

Divisions affected: *Headington and Quarry*

**CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 16  
DECEMBER 2021**

**OXFORD: HEADINGTON QUARRY CONTROLLED PARKING ZONE –  
PROPOSED AMENDMENTS TO WAITING RESTRICTIONS**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Highway Management is RECOMMENDED to;
  - a) Approve the removal of ‘no waiting at any time’ (double yellow lines) in Gladstone Road outside No. 4.
  - b) Not approve the proposed additional ‘no waiting at any time’ (double yellow lines) in Gladstone Road outside No. 35
  - c) Approve the proposed additional ‘no waiting at any time’ (double yellow lines) as advertised on the Northern side of Trinity Road outside No. 21
  - d) Not approve the proposed additional ‘no waiting at any time’ (double yellow lines) on the Southern side of Trinity Road.
  - e) Not approve the proposed ‘no waiting at any time’ (double yellow lines) in Quarry High Street & Bushnell Close.
  - f) Approve the proposed ‘Two-hour parking bays (No Return in 2 hours) Mon-Fri 9am to 5pm’ as advertised on Green Road, Pitts Road & Trinity Road but that consideration is given as part of any future amendment Orders to increase the time limit if required.

**Executive summary**

2. Following the implementation of a Controlled Parking Zone in Headington Quarry in February 2021, as part of the planned monitoring of the operation of the scheme, officers have been requested by the local member to consult on localised amendments to address issues raised by local residents.
3. This report presents responses received to a statutory consultation on a proposal to introduce and amend no waiting at any time restrictions on parts of Gladstone Road, Trinity Road & Quarry High Street, and to provide additional 2-hour parking places for non-permit holders at Green Road, Pitts Road & Trinity Road as shown at Annexes 1 to 4.

## Financial Implications

- Funding for consultation on the proposals has been provided from the County Council's Capital Programme and from developer contributions.

## Equality and Inclusion Implications

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

## Sustainability Implications

- 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.

## Consultation

- Formal consultation was carried out between 14 October and 12 November 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. Letters were sent to approximately 150 premises in the immediate vicinity and street notices also placed on site.
- Forty-nine responses were received during the formal consultation, and these are summarised in the tables below:

DYL parking amendments	Gladstone Road		Trinity Road		Quarry High Street	
	Object	12	25%	14	29%	25
Support	4	8%	3	6%	2	4%
Concerns	3	6%	3	6%	5	10%
No opinion/objection	30	61%	29	59%	17	35%
<i>Total</i>	<i>49</i>	<i>100%</i>	<i>49</i>	<i>100%</i>	<i>49</i>	<i>100%</i>

2hr parking amendments	Green Road		Pitts Road		Trinity Road	
	Object	22	45%	11	23%	10
Support	4	8%	3	6%	4	8%
Concerns	5	10%	6	12%	4	8%
No opinion/objection	18	37%	29	59%	31	63%
<i>Total</i>	<i>49</i>	<i>100%</i>	<i>49</i>	<i>100%</i>	<i>49</i>	<i>100%</i>

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9. The responses are shown at Annex 5 with copies of the original responses available for inspection by County Councillors.
10. Thames Valley Police did not object to the proposed amendments.
11. A City Councillor responded to the consultation and expressed concern on the impact the proposed 2 hour parking bays would have on the local motoring businesses and suggested that either parking passes or an increase in the proposed time limit to 4 hours should be considered.
12. The County Councillor was contacted for her views and comments based on the responses received during the public consultation – Councillor Roz Smith responded as follows:

“Local residents have commented that since the introduction of the Quarry Conservation area-controlled parking zone (CPZ) working on a Monday to Friday, 9am till 5pm basis has seen a significant reduction in commuter parking allowing residents and their visitors to park on the highway. This is important as many older properties in the Quarry do not have access to off road parking; for example, there are cottages in Quarry High street and Pitts Road which have only pedestrian access. So, I agree with many comments that the DYLS should not be installed on the junctions with Bushnell Close and opposite on the south side of Quarry High Street, on the south side of Trinity Road and the removal of short section of DYL outside 4 number Gladstone Road. This last one to be replaced with a white advisory line to help protect the access to off highway parking. On the north side of Trinity Road, a request for a small extension to the DYLS has been included in the proposals and which seems to make sense to me. Following the CPZ installation, residents contacted me to request some 2-hour non permit parking bays and I am pleased to see these are being proposed”.

13. A large majority of the responses received expressed an objection or cited concern over the impact that the proposed introduction of double yellow lines in Gladstone Road, Quarry High Street and Trinity Road would have on parking availability for residents and their visitors. Following discussion with the local County Councillor and whilst balancing the demand for parking and ensuring that safer passage for motorists and pedestrians is not impacted, a review of the advertised extents of proposed double yellow lines should be considered.
14. A number of responses received cited concern that the proposed 2 hour parking bays in Green Road and Trinity Road were not suitable for the area and made suggestion to increase the proposed limit to 4 hours and increase the proposed extents of the parking bays, as this would allow for better flexibility for visitors and the local businesses whilst continuing to deter commuter parking – concerns regarding the proposed 2 hour time limit have been recorded, but to note existing time limited parking bays within the Headington Quarry Zone provide up to 2 hours of ‘free’ parking and, therefore, the proposed additional bays follow on with the general design of the zone which also allows for a more balanced and uniformed approach when enforcing the restrictions. Furthermore, it should be stressed that the limit of 2

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hours is applied in the majority of all other CPZs across Oxford and there are many businesses that currently operate in these areas. Increasing the limit within the Headington Quarry Zone would set a precedent for similar requests.

**BILL COTTON**

Corporate Director, Environment and Place

Annexes

Annex 1-4: Consultation Plans

Annex 5: Consultation responses

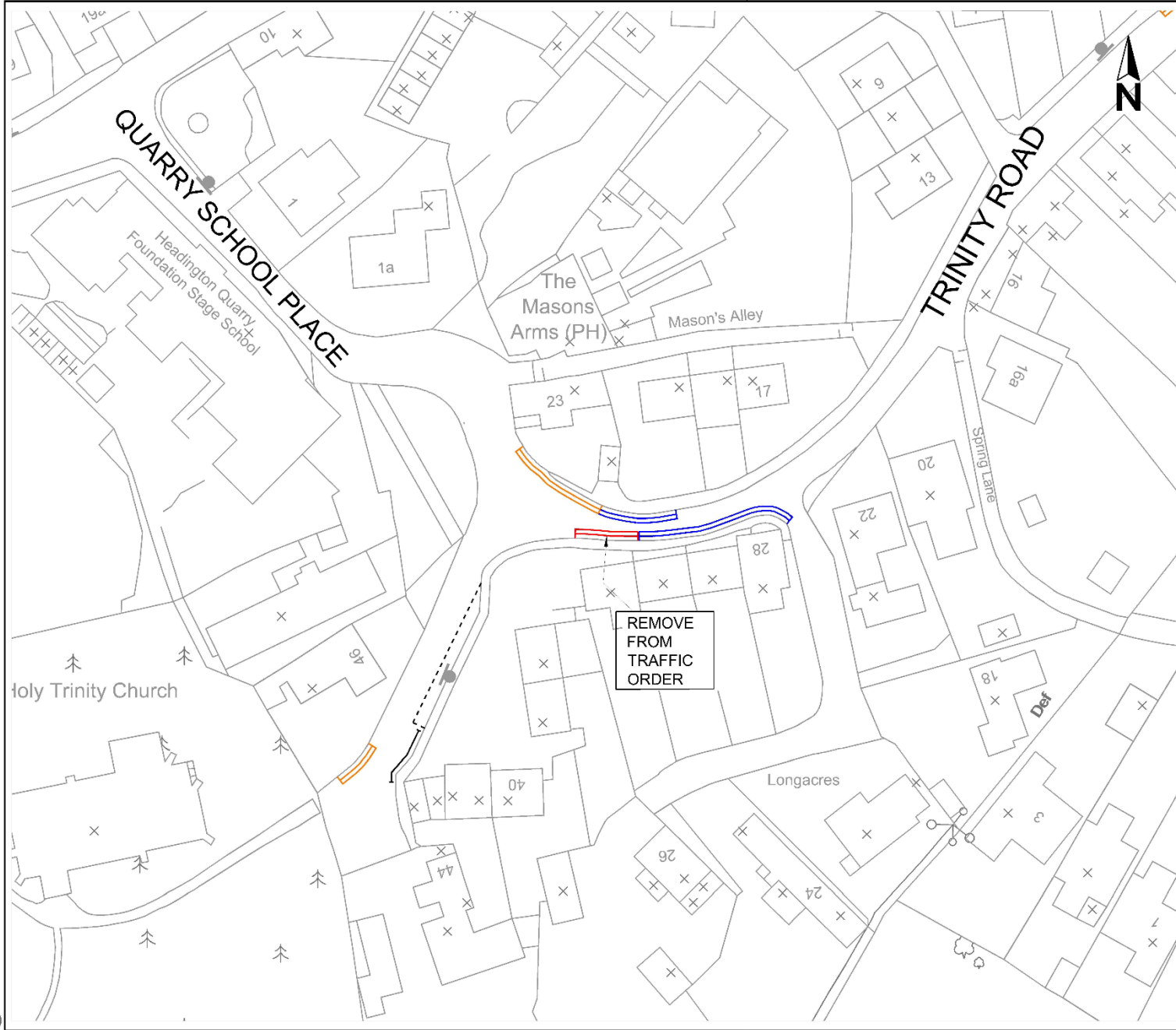
Contact Officers:

Tim Shickle 07920 591545

Vicki Neville 07917 921437

December 2021

P14 - Improvement Schemes/Traffic and Road Safety/Projects/A - Oxford CPZ 2 Headington Quarry CPZ/REMEDIAL REQUESTS/Headington Quarry amendments June 2021.dwg



Drawing No. HQ/CPZ/2021/004 Revision v1

**Key**

- EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES
- PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title  
**HEADINGTON QUARRY  
 CONTROLLED PARKING ZONE**

Drawing title  
**ZONE AMENDMENTS  
 PROPOSED NEW DOUBLE YELLOW LINES  
 TRINITY ROAD**

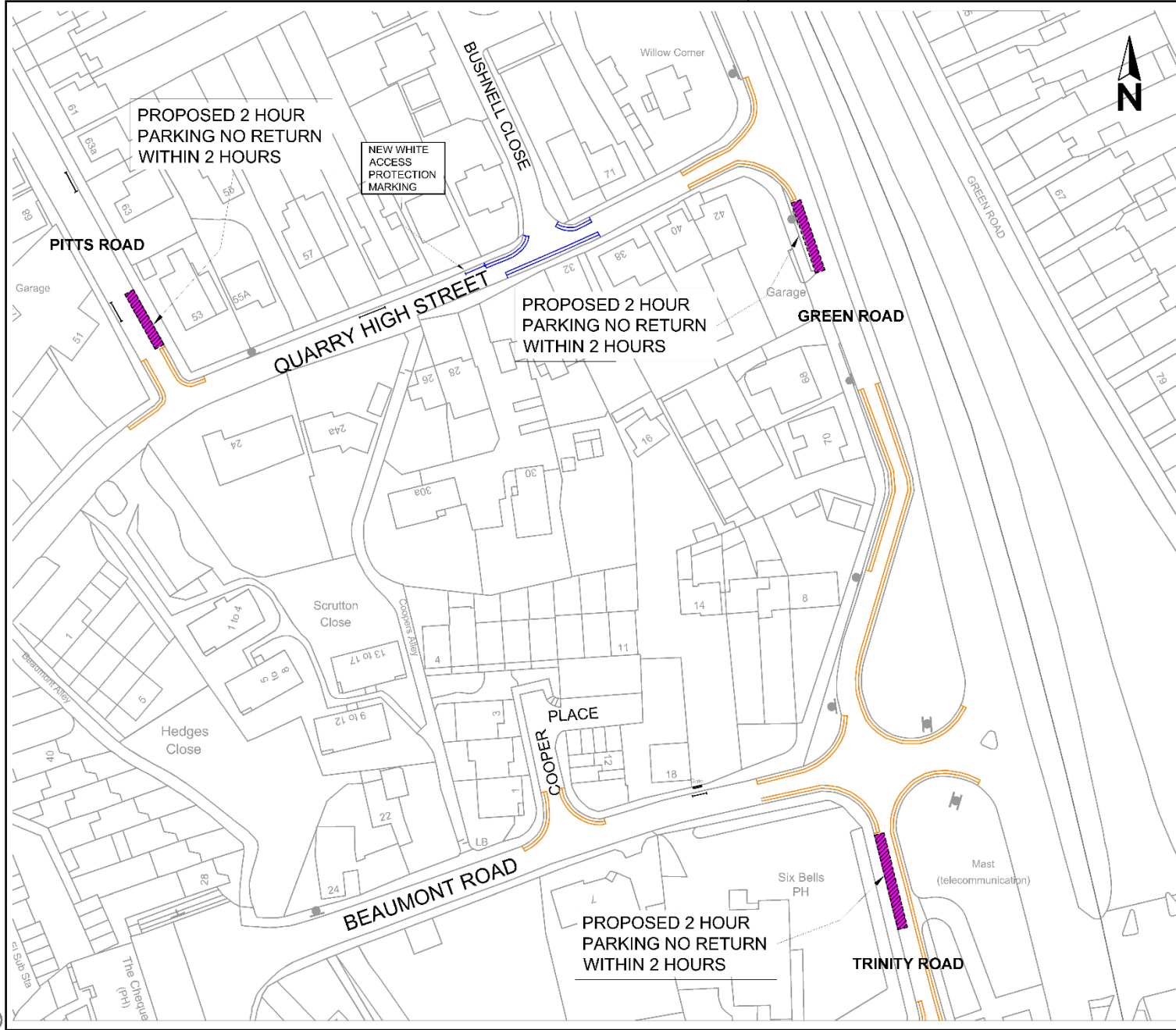
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:500	VN	JW	JW
Date drawn	Date checked	Date approved	
09/09/2021			

Oxfordshire Project No. & File Ref




Drawing No. HQ/CPZ/2021/004 Revision v1

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Drawing No. HQ/CPZ/2021/001 Revision v2

**Key**

-  EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES
-  PROPOSED NEW 2 HOUR NO RETURN WITHIN 2 HOURS PARKING BAY MON - FRI 9AM - 5PM
-  PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
V3	21/09/21	Yellow lines near Bushnell Close	VN	JW	JW
V2	09/08/21	2 hr bay in Pitts Road	VN	JW	JW
V1	04/06/21	Original	VN	JW	JW

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**OXFORDSHIRE COUNTY COUNCIL**

Project title  
**HEADINGTON QUARRY CONTROLLED PARKING ZONE**

Drawing title  
**ZONE AMENDMENTS  
PROPOSED NWAT - BUSHNELL CLOSE  
PROPOSED 2 HOUR PARKING  
TRINITY ROAD, GREEN ROAD & PITTS ROAD**



Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:750	VN	JW	JW
	Date drawn	Date checked	Date approved
	21/09/2021		

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Drawing No. HQ/CPZ/2021/003 Revision v1

**Key**

-  EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES
-  PROPOSED REMOVAL OF 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

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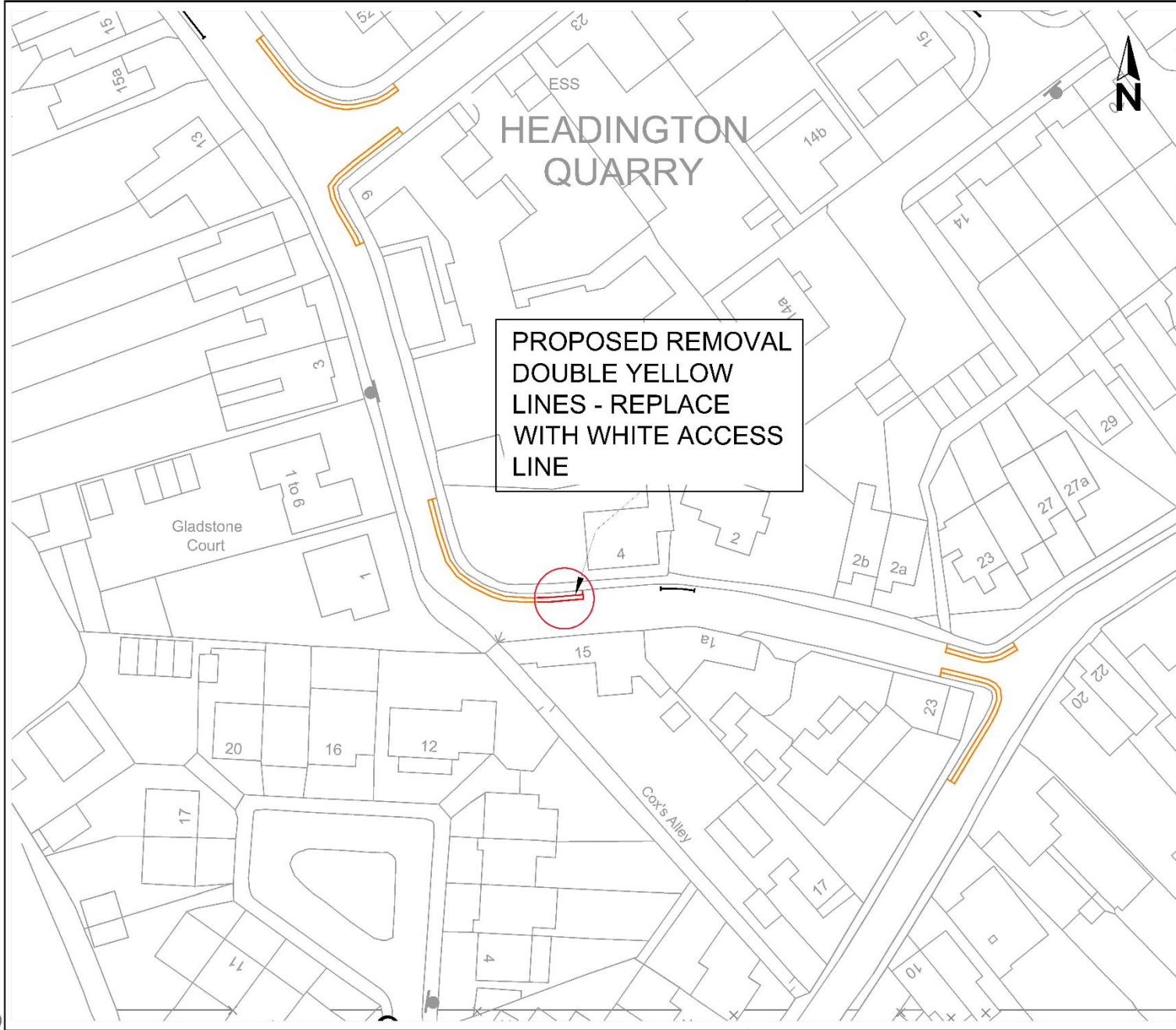
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**HEADINGTON QUARRY CONTROLLED PARKING ZONE**

Drawing title  
**ZONE AMENDMENTS  
PROPOSED REMOVAL OF DOUBLE YELLOW LINES IN GLADSTONE ROAD**

Drawing Status

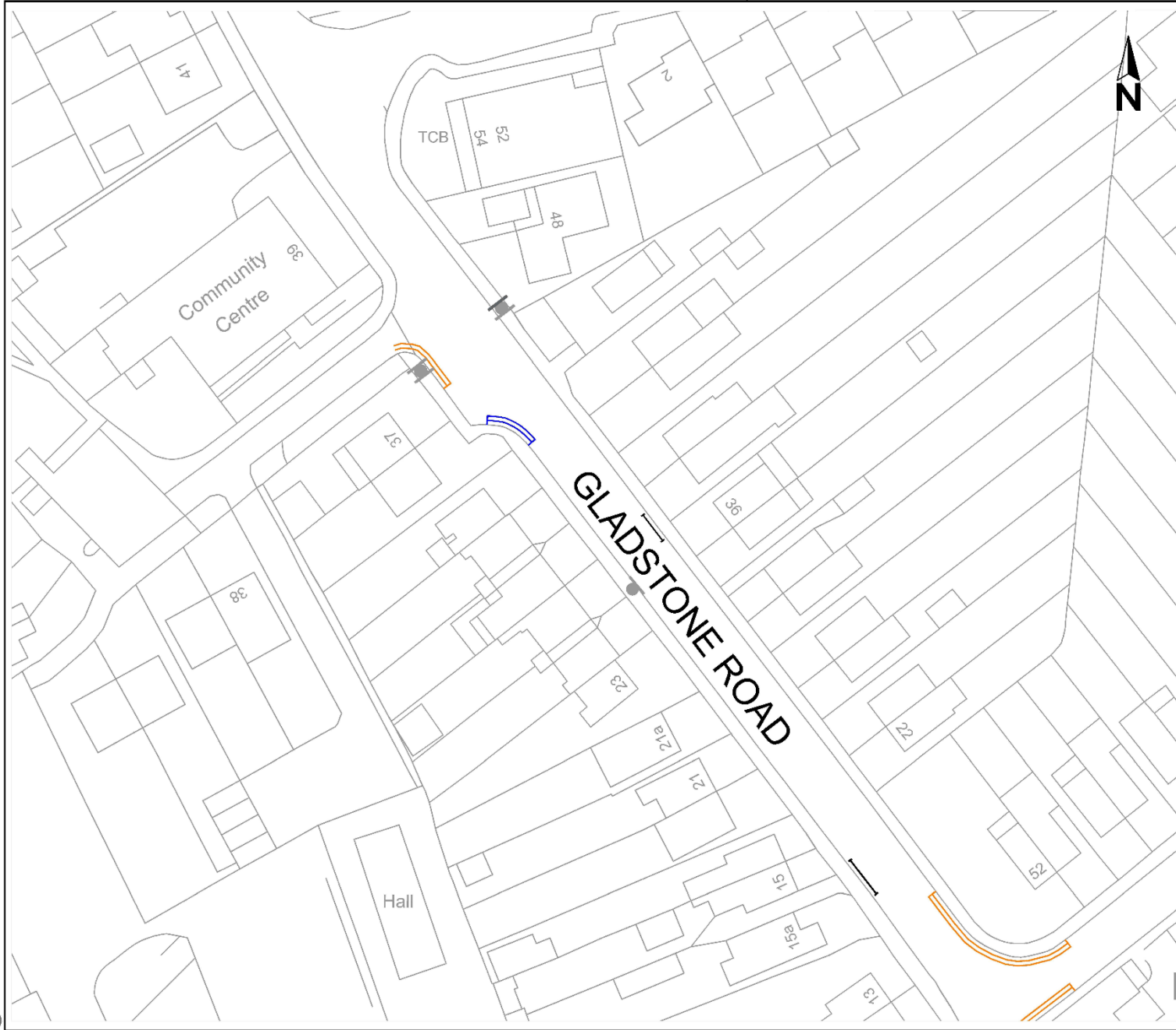
Scale @ A3	Drawn by	Checked by	Approved by
1:500	VN	JW	JW
Date drawn	Date checked	Date approved	
09/09/2021			

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**PROPOSED REMOVAL  
DOUBLE YELLOW  
LINES - REPLACE  
WITH WHITE ACCESS  
LINE**

P14 - Improvement Schemes/Traffic and Road Safety/ProjectsA - Oxford CPZ 2 Headington Quarry CPZ/REMEDIAL REQUESTS/Headington Quarry amendments June 2021.dwg



Drawing No. HQ/CPZ/2021/002 Revision v1

**Key**

- EXISTING 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES
- PROPOSED NEW 'NO WAITING AT ANY TIME' RESTRICTIONS - DOUBLE YELLOW LINES

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Project title  
**HEADINGTON QUARRY CONTROLLED PARKING ZONE**

Drawing title  
**ZONE AMENDMENTS  
 PROPOSED NEW DOUBLE YELLOW LINES  
 GLADSTONE ROAD**

Drawing Status

Scale @ A3 1:500	Drawn by VN	Checked by JW	Approved by JW
Date drawn 04/09/2021	Date checked	Date approved	

Oxfordshire Project No. & File Ref  
 Drawing No. HQ/CPZ/2021/002 Revision v1



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Oxford Bus Company	<b>No objection</b>
(3) Local County Cllr, (Headington Quarry Division)	<p>Trinity Road (DYLs) - <b>Object</b></p> <p>I agree with the objections to the extension of DYLs on the south side of Trinity Road. The road narrows here and I think we should leave space for parking as these homes do not have off road parking.</p>
(4) Local City Cllr, (Quarry & Risinghurst Ward)	<p>Quarry High Street (DYLs) - <b>Concerns</b>                      Green Road (2hr) - <b>Concerns</b>                      Pitts Road (2hr) - <b>Concerns</b></p> <p><b>Concerns</b> – My concerns are the impact of these restrictions and CPZ on the two businesses in Quarry namely Quarry Motoring Centre Garage and Pitts Road Garage.</p> <p>The suggested option was to Issue Quarry Motoring Centre six and Pitts Road garage three parking passes to enable them stay in business. The other option is for four hours parking bays outside these garages.</p>
(5) Local Resident, (Headington Quarry, Gladstone Road)	<p>Gladstone Road (DYLs) - <b>Object</b></p> <p>The proposed yellow lines outside 33 Gladstone road would leave just 2 parking spaces by our house. The layby type</p>

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	<p>area right outside our house is already double yellow lines. This would leave space for just 2 cars opposite. The property at 31 is student accommodation and they often have had to park opposite. In short this leaves 2 spaces left as we live right on the edge of the zone so can't park to the left of our house.</p>
<p>(6) Local Resident, (Oxford, Gladstone Road)</p>	<p>Gladstone Road (DYLs) - <b>Object</b></p> <p>I am writing to register my strong objection. I am also mystified as to the reason why it is being proposed. As our correspondence shows, I have already outlined the reasons for my concern previously to you, and my worries remain the same. I also voiced my concerns at the last meeting at Quarry Hall, and it seemed that everyone was in agreement. There was no-one who was in favour of double yellow lines being there, and I am therefore left wondering why they are being proposed at all? I would be grateful if you could please let me know.</p> <p>The parking space outside my house serves as a vital space for myself as well as my immediate neighbours, who both use the space very often. My neighbours at 37 did not take any role in the first round of proposals at all - indeed they appeared absolutely unaware of them - even though they own more than one car at the property. As a result, they very often use the space where the yellow lines are being proposed as they have no space outside their property. If this space is taken away, it will definitely lead to people (including the residents of 37 Gladstone road) double parking with the disabled parking bay. This is both a hazard to passing traffic and also makes it extremely difficult and impractical for me to get into my car when it is in the disabled parking bay, as people park so closely it obstructs my doors.</p> <p>Also, I would like to emphasize that the disabled parking bay is not only for myself and is also frequently used by other disabled users. This has become more common since Headington Community Centre recently resumed events. It is not uncommon for myself to return home to find another car in the space, and if the yellow lines were put in place outside my house, I would have great difficulty finding somewhere else close by to park.</p> <p>There is also the issue of speeding. This is already a problem, as the space where the lines are proposed is a rare example of a straight portion of road in the Quarry, and drivers often speed up on it. Having a car parked there presently slows traffic, as drivers are forced to slow down to give way or negotiate oncoming traffic. If a car is unable to park there in the future and there is a clear space instead, this will cause drivers to feel comfortable driving even faster than they already do.</p> <p>Access to the driveway of 33 is not obstructed or affected in anyway. Both myself at 35 and next door at 37 do not have the option of creating off-road parking with a drive as other neighbours have done, because of the</p>

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	<p>impracticalities of the below street-level gardens. Therefore, it is vital that the space for residents parking there remains. As I have said above, I am at a loss to wonder why taking the space away has even been proposed, given my previous objections. I have voiced these both in person at the meeting in the winter of 2020, and also to yourself in writing previously, so I hope you understand that I am surprised at the proposal and am very worried about it. I am quite sure when I say that no-one thinks that the proposed changes will have a positive effect. Cars parked there do not block either the drive of 33 Gladstone road nor the disabled parking bay. Furthermore, I am still unsure how a car parked parallel to the pavement there can have any more of an effect on pedestrians as a car parked anywhere else could. I am very worried that it will just lead to double parking, which was an issue before the CPZ.</p>
(7) Resident, (unknown)	<p>Gladstone Road (DYLs) - <b>Object</b></p> <p>I oppose the parking restrictions due to take place on Gladstone Road. This is because, residents are already paying to park on the road and there is a disabled resident who will be badly affected if this proposed parking restriction comes into effect.</p>
(8) Local Resident, (Oxford, Trinity Road)	<p>Trinity Road (DYLs) - <b>Object</b></p> <p>Please do NOT implement the proposal for the south side of Trinity Road, as follows: Trinity Road – a) new extension to existing restrictions on the north side; east of the junction with Quarry School Place, and on the south side outside property Nos. 28-32, b) remove a section on the south side outside property No. 34.</p> <ul style="list-style-type: none"> <li>• I strongly object to this. I am grateful that there will not be yellow lines outside my house (no 34) but my neighbour at no 30 also needs to park.</li> <li>• We have both paid for our permits with the reasonable expectation that there would be places where we can park. It is obvious that there are no other options for us to park anywhere in the neighbourhood, other than outside our houses on the south side of Trinity Road. The waiting zone further down Trinity Road towards the church is nearly always fully occupied with cars. The area marked with an X is unsuitable for long-term parking as the tree drops a sap which is difficult to remove from cars.</li> <li>• The residents at no's 32 and 28 are chronically ill and/or elderly and space is needed for their visitors/carers when they stop by.</li> <li>• I don't understand the need for the double yellow lines. (Your website lists a document called 'Statement of reasons' but no reasons are given.)</li> </ul>

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	<ul style="list-style-type: none"> <li>• Provided that we park slightly on the pavement, allowing enough space for children’s strollers/wheelchairs to get past safely, the road is wide enough for large vehicles such as dustbin lorries to get past. I am not aware that there have been any issues relating to this. Please see the attached photos. Large vehicles are much more likely to be blocked where the road is narrower further east.</li> </ul> <p>Thank you for consulting with us and I sincerely hope you will be able to implement your other proposals but leave this section of Trinity Road alone. Or, at most, place a very short section of double yellow lines on the corner of Trinity Road and the lane that leads down to no 22 and other houses.</p>
<p>(9) Local Resident, (Oxford, Trinity Road)</p>	<p>Trinity Road (DYLs) - <b>Object</b></p> <p>I am perturbed by the Trinity Road proposal (a) new extension to existing restrictions on the north side; east of the junction with Quarry School Place, and on the south side outside property Nos. 28-32. I have lived here for many years and, although cars are generally parked outside numbers 23-32, they have not prevented the passage of other vehicles, including those as large as refuse lorries.</p> <p>Parking at this end of Trinity Road is scarcely enough for one car per household as it is; fortunately for us, not all households have cars and we are now generally able to find parking reasonably close to home. However, there are frequently visitors to the nearby church and school plus visiting carers and trades people who require parking. The reduction in available parking will impact on all of the users as well as residents.</p> <p>The lay-by at the front of my house allows 2-hour visitor parking during operational hours of the CPZ. While parking is permitted on the corner opposite my house (at the top of Quarry School Place), sap from the trees mean it is potentially damaging to cars to be placed there for any length of time. One thought is that the lay-by could be made residents only and a 2-hour permitted space set up under the trees instead.</p>
<p>(10) Local Resident, (Oxford, Quarry High Street)</p>	<p>Quarry High Street (DYLs) - <b>Object</b></p> <p>I have been supportive of previous parking restrictions in the area as they have prioritised the needs of residents and would welcome measures to cut through traffic and improve safety. However, I feel that the proposed changes which affect the road directly adjoining my property have been proposed without good reason or clear communication and will have a negative impact on residents.</p>

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	<p>My main concerns are the introduction of double yellow lines on Quarry High St on both sides opposite the entrance to Bushnell Close. The proposed lines on the northern side of the road go directly across my driveway on Quarry High Street. As your letter indicates that the proposals are a result of engagement with residents, I'm surprised we were not informed of this proposed change directly. In the 11 years I have lived in this property, no one has ever parked in this space or the space marked on the other side of Bushnell Close, apart from occasional deliveries, so the introduction of yet more street markings seems entirely unnecessary.</p> <p>I am also at a loss to understand the reasoning behind the proposed double yellow lines on the opposite, southern side of Quarry High St. We are fortunate to have a driveway but other residents are not so fortunate and this provides one of the few places in this area where residents can park on the street and where delivery and tradespeople can stop. These parking spaces make it more difficult for us to access our drive but we recognise that they are important for others. The council also needs to recognise the changed world we live in where many more people work from home so are present in residential areas during the day.</p>
<p>(11) Local Resident, (Oxford, Quarry High Street)</p>	<p>Quarry High Street (DYLs) - <b>Object</b></p> <p>I would like to object to the addition of double yellow lines on the section of Quarry High Street opposite Bushnell Close, as this would rule out any option to park near to my house. Myself and my neighbour are fully reliant on on-street parking, having no driveway access at our houses and the proposed changes would lead to us having to park further from our houses- this loss of available parking space would also then create more congestion and competition for parking further down Quarry High Street (towards Pitts Rd) as many of these houses also rely solely on the on-street parking.</p> <p>The very recent addition of controlled parking zones on QHS and surrounding roads have already created a need to pay for permits (and this is not an insignificant cost), and the proposed changes would make it difficult to actually use these permits as I would no longer be able to park anywhere near my house?</p> <p>The road area opposite Bushnell close is neither particularly busy, nor narrow, so I won't pretend like I fully even understand the need for further parking restrictions in this area.</p>
<p>(12) Local Resident, (Headington Quarry, Quarry High Street)</p>	<p>Gladstone Road (DYLs) - <b>Object</b> Trinity Road (DYLs) - <b>Object</b></p>

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	<p>Quarry High Street (DYLs) - <b>Object</b></p> <p>The yellow lines will do away with parking spaces, which at present are both sides of road. This will encourage drivers to speed even more!</p> <p>There are 4 or 5 houses with no parking facilities at all (mine included) in QHS, where are residents going to be able to park. Also why have we all had to get resident parking permits and visitor permits when we won't have room to park anywhere near our properties.</p> <p>Lastly, when Bushnell Close was built, the entry/exit road was widened to allow easy access, it was widened even further by altering the wall of No 1. This was done so as to not affect current parking. It works perfectly.</p>
<p>(13) Local Resident, (Headington, Nuffield Road)</p>	<p>Gladstone Road (DYLs) - <b>Object</b>          Trinity Road (DYLs) - <b>Object</b>          Quarry High Street (DYLs) - <b>Object</b>          Green Road (2hr) - <b>Object</b>          Pitts Road (2hr) - <b>Concerns</b>          Trinity Road (2hr) - <b>Concerns</b></p> <p>The bays are not long enough, they need to be four hours. Also two bays on Green Road is not enough. There needs to be loads more. This would mean people that live there can have visitors and it would still stop commuters. More yellow lines surely mean even less spaces.</p>
<p>(14) Local Resident, (Sandhills, Terrett Avenue)</p>	<p>Gladstone Road (DYLs) - <b>Object</b>          Trinity Road (DYLs) - <b>Object</b>          Quarry High Street (DYLs) - <b>Object</b>          Green Road (2hr) - <b>Object</b>          Pitts Road (2hr) - <b>Object</b></p> <p>I do not think it's necessary</p>
<p>(15) Local Resident, (Headington, Shotover Kilns )</p>	<p>Gladstone Road (DYLs) - <b>Object</b>          Trinity Road (DYLs) - <b>Object</b>          Quarry High Street (DYLs) - <b>Object</b></p>

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	<p>Green Road (2hr) - <b>Object</b>  Pitts Road (2hr) - <b>Object</b>  Trinity Road (2hr) - <b>Object</b></p> <p>Depriving residents the opportunity to use road to park as always. Also no help for garage on ring road</p>
<p>(16) Local Resident,  (Oxford, Headington  Quarry)</p>	<p>Gladstone Road (DYLs) - <b>Object</b>  Trinity Road (DYLs) - <b>Object</b>  Quarry High Street (DYLs) - <b>Object</b>  Green Road (2hr) - <b>Object</b>  Pitts Road (2hr) - <b>Object</b>  Trinity Road (2hr) - <b>Object</b></p> <p>Stop wasting precious resources on useless parking restrictions.</p>
<p>(17) Local Resident,  (Headington, Gladstone  Road)</p>	<p>Gladstone Road (DYLs) - <b>Object</b>  Trinity Road (DYLs) - <b>Object</b>  Quarry High Street (DYLs) - <b>Object</b>  Green Road (2hr) - <b>Object</b>  Pitts Road (2hr) - <b>Object</b>  Trinity Road (2hr) - <b>Object</b></p> <p>More and more of Gladstone Road is getting taken away for parking spaces. Outside 37 was taken and now more from the QV parking zone. It's like the home owners are getting victimised for ownership of a car .</p>
<p>(18) Local Resident,  (Oxford, Church Road)</p>	<p>Gladstone Road (DYLs) - <b>Object</b>  Trinity Road (DYLs) - <b>Object</b>  Quarry High Street (DYLs) - <b>Object</b>  Green Road (2hr) - <b>Object</b>  Pitts Road (2hr) - <b>Object</b>  Trinity Road (2hr) - <b>Object</b></p>

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	<p>I visit this area as a customer of the Garage on Green Road. More double lines will make it even worse to park around there. Bays are a good idea but two on Green Road is not enough and they need to be four-hour parking bays not two. That will make it much easier to drop your vehicle off.</p>
<p>(19) Resident, (Eynsham, Back Lane)</p>	<p>Gladstone Road (DYLs) - <b>Object</b>          Trinity Road (DYLs) - <b>Object</b>          Quarry High Street (DYLs) - <b>Object</b>          Green Road (2hr) - <b>Object</b>          Pitts Road (2hr) - <b>Object</b>          Trinity Road (2hr) - <b>Object</b></p> <p>My daughter lives in the family house built by her Great, Great, Great Grandfather. My husband (also quarry born &amp; bred) &amp; I like to visit &amp; we cannot walk very far anymore. These plans would isolate Quarry from outsiders with nowhere to park. Several houses have no driveway or garage &amp; have to leave their vehicles on the roadside, making it difficult to visit now without further restrictions. Quarry, with its history, is an attractive area &amp; the church is especially so. Putting in any restrictions makes int impossible to visit. Car access is vital for getting to visit relatives. Please reconsider all your plans as they are totally inappropriate for this area.</p>
<p>(20) Resident, (Chalgrove, Brinkinfield Road)</p>	<p>Gladstone Road (DYLs) - <b>Object</b>          Trinity Road (DYLs) - <b>Object</b>          Quarry High Street (DYLs) - <b>Object</b>          Green Road (2hr) - <b>Object</b>          Pitts Road (2hr) - <b>Object</b>          Trinity Road (2hr) - <b>Object</b></p> <p>My family home is on Quarry High Street and I often visit my parents there. These parking amendments would mean that I would be unable to visit them and would significantly impact on our family.</p>
<p>(21) Local Resident, (Oxford, Nuffield Road)</p>	<p>Gladstone Road (DYLs) - <b>Concerns</b>          Trinity Road (DYLs) - <b>Concerns</b>          Quarry High Street (DYLs) - <b>Concerns</b>          Green Road (2hr) - <b>Object</b></p>



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	<p>Pitts Road (2hr) - <b>Concerns</b>          Trinity Road (2hr) - <b>Concerns</b></p> <p>More yellow lines make less spaces for everyone. There are not enough spaces in the Quarry area as it is. The bays are not long enough. The whole point of the restrictions was to prevent commuters. If the bays were for four hours it would be easier to visit friends and the garage on Green Road. There also needs to be far more bays than two on the Green Road, this road would benefit from spaces all along the Green road that are four hours long. This would mean commuters can't park but it's easier for business and home' owners in that area.</p>
<p>(22) Local Resident,          (Oxford, Van Deimens Lane)</p>	<p>Quarry High Street (DYLs) - <b>Concerns</b>          Green Road (2hr) - <b>Object</b></p> <p>I use the garage on green road (well used to until the parking restrictions!) It's really hard to drop off your car and go to work due the current restrictions. The bays would be a good idea but there needs to be more of them, possibly all up the Green Road. That way I could confidently leave my car knowing it will be fine until worked on by the garage. 2 hours is not long enough. The whole point was to stop commuters not to stop everyone parking there! More yellow lines surely just limit the spaces in a small area evenmore?</p>
<p>(23) Local Resident,          (Quarry, Ramsay Road)</p>	<p>Gladstone Road (DYLs) - <b>Concerns</b>          Trinity Road (DYLs) - <b>Concerns</b>          Quarry High Street (DYLs) - <b>Concerns</b>          Green Road (2hr) - <b>Concerns</b>          Pitts Road (2hr) - <b>Concerns</b>          Trinity Road (2hr) - <b>Concerns</b></p> <p>The plans are potentially short sighted and need consistency</p>
<p>(24) Local Resident,          (Sandhills, Terrett Avenue)</p>	<p>Gladstone Road (DYLs) - <b>Concerns</b>          Trinity Road (DYLs) - <b>Concerns</b>          Quarry High Street (DYLs) - <b>Concerns</b>          Green Road (2hr) - <b>Concerns</b>          Pitts Road (2hr) - <b>Concerns</b></p>

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	<p>Trinity Road (2hr) - <b>Concerns</b></p> <p>Not long enough Parking</p>
<p>(25) Local Resident, (Headington, Lime Walk)</p>	<p>Green Road (2hr) - <b>Concerns</b></p> <p>The area is in short supply of visitor bays, the whole of Green Road should be 4hr waiting bays. There is plenty of room on the highway and meets the criteria for the scheme, to prevent commuter parking.</p>
<p>(26) Local Resident, (Headington, Lime Walk)</p>	<p>Green Road (2hr) - <b>Concerns</b></p> <p>Green Road sits to the boarder of the CPZ and ideal for placing 4hr parking bays along its entire length. There NO reason at all why the whole of Green Road can be 4hr bays so residents can have visitors stay without having to use one of just 25 permits. Listen to what the community want and not simply cow tail to bureaucratic imposition where a select few think they know what is best for Communities.</p>
<p>(27) Local Resident, (Oxford, Pitts Road)</p>	<p>Pitts Road (2hr) - <b>Concerns</b></p> <p>The current restrictions work well for my family, however, the one outstanding problem in Pitts Rd., that the council has repeatedly not addressed, is the use of our road as a fast, short cut off the ring road and the dangerous speeding resulting from drivers short-cutting the Green Road roundabout.</p> <p>My family and I have asked for speed humps to be put in our road and nothing has happened. This is a cycling and pedestrian area with two elderly residents' homes and is en route to two primary schools. We need two speed humps - one before the junction with New Cross Road and one after.</p> <p>Please install speed humps.</p>

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<p>(28) Local Resident, (Oxford, Pitts Road)</p>	<p>Pitts Road (2hr) - <b>Object</b></p> <p>Overall, we are content with the majority of the changes but not to the proposal to put two 2-hour parking bays opposite the garage in Pitts Road. Our reasons for this are based on the cavalier approach of the garage to the existing controlled parking zone. The garage simply ignores this and parks cars throughout the area on Quarry High Street, New Cross Road and Pitts Road. As shown in the photograph, frequently the entire Quarry High Street end of Pitts Road is parked on both sides, with large vehicles blocking the pavement opposite 5 Quarry High Street. Even today, the garage had 10 vehicles parked at this end of the street and once again blocking the pavement thus forcing push-chair users, mobility scooter users and pedestrians to move into the already restricted road.</p> <p>On the basis of this continued lack of consideration by the garage we can see no useful purpose is gained by adding two short stay parking bays to this end of the road and it smacks of rewarding the antisocial behaviour of the garage. Better by far would be to place a parking restricted sign on the lamp post opposite the garage at this site to remind them and their customers of the presence of the CPZ. In addition, it would be good to see more stringent enforcement of the CPZ to prevent the garage gaming the system by moving cars around when the wardens appear and then replacing them when the wardens have gone. It is interesting to note how few cars parked close to the garage ever get tickets whereas those elsewhere do get ticketed. Of the 10 vehicles parked at that end of Pitts Road today none have been ticketed at the time of writing.</p> <p>We understand the desire to maintain small businesses in residential areas. However, the rights of the businesses to operate in such areas surely demands that they be considerate of their neighbours with respect to pavement access, restricting the road and noise.</p>
<p>(29) Local Resident, (Oxford, Van Deimens Lane)</p>	<p>Green Road (2hr) - <b>Object</b></p> <p>I work on the Green Road and see the business struggling with the current restrictions. The two-hour bays are not enough and not long enough. It would be better for our customers if there were more bays and these bays were for 4 hours. This would make it easier to park when coming to work and would make it easier for us working at the garage. Currently I really struggle to park when I come to work.</p>
<p>(30) Local Resident, (Headington, Mattock close )</p>	<p>Green Road (2hr) - <b>Object</b></p> <p>As a frequent user of Quarry Motoring Centre, I find it very difficult to park in the vicinity so the main objective you set out to do, in stopping parking along Green Road to commute to places of work e.g. hospitals you have achieved,</p>

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	<p>however if you were to put parking bays outside of the garage and further along Green Road with a 4 hour waiting, this would make it so much easier to access the garage but also still stop the issue of parking and commuting.</p>
<p>(31) Local Resident, (Headington, Quarry High Street)</p>	<p>Quarry High Street (DYLs) - <b>Object</b></p> <p>I feel it is totally unnecessary to put yellow lines on Quarry High Street.</p> <p>It will leave 2 car parking spaces for at least 11 houses, 4 of these have no off-street parking and a number of these homes have more than one car as well. That doesn't even allow for visitors.</p> <p>Bushnell close is wide enough to get in and out of, they have more space than most of the driveways. All the residents in Bushnell close have double garages and double driveways or more.</p> <p>It will also encourage speeding on that part of the road which will make it more dangerous and also harder for those with driveways to turn in and out.</p>
<p>(32) Local Resident, (Headington, Quarry high street)</p>	<p>Quarry High Street (DYLs) - <b>Object</b></p> <p>I object this request due to the fact I have a one year old toddler that I need to carry out of my car to cross the road to get to my house for these yellow lines it will be impossible for me to do so and carry shopping as quarry high street is so busy with other cars zooming down here and not in the 20mph zone I don't think it's safe anyways so to park half way down my road isn't very handy when I can park right outside my house, I also think it's a ridiculous request and discussion about the yellow lines and of course we are going to object this when we have to pay to park outside our house of £65 a year and also for people to visit us and giving them paid permits to park.</p>
<p>(33) Local Resident, (Oxford, Green Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Object</b></p> <p>I work on the green road and it is currently really difficult to park near work. The extra double yellow lines will not help. Also working at the Garage business on the Green Road I see the struggles that they have with the parking restrictions. The bays proposed outside the garage would be ok if they were longer than 2 hours, maybe 4 hours. 2 hours is not long enough. There also needs to be more 4 hour bays on the Green Road to help customers and staff</p>

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	<p>park for the garage.</p>
<p>(34) Local Resident, (Oxford, Green Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Object</b></p> <p>I work at Quarry Motoring Centre and it's also my family business. Parking is very difficult with the new restrictions and business has suffered. I feel the bays on Green Road would be good but only if they were 4 hours and there were a lot more of them. Two bays are simply not enough. Four-hour bays would stop commuters parking which I thought was the whole point of the restrictions. It's very difficult for staff and customers to park. Bays could be put all along the Green Road. More double yellow lines also limit spaces.</p>
<p>(35) Local Resident, (Oxford, Valencia Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Object</b></p> <p>I work at Quarry Motoring on the Green Road. Since the current restrictions parking is awful. It's really hard to park anywhere when I come to work. I have also seen the business suffer. More yellow lines will mean less spaces. The bays are a good idea but there needs to be more of them, possibly all up the Green Road towards the flats. Two hours is not long enough, four hour bays would mean that commuters would not use the space which used to be the issue before but it would make it more flexible for ' our customers and also easier for staff to park for some of the day.</p>
<p>(36) Local Resident, (Oxford, Green Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Object</b></p> <p>I have used the Garage on the Green Road for years and see how hard business is for them now since the parking restrictions. The extra yellow lines mean less spaces for everyone and the bays although a good idea are not enough. It would be good to have bays all along the Green Road and for them to be four hours. This would help people dropping their cars off and leaving them to go to work. I also have a couple of friends in the area and it would mean it's easier to visit if the bays were four hours and they do not to use one of the temporary permits as I know they are expensive and they are not allowed many.</p>

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<p>(37) Local Resident, (Oxford, Green Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Object</b></p> <p>I am the business owner of the Garage on the Green Road. Although retired I still visit the garage daily and find the parking is a real issue. I am seeing the struggle that the business has now with our customers unable to leave cars before work due to the restrictions. I feel the extra double yellow lines mean that there is even less spaces and the bays outside the garage although a good idea are simply not long enough. Four hours would be more suitable and there needs to be more than two bays. This would mean that commuters could not use the spaces but it would ease the problem of parking for the business and for people living in the community. I know its very hard to have visitors now when I speak to neighbours around the garage and this must be an awful situation to be in.</p>
<p>(38) Local Business, (Oxford, Green Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Object</b></p> <p>As business owner of Quarry Motoring Centre I object to the bays outside the garage. The bays in themselves are a good idea but two bays are simply not enough. There needs to be far more and they need to be four hours not two. I go the garage every day for a couple of hours and can't park. I also find it difficult visiting my son who lives next door. We only get a few visitor permits which simply is not enough. Four-hour bays would enable me to work at the garage each day and also to easily visit my son. I am also seeing the impact that the parking restrictions are having on the business. It would be much easier for us moving cars in and out and for our customers if there were more bays along the Green Road with four hours parking. The extra double yellow lines just surely make it harder for people as there is less spaces available.</p>
<p>(39) Local Resident, (Oxford, Green Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Object</b></p> <p>I own a business who have their vans serviced and worked on at Quarry Motoring Centre on the Green Road. The current restrictions make it very hard to drop off vans for work. Bays would help but there needs to be more bays along the Green Road with a longer parking time, maybe 4 hours. This would help when dropping off vehicles. I also have family in the Quarry area and it's very hard to visit without a visitor permit. Again a longer parking bay of 4 hours and more bays would make visiting family easier. Currently there is nowhere to park. I thought the restrictions were to make parking difficult for commuters which it has but also made it hard for everyone else. Some four -our</p>

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	<p>bays would solve this problem.</p>
<p>(40) Local Resident, (Oxford, Green Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b>  Green Road (2hr) - <b>Object</b>  Pitts Road (2hr) - <b>Object</b>  Trinity Road (2hr) - <b>Object</b></p> <p>I object to the new double yellow lines on Quarry High Street as I feel this will only limit the spaces available even if you do have a permit making Green Road busier. I strongly object to the two hour waiting bays. This isn't long enough and it should be four hours and more bays put in down towards the flats on Green Road. Two bays on Green Road are simply not enough. I live on Green Road and currently it is very hard to have visitors with the current restrictions. There are not enough parking spaces on Quarry High Street. Having a few (not just two) four-hour bays would enable me to have visitors both personally and for my business as I work from home at Green Road. I believed the whole idea behind the restrictions was to stop commuters, when all it has done is make life difficult for residents and business owners. No thought seems to be given for people that live in the area and run their business in the area.</p>
<p>(41) Local Resident, (Oxford, Green Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b>  Green Road (2hr) - <b>Object</b>  Pitts Road (2hr) - <b>Object</b>  Trinity Road (2hr) - <b>Object</b></p> <p>The Parking Restrictions were brought in to help stop commuters parking in the area. All it has achieved is making the parking very difficult for residents and businesses. I live on Green Road and it's very hard to have visitors. The added double yellow lines on Quarry High Street is limiting what little spaces there are. The two-hour bay proposed is not enough, both in time and quantity. It would make more sense to have more bays up towards the flats on Green Road and for these bays to be four hours. That would mean it is easier to have people visit and help local business with their customers.</p>

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<p>(42) Local Business, (Oxford, Green Road)</p>	<p>Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Object</b> Pitts Road (2hr) - <b>Object</b> Trinity Road (2hr) - <b>Object</b></p> <p>I object to the proposed parking bays outside my business. By just having two outside the garage is a step backwards as other people will use these meaning even less spaces for my customers. The bays need to be four hours and there needs to be more than two bays. It would be good if there were bays up towards the flats on Green Road too. The parking restrictions were brought in to help stop commuters parking here but all they have done is make business very hard. My customers find it difficult to drop their cars off and it has affected my business.</p>
<p>(43) Local Resident, (Headington, Quarry High Street)</p>	<p>Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Support</b></p> <p>The Quarry High Street yellow lines directly will affect me and my neighbours greatly. When Bushnell close was built we raised concerns about the parking being affected as there used to be garages used by the Quarry High Street residents that were pulled down from that land leaving no off-street parking for at least 4 houses. Bushnell Close was given a wider entrance so that it would allow the parking to be left as it is now and to allow cars to park on the road.</p> <p>One of my neighbours is elderly and partially short sighted, she will not be able to be picked up by her daughter from the roadside as she is now. Another neighbour has a small child so not easy to walk further than our road.</p> <p>The residents in Bushnell close have double driveways and double garages so don't have any problems having visitors or parking by their homes. I pay for a parking permit and visitors permits so if this goes ahead they will be redundant as I can't park near my home or have visitors.</p> <p>I am also concerned that having the road more open the traffic will speed down this road.</p> <p>The proposal states: 'The County Council continues its responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that 1 danger is minimised whilst 2 facilitating the effective and safe passage of traffic whilst maintaining the opportunity to park'. I feel this proposal goes against these aims: 1. Danger will be increased due to speed of traffic.</p>



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	<p>2. Leaving no opportunity to park for at least 4 homes and all visitors.</p>
<p>(44) Local Resident, (Headington Quarry, Trinity Road)</p>	<p>Trinity Road (DYLs) - <b>Object</b> Trinity Road (2hr) - <b>Object</b></p> <p>I live in this road. The double yellow lines protect both of the entrances to my house from having cars parked across them. This happens frequently and the permits have not stopped this. Parents from the school during the day disregard the gates and pub patrons at night disregard anyway. Ensuring the gates are clear allows me to get my bikes in to and out of my property. PLEASE DO NOT REMOVE THE LINES AROUND 23!!!!</p>
<p>(45) Local Resident, (Headington Quarry, Trinity Road)</p>	<p>Trinity Road (DYLs) - <b>Object</b> Trinity Road (2hr) - <b>Support</b></p> <p>I support the proposed 2 hour parking outside Six Bells, which will provide useful extra capacity for mid-week visitors.</p> <p>I object to the proposed south side changes outside 28-32 Trinity Road. I don't live in these houses but am concerned that preventing parking outside them will reduce the total capacity on the street by 3-4 spaces, thus making it much harder for residents all along the street to find evening parking slots. The south side pavement ends by no. 28, so pedestrians all cross to the north pavement anyway, so having cars parked along this stretch does not create an obstruction.</p> <p>I don't understand the annotation "REMOVE FROM TRAFFIC ORDER" outside no. 34 Trinity Road as there are no road markings here at present. Please reissue this map with an annotation that clarifies your intentions for this stretch. Thanks.</p>
<p>(46) Local Resident, (Headington Quarry, Quarry High Street)</p>	<p>Gladstone Road (DYLs) - <b>Support</b> Trinity Road (DYLs) - <b>Support</b> Quarry High Street (DYLs) - <b>Object</b> Green Road (2hr) - <b>Support</b> Pitts Road (2hr) - <b>Support</b> Trinity Road (2hr) - <b>Support</b></p>

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	<p>I object to the DYL changes in Quarry High Street opposite Bushnell Close as they will put additional pressure on parking on Quarry High Street, particularly for people who live near the Green Road end where parking is already constrained. I also do not see that they are necessary as there is very limited traffic coming into or out of Bushnell Close at any time</p>
<p>(47) Local Resident, (Risinghurst, Green Road)</p>	<p>Gladstone Road (DYLs) - <b>Support</b>          Trinity Road (DYLs) - <b>Support</b>          Quarry High Street (DYLs) - <b>Support</b>          Green Road (2hr) - <b>Support</b>          Pitts Road (2hr) - <b>Support</b>          Trinity Road (2hr) - <b>Support</b></p> <p>Green Road and Quarry High Street are 2 roads that are constantly block by cars park on double yellow line for whole day while people travel to the London (by bus) or city centre.</p>
<p>(48) Local Resident, (Oxford, Hedges Close)</p>	<p>Gladstone Road (DYLs) - <b>Support</b>          Trinity Road (DYLs) - <b>Support</b>          Quarry High Street (DYLs) - <b>Support</b>          Green Road (2hr) - <b>Support</b>          Pitts Road (2hr) - <b>Support</b>          Trinity Road (2hr) - <b>Support</b></p> <p>More 2 hour spaces is a good thing.          The current restriction on temporary parking in the quarry does not help protect resident's parking or reduce through-traffic. Spaces are not protected for residents after 5pm, when commuters need their spaces. Instead, spaces are left pointlessly empty between 9am and 5pm; these spaces may as well be used.          If the council truly thinks that there is a congestion problem impacting on pedestrians on Quarry Road, Trinity Road, and Quarry High Street (as someone who lives on Quarry High Street, I do not), then pedestrian crossings should be built. The primary traffic problem on Quarry High Street is an absence of marked bays for parking, therefore parking is spread unevenly across both sides of the street, leading to slaloming of cyclists, cars, and the pedestrians who cross the roads, and long queues forming around Gladstone Road/Quarry High Street junction as cars struggle to reach Quarry Road - as someone who lives on Quarry High Street and regularly needs to travel to Old Road via Quarry Road, this is problematic, both when in car and on bicycle due to the uneven parking leading to people struggling to</p>

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	<p>yield to one another efficiently.</p>
<p>(49) Local Resident, (Oxford, Gladstone Road)</p>	<p>Gladstone Road (DYs) - <b>Support</b></p> <p>We are the residents that live on Gladstone Road where the proposed double yellow line would be put in place. We believe this is long overdue proposal stretching back many years. Parking on this small space on a bend has always been a danger especially to the young children from the nursery. When leaving our driveway it is very difficult to see little ones running along the pavement round the bend. With the bushes &amp; parked vehicles there have been some near misses.</p> <p>This is a controlled parking zone with no clearly marked parking bays. If it was this bend would never be a parking bay due to the safety issues mentioned above. We fully support the proposal.</p>