposals, whilst others only referred to a specific part.]

10. The responses are shown in full at Annex 4 with copies of the original responses available for inspection by County Councillors
11. Thames Valley Police did not object to the proposals.
12. In response to the feedback received County Councillor Baines has

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confirmed that he would support proceeding with all schemes largely as planned. He has noted that there is reasonable support for reducing commuter parking along Iffley Turn, broad support for the HGV restrictions with most concerns relating to displaced parking. However, the proposed relining should not remove many parking spaces and will prevent dangerous double parking on both sides of the road.

13. City Councillor Ed Turner who has assisted developing the proposals has formally responded to confirm his position as follows:
 - Mill Lane – Remains supportive of the no waiting restrictions but has stressed the need for narrower conservation lines to be used. He has also requested that consideration of some minor amendments to length to take into account residents' comments.
 - Iffley Turn – Supportive of the coach restrictions going ahead and notes that there is generally more support for the other restrictions. Would support the restrictions going ahead as advertised
 - Tree Lane – Notes that feedback was more evenly balanced but on the whole would support introducing restrictions if it would make the road safer.
14. City Councillor Shaista Aziz who assisted in developing the proposals has formally responded to confirm her continued support for the proposals being implemented as advertised.
15. The concerns of residents regarding potential displacement into roads around Iffley Turn are noted. In developing the proposals officers have kept the lengths of additional lines to a minimum to retain some parking along the road.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plans

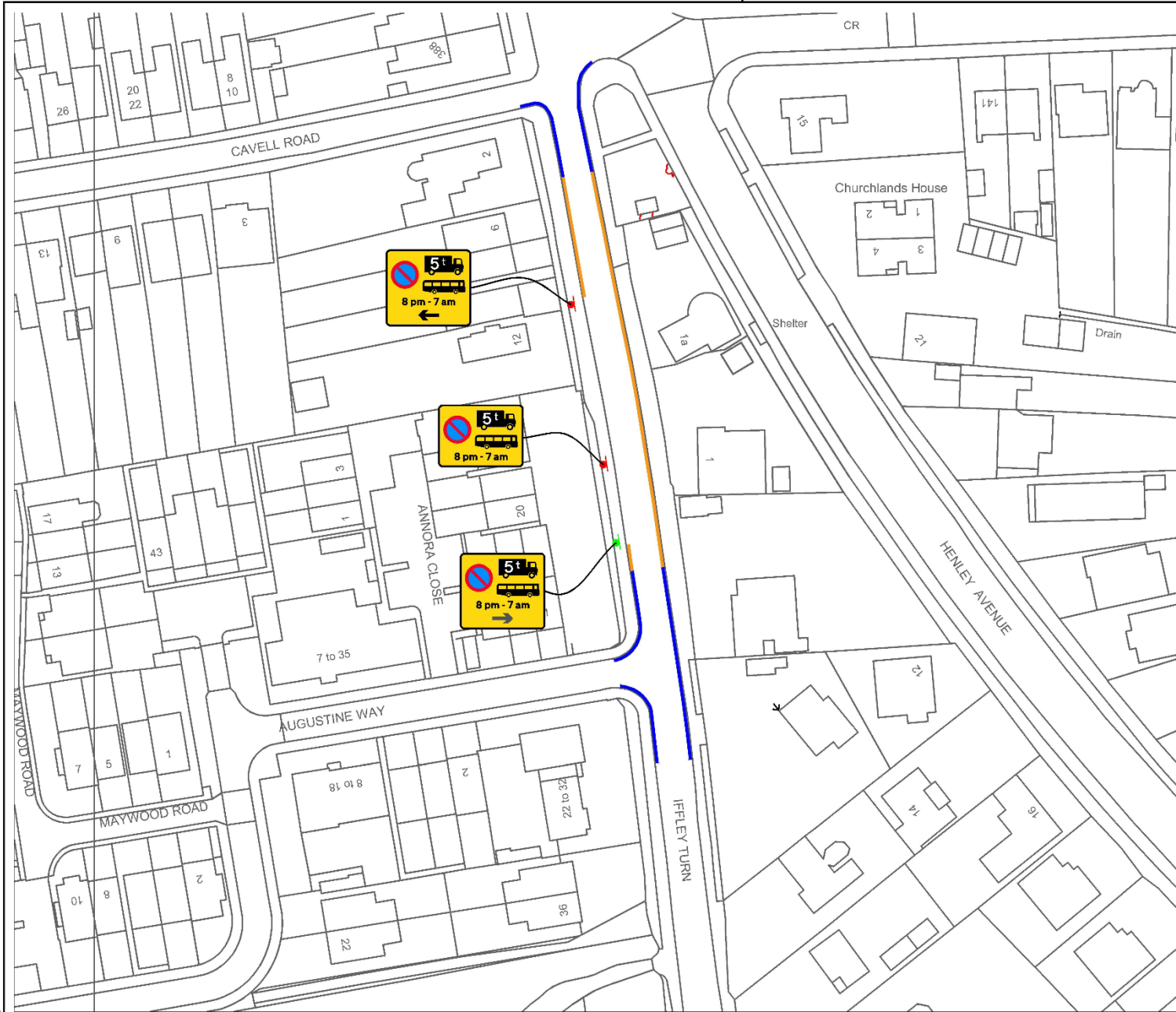
Annex 2: Consultation responses

Contact Officers:

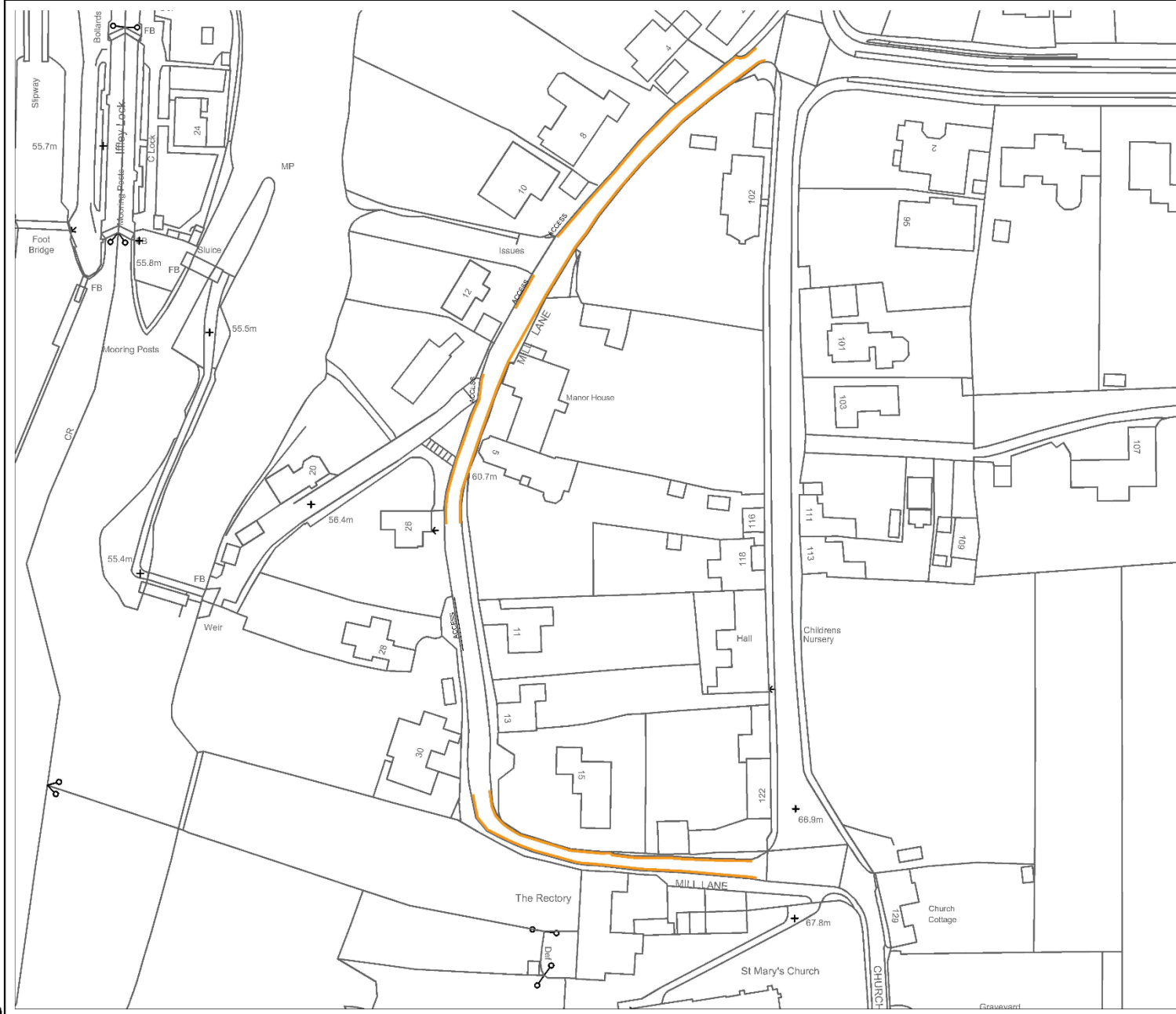
Tim Shickle 07920 591545

Jim Whiting 07584 581187

October 2021



Drawing No.	Revision				
	0				
KEY					
EXISTING DOUBLE YELLOW LINES					
PROPOSED DOUBLE YELLOW LINES					
PROPOSED BAN ON PARKING OF HGV'S OVER 5 TONNES AND COACHES BETWEEN 8PM - 7AM					
NEW SIGN ON LAMP COLUMN					
NEW SIGN ON A POST					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDOUS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DESCRIBED IN THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:					
CONSTRUCTION					
MAINTENANCE/CLEANING					
USE					
DECOMMISSIONING/DEMOLITION					
© Crown Copyright and Database rights 10022343 2017					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <p>Owen Jenkins Director for Infrastructure Delivery Committees Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</p> </div>					
Project title					
Iffley Turn, Oxford					
Drawing title					
Proposed waiting restrictions					
Drawing Status					
Scale @ A4	Drawn by	Checked by	Approved by		
1:1000	JW				
	Date drawn	Date checked	Date reviewed		
	29/07/20				
Oxfordshire Project No. & File Ref.					
Drawing No. OX/IT/OPT1/001				Revision v2	



Drawing No.		Revision	
		0	
KEY			
NEW DOUBLE YELLOW LINES - 50MM DEEP CREAM			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
<small>IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK SHOWN ON DRAWINGS, NOTE THE FOLLOWING SIGNIFICANT HAZARD RISKS:</small>			
CONSTRUCTION			
ENTER 'NONE' IF APPLICABLE			
MAINTENANCE/CLEANING			
ENTER 'NONE' IF APPLICABLE			
USE			
ENTER 'NONE' IF APPLICABLE			
DECOMMISSIONING/DEMOLITION			
ENTER 'NONE' IF APPLICABLE			
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Rev	Date	Purpose of revision	Drawn/Checked/Approved
Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title		Mill Lane, Iffley	
Drawing title		Proposed waiting restrictions Lining Plan	
Drawing Status			
Scale @ A4	Drawn by	Checked by	Approved by
1:1250	JW		
Call/drawn	Date checked	Date issued	Date approved
30/07/20			
Oxfordshire Project No. & File Ref.			
Drawing No. OX/ML/OPT2/001			Revision 0

Y:\PARKING REQUESTS\Mill Lane Ifflay\Mill Lane Ifflay Autotrack.dwg



Drawing No.	Revision
	0

KEY

 PROPOSED DOUBLE YELLOW LINES

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK TO BE CARRIED OUT BY CONTRACTORS, NOTIFY THE FOLLOWING SIGNIFICANT HAZARD RISKS:

CONSTRUCTION	ENTER 'NONE' IF APPLICABLE
MAINTENANCE/CLEANING	ENTER 'NONE' IF APPLICABLE
USE	ENTER 'NONE' IF APPLICABLE
DECOMMISSIONING/DEMOLITION	ENTER 'NONE' IF APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved


OXFORDSHIRE COUNTY COUNCIL
 Owen Jenkins
 Director for Infrastructure Delivery
 Communities
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0845 310 1111

Project title
 Tree Lane, Oxford

Drawing title
 Proposed waiting restrictions

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
1:500	JW		
Call date	Date checked	Date issued	Date approved
30/07/20			

Oxfordshire Project No. & File Ref.

Drawing No.	OX/TL/OPT1/001	Revision	0
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ANNEX 4

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Local Group, (Friends of Iffley Village)	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Support Tree Lane & Stone Quarry parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Concerns</p> <p>Thank you for the opportunity to comment on the draft proposals for Yellow Lines in Iffley including the Conservation Area. Friends of Iffley Village (FOIV) would wish to feed back the following responses in relation to the three proposals which, with the exception of the north side of Iffley Turn, fall within the Iffley Conservation Area. Iffley has seen substantial increase in traffic, with concomitant parking and access issues, over recent times, which some limited management would assist in addressing.</p> <p>One key concern is that any further parking restrictions will inevitably move the problem of traffic and parking onto neighbouring roads particularly in relation to Church Way (already heavily congested during peak times) and the surrounding roads in the Conservation Area. This would become significantly more problematic should the housing new build plans in Iffley be implemented.</p> <p>We agree that the central issue, particularly in relation to Mill Lane, is access for Emergency Vehicles and general road safety.</p> <p>With this in mind we wish to make the following comments:</p> <p>1) In relation to Mill Lane: major issues here are poorly parked cars and access to Iffley Lock for Emergency vehicles and Mill Lane residents. We would agree that double yellow lines as suggested are necessary but see comments below about the type of yellow lines in a Conservation Area. The proposals would address the access and safety issues while preserving limited parking, thus reducing the danger of displacement onto neighbouring streets.</p>

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	<p>2) The Iffley Turn proposals. While there is concern about the large buses/lorries which often park there restricting access, and about safe child-crossing areas especially at school times, there was also concern that the proposal maybe somewhat excessive and - particularly in relation to schoolchildren crossing – could be addressed by a pelican crossing. The worry is that extensive restrictions would have a knock-on effect on the east side of Iffley Turn and neighbouring streets where there is already evidence of overflow parking from Iffley Turn.</p> <p>3) The Tree Lane proposal, regarding concern about cars parking and speeding round the corner of Stone Quarry Lane into Tree Lane, was again thought somewhat excessive and that the same issue could be addressed by broken white lines and either a stop or warning sign.</p> <p>4) Iffley Conservation Area. We have some concern about excessive street furniture in a Conservation Area. We suggest that, should yellow lines be planned in the Iffley Conservation Area, we consider it essential that such yellow lines that are approved are of the narrow-muted cream-yellow type.</p>
(3) Environment Agency, (Wallingford)	<p>Concerns - Operationally the Environment Agency has to park in these locations to support work at Iffley Lock, we would at least like to see waiting times rather than double yellow lines</p>
(4) Local Group, (Cycling UK Oxford)	<p>Support - Removing parking in these areas will make cycling safer by removing the need for cyclists to have to pull out into passing traffic and will remove danger from 'car-dooring'.</p>
(5) Local Resident, (Iffley, Oxford)	<p>Iffley Turn parking restrictions - Object Mill Lane parking restrictions - Object Tree Lane & Stone Quarry parking restrictions - Object Iffley Turn HGV & Coach restriction - Support</p> <p>I am a long-standing resident of Iffley Village, and I do not see a parking problem on these streets. The exception is the issue of HGVs and coaches parking all day on Iffley Turn.</p> <p>It is not nice to see double yellow lines in a village location like Iffley Village, and they should be avoided wherever possible. There are already some that I would prefer to see removed. However, there are two locations where, for safety reasons, double yellow lines are needed as a matter of priority:</p>

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	<p>1. At the bottom end of Abberbury Road (the last 50m). Cars park all the way up to the junction, and this makes this a dangerous junction. Cars turning into the junction are often met head-on by cars descending the hill on the wrong side of the road, due to inconsiderately parked cars. And the descending cars have longer braking distances because of the hill.</p> <p>2. Outside Lucas and Remy place: there is currently one disabled parking space and room for one more car. These should be removed with double yellow lines extended to the junction of Meadow Lane. This is a dangerous blind bend. At least once a week I am met head-on by an oncoming vehicle or bicycle as one of us negotiates the parked cars. It is not possible to see sufficiently round the corner when you are on the wrong side of the road and passing the parked cars.</p> <p>Please would you address these two safety issues by installing double yellow lines as soon as possible. All the other double yellow lines in Iffley Village are redundant and ugly and should be removed.</p>
<p>(6) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Object</p> <p>I live on Henley Avenue, and I strongly object to SOME of the proposed changes. I should make it clear that I refer only to Iffley Turn and not to the proposed changes in other roads since I simply do not know what is best in those cases.</p> <p>However, as regards Iffley Turn, and though a restriction on parking heavy HGVs and coaches seems justified, as there is no reason for them to be there, there is absolutely no need that I can see for anything else. Things are well as they are, and any changes will be inevitably for the worse. Free unrestricted parking should be allowed to continue, as it is at present, as anything else will detract from the quality of life we enjoy presently.</p> <p>Your comments as regards "inconsiderate & inappropriate parking" in the area are perplexing. Nothing more unjustified, and you must know it. I ask you to give me examples of any parking that follows the basic rules, and is therefore legal, but would yet be apt to be qualified by those two words, since they are simply nonsensical in the circumstances. Whoever is hellbent in parking on the pavement, will continue to do so however many restrictions you establish, and these will do nothing to improve the behaviour of rogue individuals, however deplorable their habits.</p> <p>Perhaps you would care to explain, though my suspicion is that you will not take the trouble. After all, what advantage would there be for you in explaining better a decision which to all intent and purposes seems to be mistaken? I suspect then that you are going to stick to your "inconsiderate and inappropriate", general, vague words that, as you</p>

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	<p>well know, mean nothing precise or clear.</p>
<p>(7) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Object</p> <p>We have lived in Cavell Road for many years, parking is very tight as some people have 2 cars. IN the football season people park in our road taking up valuable spaces for the residents. Also people are parking in the road and going to work and shopping, and parking in the road and get on a bus nearby, leaving their cars all day taking up residents spaces again.</p> <p>We strongly oppose double yellow lines in Iffley Turn as people will park in Cavell Road all day again, taking up residents parking. I have seen people literally park in Iffley Turn and get the bus to wort or shopping.</p> <p>The only way to avoid this would be to make our road Residents Parking only. It is very annoying to go out and when you get back there is nowhere to park.</p> <p>Yellow lines should be put around the corners of Cavell Road into Iffley Turn as when pulling out of Cavell Road cars are parking on the corners and when pulling out you have no visibility and an accident is waiting to happen.</p>
<p>(8) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Object Iffley Turn HGV & Coach restriction - Support</p> <p>I strongly object to Oxfordshire County Council's proposal "Order 1" to introduce additional 'Not Waiting at Any Time ' (double yellow lines "DYL") parking restrictions for Iffley Turn, specifically point ii West Side – two new additions: a) extending the existing restriction south of Cavell Road southwards for an additional 23m, and b) extending the existing restriction north of Augustine Way for an additional 5m.</p> <p>The reasons stated for the proposal are set out in the "STATEMENT OF REASONS": "As a result of inconsiderate & inappropriate parking in locations within Iffley, Oxford new parking restrictions are being proposed to help better manage the current areas of unrestricted parking."</p> <p>I have lived here for many years and am not aware of any inconsiderate and/or inappropriate parking in these locations.</p>

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	<p>I can see no local residents' objections, are there any?</p> <p>The introduction of these parking restrictions will result in a significant negative impact to this residential area in the following ways:</p> <p>OBJECTION 1: If there are DYL outside of my house, I am unable to park or unload anywhere near my house. No parking or unloading anywhere near my house means access by car with shopping on a weekly basis becomes impractical and requires carrying heavy good excessive distances (I have recurring back problems from a car crash which would be exacerbated by this).</p> <p>OBJECTION 2: Without parking in front of my house, the value of my property will be substantially reduced.</p> <p>OBJECTION 3: The introduction of additional DYL will mean that I and my immediate neighbours and our families and visitors will be forced to park our vehicles in other locations nearby, putting extra pressure on Cavell Road, for example. Have the residents of Cavell Road (a cul-de-sac) been consulted on this proposal?</p> <p>If there is a need to reduce 'inappropriate & inconsiderate parking' along Iffley Turn, resident parking permits would be a fair and reasonable alternative to the blanket introduction of DYL.</p>
<p>(9) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Object Iffley Turn HGV & Coach restriction - Support</p> <p>I agree with the ban on HGV I do not agree with the double yellow parking restrictions.</p>
<p>(10) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Object Mill Lane parking restrictions - Object Tree Lane & Stone Quarry parking restrictions - Object Iffley Turn HGV & Coach restriction - Object</p> <p>OBJECTION: Stealth tax and fines. There is no congestion for residents in Iffley. Oxford city council are not proposing to introduce parking restrictions for the benefit of residents. Oxford city council are proposing this to extricate further</p>

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	<p>cash out of residents and road users, who already pay road tax, and council tax. Furthermore, Oxford city council will have to pay using council tax money from residents, personnel to police these restrictions which will further burden its residents. But the aim is not to support residents, it is to extract cash and bolster Oxford city council's coffers.</p> <p>Please state this when you make these proposals in your consultations.</p> <p>A better wording might be, "Oxford city council wishes to bolster its income by imposing parking restrictions thereby introducing fines which Oxford city council will impose on residents and road users, where previously there were no fines, and furthermore Oxford city council wishes to introduce stealth taxes on its residents by way of permits for residents</p>
<p>(11) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Object Iffley Turn HGV & Coach restriction - Object</p> <p>These proposals were initiated by the Friends of Iffley Village community group. In so doing I believe they have overstepped their remit, and – in the case of Mill Lane particularly, have fallen into the trap of amplifying the voices of just a couple of serial, vocal complainants whose motivations are largely personal and primarily about protecting access to their own driveways. Whilst no-one should ever block anyone else's driveway, this is an occasional inconvenience and not reason enough to destroy the aesthetic of a conservation zone by littering it with extensive and unnecessary yellow lines. Mill Lane is one of the most attractive and picturesque roads in the Iffley Village Conservation Zone, and it is hard to see how painting unnecessary yellow lines all over it can be seen as protecting or enhancing it. The argument about access for emergency service is exaggerated – as evidenced by the fact that refuse collection trucks collect residents' waste every week without fail. As the Lock Keeper at Iffley Lock, I have occasion to call the emergency services more – I imagine – than my neighbours. I have never known an occasion where the emergency services were unable to attend an incident in a timely manner because of the road being obstructed. Indeed, I had occasion to call an ambulance last on Saturday 24 July. Two ambulances attended and the guy was taken away to hospital without issue. The lock is not accessible by any motor vehicle anyway and is at best a couple of hundred metres walk from Mill Lane. There is also a locked bollard at the top of the access lane – installed by my neighbour – so access here is never going to be perfect, and a few extra metres are unlikely to make any difference at all. I don't think it is of concern to any but the most neurotic of my neighbours. An ambulance will always be able to park close to any house on Mill Lane, and those who take a walk or boat trip in the countryside accept they are not in an easily accessible location. That is not to say there is not occasional inconsiderate parking on Mill Lane, but of course it is an offence to park in a way that "obstructs the free passage along a highway" whether there are yellow lines or not. I</p>

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	<p>would encourage the occasional visit from traffic wardens to ticket any vehicles causing an obstruction, but yellow lines are unnecessary. Those of my neighbours who are in the fortunate position to have enough free time to obsess over such matters should also be encouraged to sort out their own problems by reporting vehicles causing an obstruction and paying for signage and a white line across their driveway, rather than just complaining and expecting others to sort the problem for them. If it should be decided to go ahead with unsightly and unnecessary double yellow lines in a conservation zone, I think they are wholly unnecessary on the church end of Mill Lane (no-one ever parks here), and there is space for at least 2 sensibly parked cars outside number 10 Mill Lane without risk of causing obstruction. On a final note, I would like to point out that Iffley Lock is a very popular location for a diverse group of visitors – not all of whom can get here without a vehicle. I am proud to be the current custodian of such a popular spot and am keen to protect the right of a wide variety of people to enjoy it. Many older people with mobility problems come here, many people launch canoes and paddle boards here, young families come to feed the ducks and play in the woods. And people visit from all over Oxford – and beyond. Any of these people may need to get here by car and should be allowed to do so if they do so responsibly. The road does not belong to those of us with a Mill Lane address. There is also no bus service into the village making access already difficult for many before they even reach the lock. Iffley lock and the associated river and countryside, was very popular during the lockdown periods and is a resource that we should be encouraging people to use, not putting additional obstacles in their way – and that's coming from the guy who has to tidy up after them! I have faith that you will make the right decision and see through the selfish interests being dressed up as concern about emergency vehicle access. There are improvements that could be made here, but yellow lines are the wrong solution. They will ruin the look and feel of a lovely lane in a conservation zone and will also, likely make other parts of the village more congested - Church Way in particular.</p>
<p>(12) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Object Tree Lane & Stone Quarry parking restrictions - Object Iffley Turn HGV & Coach restriction - Support</p> <p>As a resident in Sheepway Court I am opposed to the restrictions suggested for Tree lane - Azors Court on the following grounds. 1) Parking in this street has never caused any real traffic issues i.e. traffic comes and goes without any real hinderance. 2) The residents of the surrounding streets and roads already have very limited parking and when visitors, trades people or family visit, there is nowhere for them to park. 3) The issue of "inconsiderate parking" as your proposals suggests happens is absolutely not the case.</p>

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<p>(13) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Support Tree Lane & Stone Quarry parking restrictions - Object Iffley Turn HGV & Coach restriction - Concerns</p> <p>While I agree that access for Emergency Vehicles In Mill Lane is a concern and needs limited management, a concern about all three proposals is that any further parking restrictions will inevitably move the problem of traffic and parking onto neighbouring roads particularly in relation to Church Way (already heavily congested during peak times) and the surrounding roads in the Conservation Area. This would become significantly more problematic should the housing new build plans in Iffley be implemented.</p> <p>Increasingly those residents without off street parking in the Conservation area are finding parking problematic, exacerbated by the increasing parking restrictions including double yellow lines.</p>
<p>(14) Local Resident, (Iffley, Oxford)</p>	<p>Mill Lane parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Object</p> <p>Hi. I live on Mill Lane so am directly influenced by the proposed scheme. I broadly am positive about the proposals. What would help further is adding double yellow lines across the access to 26, 28, 30. Specifically extending these 2m either side of the access. This is specifically to address a problem we have when pulling out of our drive wanting to turn left, if a car is parked on the corner it's extremely hard to turn left without hitting the high kerb on the other side.</p>
<p>(15) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Support Tree Lane & Stone Quarry parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Support</p> <p>Further restrictions on parking in Iffley Turn will encourage parking in Woodhouse Way, a narrow road that is the sole vehicle access to about 100 homes. It is already used as overspill parking for Aubrey Court.</p> <p>Mill Lane has long had problems with parking by residents and visitors to the River and towpath. Restrictions are likely to exacerbate parking problems in Church Way especially at weekends and holidays.</p>

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	<p>Tree Lane & Stone Quarry parking restrictions are not really necessary, though it may become so if lack of space in Iffley Turn leads more parking in Woodhouse Way and Tree Lane.</p>
<p>(16) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Mill Lane parking restrictions - Support Iffley Turn HGV & Coach restriction - Support</p> <p>For Mill Lane, emergency vehicle access is critical. I do have concerns at Iffley Turn that the problem will just be pushed along somewhere else, but we no need clear views especially at junctions for safety.</p> <p>We definitely need to stop the HGV and Coach parking on Iffley Turn, but this must not allow them to creep into the village where there is even less space for them. Are you thinking about the problems holistically enough?</p>
<p>(17) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Support</p> <p>I'm generally in support of the Iffley Turn parking restrictions but feel they could be improved by extending the double yellow lines to the NW of Cavell Road to improve sight lines from that direction too.</p> <p>Occasionally drivers exit Iffley Road onto Iffley Turn before the correct point and then travel, often very quickly, on the wrong side of the road. It is very difficult to see these people coming when pulling out of Cavell Road due to cars usually being parked right up to the corner. It doesn't happen often but can be horribly dangerous when it does occur.</p>
<p>(18) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Support</p> <p>I generally support the Iffley Turn parking restrictions, as I've witnessed this area being used as a free park and ride by an ever-growing number of commuters into central Oxford. However, I am concerned that the restrictions will simply shift the problem onto Cavell Road. Prior to the pandemic the end of Cavell Road was already full of cars during the working week, sometimes making it difficult for residents and their visitors to find parking spaces. Cavell Road is a very narrow street and is set to become a designated cycle route under the City Council's Boundary Brook and</p>

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	<p>Donnington Recreation Ground cycle path plans. I feel the County Council should be prioritising the removal of hazards from this street or at least considering plans for the area as a whole. Ultimately the complicated junction area where Cavell Road, Iffley Turn, Cornwallis Road and the Iffley Road meet needs a complete rethink, as it is hazardous to all users, but particularly cyclists. As a minimum, the yellow lines north of Cavell Road on Iffley Turn should be extended to improve visibility for drivers and cyclists existing Cavell Road.</p>
<p>(19) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Concerns</p> <p>I have three comments:</p> <ol style="list-style-type: none"> 1. Extension of double yellow lines on Iffley Turn – this proposal will simply move the parking from Iffley Turn into Augustine Way. The latter is narrower, with more turns on it, and already difficult to negotiate when Iffley Academy starts and finishes every day. As a regular user of both these stretches of road I would rather negotiate the odd bit of poor parking on the straight stretch of Iffley Turn than on Augustine Way. 2. No overnight parking for coaches and lorries – I am puzzled by the need for this in the suggested location. All such overnight parking happens higher up Iffley Turn and as a daily evening dogwalker I really do know where this happens ! 3. The single thing that would improve safety the most in this immediate area would be enforcement of the existing yellow lines at the Iffley Turn/Augustine Way intersection, because poor parking by vehicles large and small on these yellow lines regularly makes exiting Augustine Way into Iffley Turn quite dangerous.
<p>(20) Local Resident, (Iffley, Oxford)</p>	<p>Tree Lane & Stone Quarry parking restrictions - Concerns</p> <p>My main concern is to do with the Tree Lane / Azors Court / Stone Quarry Lane junction, and I am somewhat reassured by the map attached to the website letter. We live on Tree Lane, one of the 8 properties along Tree Lane east of the Azors Court junction, and west of the barrier preventing vehicles driving between Iffley and Rose Hill. The small-terraced houses front directly onto the Lane, and our only opportunity to park is on the Lane, directly in front of our houses.</p> <p>Generally, there is just about enough space for each of us to park outside our houses and so I am pleased that the</p>

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	<p>map doesn't show yellow lines being painted along the stretch of road from 42-60 Tree lane.</p> <p>It's odd to see that they seem to be planned to go across the lane from Azors Court to Stone Quarry Lane. Is that an oddity because that length of Tree Lane is not adopted, so there are no rights for the council to mark there?</p> <p>The only other comment I would make at present is that perhaps the yellow lines don't need to continue as far west of the Azors Court junction as the map seems to show. Visitors and deliveries to West View need space to park, and vehicles entering and leaving the premises on the north side of Tree Lane there need space to manoeuvre in and out.</p>
<p>(21) Local Resident, (Iffley, Oxford)</p>	<p>Mill Lane parking restrictions - Concerns</p> <p>I think the proposal for double yellow lines on the north end of Mill Lane is sensible as the road there is very narrow. But the proposal to extend the yellow lines down as far as 18 Mill Lane and beyond is excessive. The issue only occurs north of the division between numbers 10 and 12 i.e. north of the opening that leads down to the river. In front of that opening and south of that opening the road is much wider and there is not an issue. The ability to park there would be lost for no good reason. It would prevent people being able to park there and walk down to the river and the lock, and this would be a shame. For clarification, the yellow lines should only be introduced from that opening north to the junction with Church Way i.e. from no. 10 to No. 2.</p>
<p>(22) Local Resident, (Iffley, Oxford)</p>	<p>Mill Lane parking restrictions - Concerns</p> <p>We are one hundred percent in favour of double yellow lines in Mill Lane, Iffley. We have no objections whatsoever to those proposed but feel they do not fully cover the problem of access for emergency vehicles at all times of day or night.</p> <p>Mill Lane between The Thatched Cottage and the private road down to the lock. The double yellow proposed this area are excellent and will enable emergency vehicles to drive along Mill Lane. However, there are two omissions – one omission is that the double yellow lines (west side of the road) should be extended a further 2 meters north of number 18's pedestrian gate because if vehicles, especially larger vans, park up to the yellow line proposed over the entrance to the private road, it would be difficult for emergency vehicles to access or exit from the private road down to the weir and the second omission is that although you show double yellow lines to replace the white one outside our gateway they stop on the left or our gate rather than where they currently end. The double yellow lines need to cover the white one on the left of our gate so we can get the right angle to get in and out of our gate. (We had to pay for the</p>

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	<p>white line in an attempt to try and prevent people parking across our gateway which happened on numerous occasions. At the time the person we dealt with it said the line should go to the end of the wall on the right of the gate as you face the house (as shown on your proposal) but we said we thought this unnecessary but with hindsight we realised we had made a mistake as people do park partly over the white line on both sides, but especially on that side, meaning it is essential that the right hand side of our gate is done in accordance with the proposal.</p> <p>Mill Lane between number 26 and Iffley Church. What does concern us is the yellow lines proposed between number 26 and the Church or rather the lack of them. Originally two options were put forward – Option 1 and Option 2. We thought Option 1 better as it allowed for a small amount of parking meaning that the owners of the one property in that part of Mill Lane which does not have off-street parking would be able to park their vehicle and would give a couple more spaces for use by visitors to the village. This option showed double yellow lines from the private road down to the lock up to the Church end of Mill Lane except the part opposite the parking spaces. Option 2 had two areas where parking could take place and consequently less yellow lining. It is important that emergency vehicles can pass unhindered in this part of Mill Lane, which they will not be able to do if vehicles park badly in that part of Mill Lane, as well as the part between The Thatched Cottage and the private road down to the lock. If they have to reverse out this takes time. Therefore, in our opinion it is essential that more yellow lines are put in place in that part of Mill Lane along the lines of what was proposed in Options 1 or 2.</p> <p>We know some people are against double yellow lines in a Conservation Area but saving lives is the most important. Emergency vehicles need to be able to drive unhindered along the whole of Mill Lane i.e.. from The Thatched Cottage end to the church end and also down the pathway to the wear. In many instances the speed of getting someone to hospital is of great importance, either to save their lives or to minimise the effects of stroke victims. If they cannot get as close as possible to the victim and find they have to reverse back down Mill Lane because they cannot continue to drive forward to the other end, valuable time will be lost.</p>
<p>(23) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns</p> <p>As a resident of Cavell road, I support the increase of the no stopping/parking lines proposed but think there need to also be some on left as you turn out Cavell Road on Iffley Turn to get it Iffley Road. Often cars are parked there and huge trucks, and it's very tricky getting out and you have to go into the oncoming lane. People are usually very confused by that intersection as it is, so this adds to the confusion. See photo attached where I think there should be no parking lines.</p> <p>Parking will naturally increase on Cavell road due to this, but we'll have to see as I think there won't be a permitted</p>

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	<p>parking on this road. We are a bit of 'park and ride' area.</p>
<p>(24) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns</p> <p>As a resident of Maywood Road my contact with the outside world is necessarily via Augustine Way and from it into Iffley Turn. At present, turning out of Augustine Way into Iffley Turn – especially turning right (i.e. southwards) – can be hazardous because even legally parked vehicles conceal cars and bicycles heading north down the hill towards the junction with Henley Avenue.</p> <p>I would like to suggest that the existing parking restriction immediately south of Augustine Way be extended in order to improve sightlines. A considerable number of child cyclists use that section of Iffley Turn, and there is a particularly heavy traffic of taxis to and from the special-needs school in Augustine Way (the Iffley Academy) at the beginning and end of each school-day.</p> <p>Moreover, if the proposed housing development on the Oxfordshire Country Council's recently-fenced-off land west of Maywood Road and south of the Cavell Road Recreation Ground goes ahead, the traffic out of Augustine Way will further increase.</p>
<p>(25) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns</p> <p>I also wanted to highlight that we've received a consultation about potential changes to the parking arrangements on Iffley Turn. Residents of Cavell Road are concerned that these plans (as they stand) will push the area's parking issues onto Cavell Road, which would be bad enough as it is, but would significantly increase the hazards for cyclists entering/existing Cavell Road while following the new route.</p> <p>One would hope that ODS/the City Council are already aware of the County Council parking plans and have highlighted the potential impact on the planned cycle route, but I thought it would be wise to check.</p>
<p>(26) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns</p> <p>I live on Maywood Road – I have no objections to people parking in Iffley Turn personally, and don't feel entitled to an</p>

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	<p>opinion about Tree Lane and Mill Lane but would be very concerned if people started to park in Augustine Way and Maywood Road instead of Iffley Turn.</p> <p>There was a public consultation about this just a few weeks ago, which I'm sure you're aware of, and it was clearly stated that we didn't want restrictions. Please don't be bullied by people who shout loudly!</p>
<p>(27) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns</p> <p>I welcome the proposal to introduce new parking & waiting restrictions in these areas, resulting from inconsiderate and inappropriate parking behaviour.</p> <p>If I understand the proposals correctly, on Iffley Turn, these proposals apply to the section between Cavell Road and Augustine Way. I live in the building on the corner of Augustine Way and Iffley Turn, i.e. in the section that is leading to the roundabout at Church Way. My neighbours and I have certainly experienced, on a continuous basis, what could be categorised as inconsiderate and inappropriate parking behaviour, too. Examples would be drivers leaving their motors running for an extended period of time, at any hour of the day/night, as well as constant littering of the pavement emanating from the waiting/parked cars.</p> <p>Would it be feasible at all at this point to include the described section in the proposal?</p> <p>Having reviewed the plan, I wonder whether these proposals would come with the risk of essentially pushing the problem further up the road and hence aggravating the situation for the neighbours on the Southern end of Iffley Turn, as I had described it in my initial email. I would appreciate your thoughts on this.</p> <p>My proposal would be to also extend the existing yellow lines for a couple of metres on the street section corresponding to the buildings Iffley Turn 22 to 32 & 34/36.</p>
<p>(28) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn HGV & Coach restriction - Concerns</p> <p>You should also know that the majority of lorries and coaches park in Iffley Turn on the road between Augustine Way and the roundabout, before you turn into Iffley Village, rather than the road between Augustine Way and Cavell Road.</p> <p>They park their overnight as it's quiet and I'm guessing that they can sleep.</p>

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<p>(40) Local Resident, (Iffley, Oxford)</p>	<p>Mill Lane parking restrictions - Concerns</p> <p>I'm writing specifically about the proposals for Mill Lane, Iffley, where I live and keep a vehicle on the road. I agree that there is a problem with inconsiderate parking in the lane, particularly by visitors at the weekend and in the evenings, and especially associated with events at the Isis Farmhouse.</p> <p>Like many people in Iffley, I place a very high value on the rural nature of the neighbourhood. I feel markings on the roads and excessive signage would spoil the character of the Iffley Conservation Area - and this is one reason why the area is so popular with visitors. I do accept the need for parking restrictions, particularly in the narrow northern end of the lane, but I think they should be kept to an absolute minimum, and that any related signage should also be minimal and very carefully placed.</p> <p>The problems always arise in the northern section of the lane, and around the turning to the lock. The situation is different at the southern end, which is also a part of the historic core of the village and still retains its unspoilt character, and where inconsiderate parking is actually not a problem.</p> <p>With this in mind I would suggest that the double yellow lines proposed for the southern end of Mill Lane (76m on one side, 70m on the other) are in fact unnecessary and would visually spoil the area around the church and the Vicarage. Nobody ever parks in the narrow stretch of the lane between the gate into the Vicarage yard and the bend. On the other hand, in the section east of the vicarage gate, where the pavement is considerably wider, and the lane itself wider too, churchgoers often park half on the pavement for church services because of the pressure on space, and this is not a problem as there is enough room for traffic to get by. This would become illegal with the proposed double lines, and I think this would be unfortunate.</p>
<p>(29) Local Resident, (Iffley, Oxford)</p>	<p>Iffley Turn parking restrictions - Concerns Iffley Turn HGV & Coach restriction - Concerns</p> <p>I am supportive of the proposals but think it needs extending so the resulting restrictions do not adversely affect other residents of Iffley Turn.</p>

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	<p>Personally, I don't think the proposed DYL and ban on HGV/coaches parking overnight at the south end of Iffley Turn goes far enough to address the problem. HGV/coaches park along the whole length of Iffley Turn, not just the far south end between Augustine Way and Cavell Rd. This ban should include the whole of that section of Iffley Turn and also, importantly, the other section of Iffley Turn that runs east/west from Henley Avenue to the mini roundabout. The timings should also include daytime as coaches often park up here during the day, adding to already congested parking problems and causing visibility issues for residents exiting driveways and coming out of side junctions such as Anne Greenwood Close.</p> <p>If the HGV/PSV ban does not apply to the whole of Iffley Turn the problem of HGV/PSV parking will be displaced further along Iffley Turn and make the existing situation worse for residents, who already experience difficulties finding on-street parking, because there are no CPZ residents parking restrictions in place, thus enabling non-residents to park without restriction. As a result non-residents vans, cars and lorries are often parked for days or even weeks at a time without moving.</p> <p>I really think this needs some reconsideration if possible please.</p> <p>The other issue I would like to raise is that residents of the far western end of Iffley Village did not support the recent CPZ scheme consultation as they are not affected by parking issues at the east end. Residents of Iffley Turn would likely support a CPZ scheme here because of the issue of people parking here all day as commuters or shoppers and going into town by bus, or parking for weeks at a time as there is no other parking available locally. Even van hire companies are parking their company hire vans here due to the lack of restrictions. Is there not scope to reconsider a smaller CPZ consultation for Iffley Turn only?</p>
(30) Local Resident, (Iffley, Oxford)	<p>Support - Parking throughout Oxford should be reduced and space re-allocated to active travel</p>
(31) Local Resident, (Iffley, Oxford)	<p>Support - I live on Maywood Road and my family (including two young children) cycle on all the affected roads. We cycle or walk on Iffley Turn daily (cycling on the way to and from school and work, walking on the way to and from Donnington Recreation ground). It is a source of huge stress and has been the location of a couple of frightening near misses as my children, crossing the road, were nearly hit by speeding motor vehicles. Although the proposed restrictions will not stop the speeding, they will make the visibility for people crossing and the accessibility of the drop kerbs a great deal better: at present cars are routinely parked on both sides of the road during school run times in ways that render children waiting to cross invisible to oncoming traffic and force them to spend longer on the roadway trying to navigate their way around parked cars to the kerb. In addition, the pollution from idling coaches parked on the</p>

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	<p>west side of Iffley Turn just north of the junction with Augustine Way, and the reduction in visibility for both cyclists and motorists turning out of Augustine Way of having large-silhouette vehicles parked there, makes the junction both unhealthy and dangerous. So I am strongly supportive of the measures there.</p> <p>We also cycle via Tree Lane to get to Blackbird Leys and Littlemore, and we walk and cycle via Mill Lane to get to the Thames Path. The proposed restrictions will make these journeys much safer.</p>
<p>(32) Local Resident, (Iffley, Oxford)</p>	<p>Support - I support the following traffic measures:</p> <p>SE and NW Mill Lane: I support this plan in order to ensure emergency access to all residents as well as to Iffley Lock, the river and its users. The plan will also eliminate much inconsiderate parking.</p> <p>NW Mill Lane: to ensure unhindered access of all emergency vehicles to nos. 20, 24 and the river, the No Parking double yellow lines will need to follow the top-most camber of the tarmac and extend 2.2m north of the gate to no.18 (just north of the drain cover). Any closer and in my experience access has been compromised in the past by parked vehicles (especially vans).</p> <p>Iffley Turn: I support this plan in order to limit inconsiderate parking and long-term stays by coaches</p> <p>Iffley is a Conservation Area I would like to request that narrower double yellow lines in the lighter colour are used throughout</p>
<p>(33) Local Resident, (Iffley, Oxford)</p>	<p>Support - This comment speaks only to the proposed double yellow lines for Mill Lane. I support the Highways Department's preferred plan.</p> <p>My wife and I have lived on Mill Lane for many years. Our house is along the footpath to Iffley Lock. I appreciate the Council, the Friends of Iffley Village and our councillors taking this matter seriously. Every year in our time, usually multiple times a year, the emergency services have needed access either to residents on Mill Lane or, more frequently, to the river community broadly defined.</p> <p>This is not a hypothetical matter. What prompted my own involvement happened in about 2014 when a pensioner on a boat at the lock had his first diabetic coma. The emergency services could get no closer than Abberbury Road and were unable to return the patient to their ambulance without first contorting the patient and themselves into a Ford</p>

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	<p>Fiesta to get there. Most of the year, Mill Lane is still quiet. But in the good weather, especially at weekends, there are hours at a time when a taxi, let alone an ambulance, cannot get through.</p> <p>This is a beautiful spot but it hides a lot of tragedy. In the immediate proximity of our house there have been an attempted murder, one torched and two stolen cars, multiple drownings and suicides, persistent activity by the Operation Bullfinch perpetrators, to mention only the most immediately memorable. In the last two years, four Mill Lane residents each have needed multiple visits from the emergency services due to end-of-life circumstances.</p> <p>As with every public policy decision, there are trade-offs. But priority must be given here to emergency access.</p>
(34) Local Resident, (Iffley, Oxford)	<p>Support - These are all areas where parking, either by private vehicles or goods vehicles and coaches cause problems locally</p>
(35) Local Resident, (Iffley, Oxford)	<p>Support - The parking in Iffley Turn, is dangerous, sometimes extremely dangerous, for other road users. The only basis for objection would be that it risks displacing the parking so that it will narrow even more the parts of the road which will not be protected. In particular, the parking of buses and coaches, most of them foreign-registered, is a problem in the whole of Iffley Turn, and it should be stopped in its entirety. The council provides (and the ratepayers pay for) places for these things to park; it should confine them to those places.</p>
(36) Local Resident, (Iffley, Oxford)	<p>Support - I support the parking restriction in Mill Lane & Tree Lane because I have seen poorly parked cars making it impossible for delivery vehicles to pass on a number of occasions. It is dangerous if the emergency services are blocked.</p> <p>I support the Iffley Turn parking and HGV restrictions because the numbers of coaches and HGVs parked there to avoid parking fees, often overnight and for many days, restricts visibility dangerously when turning into Iffley Turn.</p>
(37) Local Resident, (Iffley, Oxford)	<p>Support – Iffley Turn: These seems very sensible to me, as do the 5 tonne weight and coach restrictions.</p> <p>I would also request that the double yellow lines on the other corner of Cavell Rd (with Iffley Rd, no.386 and neighbouring houses) get extended a little further than they are at present. Often turning left out of Cavell Rd can be hazardous as the line of sight onto that triangle between Iffley Rd and Iffley Turn is obscured by tall vehicles such as</p>

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	<p>vans and SUVs parking rather close to that corner.</p> <p>Mill Lane: Also look fine though I don't quite understand why there are two small gaps in the double yellows on the western side (around nos.10 and 12), but if you think they're needed I don't object.</p>
<p>(38) Local Resident, (Iffley, Oxford)</p>	<p>Support - We welcome your intention to paint double yellow lines along Mill Lane. However, the stretch of road between numbers 26 and 28 Mill Lane, which you plan to leave free of parking restrictions, is also very narrow, measuring 3.9 metres in width. With a typical modern car width of 2.2 metres (including mirrors), the only way to navigate that section of the lane when cars are parked there is to mount the pavement, which is not practical due to the very high kerb.</p> <p>We would therefore request that you continue the double yellow lines along that section too.</p>
<p>(39) Local Resident, (Iffley, Oxford)</p>	<p>Support - I was glad to receive your notification as above, regarding parking and waiting restrictions on Iffley Turn. I am a resident of Iffley Turn and the problem of coaches and inconsiderate parking has been an ongoing one for several years.</p> <p>I note that a ban on coaches and HGVs will apply between 8pm and 7am between the junctions of Cavell Road and Augustine Way. However, coaches have also been a problem on Iffley Turn south of Augustine Way, in particular on the stretch of road between the junction of Augustine Way and the entrance to Grove House at Number 44. This stretch includes the entrance to our block of flats and residences at Numbers 22 to 36 Iffley Turn.</p> <p>Before the Covid pandemic, coaches regularly entered Iffley Turn looking for parking spaces, causing congestion at the top roundabout before trawling the next stretch of road between the roundabout and Cavell Road.</p> <p>Coaches and HGVs parked overnight in front of our flats, with the following negative impact for residents:</p> <ol style="list-style-type: none"> 1. They took up several parking spaces in front, which could otherwise be used by residents and visitors 2. They blocked out light and reduced sightlines 3. They caused noise and pollution by starting their engines in the early morning, sometimes keeping them running for 15 - 20 minutes while still stationary <p>Would it be possible for the ban on parking for coaches and HGVs to be extended to cover the stretch between the</p>

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	junction of Augustine Way and the entrance to Grove House, as outlined above?
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