

Division(s): Iffley Fields and St Marys; St Clement's and Cowley Marsh; Churchill and Lye Valley

CABINET MEMBER FOR ENVIRONMENT – 17 SEPTEMBER 2020

OXFORD – COWLEY MARSH & HOLLOW WAY NORTH AREAS: PROPOSED AMENDMENTS TO CONTROLLED PARKING ZONES

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is **RECOMMENDED** to approve proposals as advertised for amendments to the above Controlled Parking Zones (CPZs) in the Cowley Marsh and Hollow Way North Area, but with regard to the proposals for Cricket Road and Bhandari Close to authorise officers to review and agree those proposals in consultation with the local member taking account of the consultation responses as detailed in paragraphs 10-12 below and, if required, a further report be submitted to the Cabinet Member for Environment.

Executive summary

2. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

Introduction

3. Following approval by the Cabinet Member for Environment on 30 April 2020 of new CPZs in the Cowley Marsh and Hollow Way North areas of Oxford, this report presents the responses to a formal consultation on amendments as approved in principle at the above meeting following representations by the local member and other groups, together with some further minor amendments identified by officers, as detailed below:

a) Cowley Marsh CPZ

- (i) Bhandari Close**, a change to the parking provisions so as to provide:
 - `A) Two Hour Parking Places 8.00am to 6.30pm every day (Permit holders are exempt from time limit)
 - B) Permit holders only 6.30pm to 8.00am on the following day, every day`Location - both sides, from its junction with Cricket Road, north-eastwards for 53 metres.

Also to provide:

A) four hour parking places 8.00am to 9.30pm all days (permit holders are exempt from time limit)

B) permit holders only 9.30pm to 8.00am on the following day – all days;
Location - from a point 53 metres northeast of Cricket Road north-eastwards and north-westwards to the end of Bhandari Close.

(ii) Barracks Lane, to clarify that on the northeast side from a point 8 metres southeast of Herbert Close for 126 metres there will be:

A) Four Hour parking places 8.00am to 9.30pm all days (permit holders are exempt from time limit)

B) Permit holders only – 9.30pm to 8.00am on the following day – all days (this is unchanged).

(iii) Barracks Lane, Northeast side, from 12 metres northwest of Glanville Road, south-eastwards for 74 metres, will have the same `2 hour` provisions as Bhandari Close above.

(iv) Cowley Road Residents of Cowley Road (Nos.326 to 510 (even) and Nos.287 to 473 (odd) excepting Canterbury House will be able to apply for annual parking permits

(v) Additional lengths of no waiting at any time restrictions (double yellow lines) for the following locations:

Cricket Road: northeast side between its junctions with Drove Acre Road and Howard Street, and southeast side near its junction with Drove Acre Road;

Don Stuart Place: on both sides near its junction with Glanville Road

Ridgefield Road: On both sides near its junctions with Magdalen Road and Cricket Road and at its bend approximately 85 metres northeast of its junction with Cricket Road

b) Hollow Way North CPZ

(i) **Brasenose Driftway, Craufurd Road, Ridley Road and Rupert Road** - it is proposed to introduce no waiting at any time restrictions on both sides of these roads in the vicinity of their junctions with Horspath Road.

(ii) **St Francis Court** - is more appropriately placed to be listed within the Lye Valley order and will be transferred from the Hollow Way Order. It is also proposed to introduce no waiting at any time restrictions on both sides of St Francis Court at its junction with Hollow Way. The permitted parking measures and application procedures will be unchanged. There is to be a corresponding change to the descriptions of the Stated Areas of the 2 Zones to recognize this change.

(iii) Operators of Hotels and Guest Houses for properties at addresses within each Zone. will be eligible to apply for visitor`s permits costing £1 each.

Consultation

4. Formal consultation on the above proposals and as shown at Annexes 1 & 2 was carried out between 30 July and 28 August 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. A letter was sent directly to approximately 725 properties in the areas directly affected by the proposals which included the formal notice of the proposals on permit eligibility and costs. Additionally, street notices were placed on site in and around the area affected by the revised proposals .

Cowley Marsh area

5. 23 responses were received from individuals during the formal consultation. These are summarised in the table below:

Proposals	Object	Support	Concerns	Neither / No opinion
Barracks Lane	2	8	2	11
Bhandari Close	1	7	2	13
Cowley Road (Permit Eligibility)	5	7	4	7
Cricket Road	8	8	0	7
Don Stuart Place	2	9	2	10
Ridgefield Road	4	8	2	9
General Views	2	0	4	17

6. The individual responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.
7. Thames Valley Police did not object.
8. The remaining responses were from members of the public. Two of these raised strong concerns about the compliance of the current and previous consultation with the relevant national regulations on traffic regulation orders. The County Council is confident that this is not the case and that all addresses within the area have received the information required to comment on the proposals affecting them. Some additional responses also raised concerns about the principle of the CPZs in these areas as approved at the Cabinet Member for Environment delegated decisions meeting on 30 April 2020.
9. The remaining responses as detailed at Annex 3 were very diverse but, as can be seen in the above table, were, on balance, supportive of all the specific proposals, with the exception of the proposed additional waiting restrictions in Cricket Road, where an equal number of respondents supported and objected to the proposals. Those objecting cited concerns that

the loss of approximately 6 parking spaces would cause significant difficulties for residents and their visitors in the immediate vicinity.

10. A specific concern was also expressed about the length of the proposals for Bhandari Close, with suggestions being made for adjustments to reduce the risk of obstructive parking.
11. Noting the above, officers will review the details of the proposals for Cricket Road and Bhandari Close to identify if any minor adjustments are appropriate in consultation with the local member.
12. Some respondents raised concerns over the Cowley Road and it is confirmed that a wider review of parking here will be carried out.
13. Additionally, as noted in the report considered at the Cabinet Member for Environment delegated decisions meeting on 30 April, it is suggested that a review of the whole scheme is carried out approximately 12 months after the implementation of the CPZ, but with a review of its impact specifically on the Cowley Road being carried out within six months of its implementation.

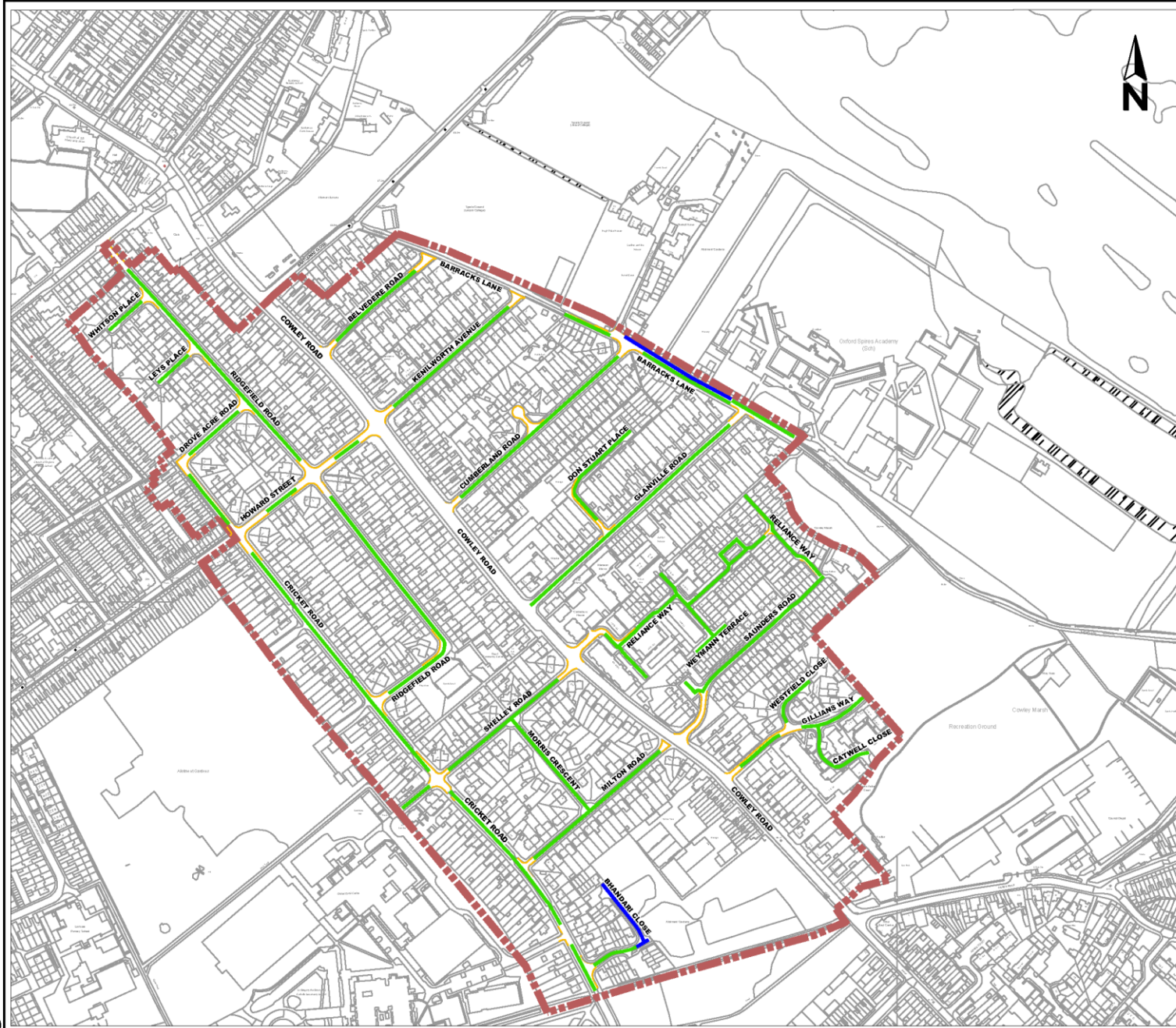
Hollow Way North area

14. Four responses were received from individuals during the formal consultation. These are summarised in the table below:

Proposals	Object	Support	Concerns	Neither / No opinion
St Francis Court within Lye Valley CPZ	1	2	0	1
Hotels & Guest Houses eligibility	1	0	0	3
Brasenose Driftway DYL	1	1	0	2
Craufurd Road DYL	1	1	0	2
Ridley Road DYL	1	1	0	2
Rupert Road DYL	1	1	0	2

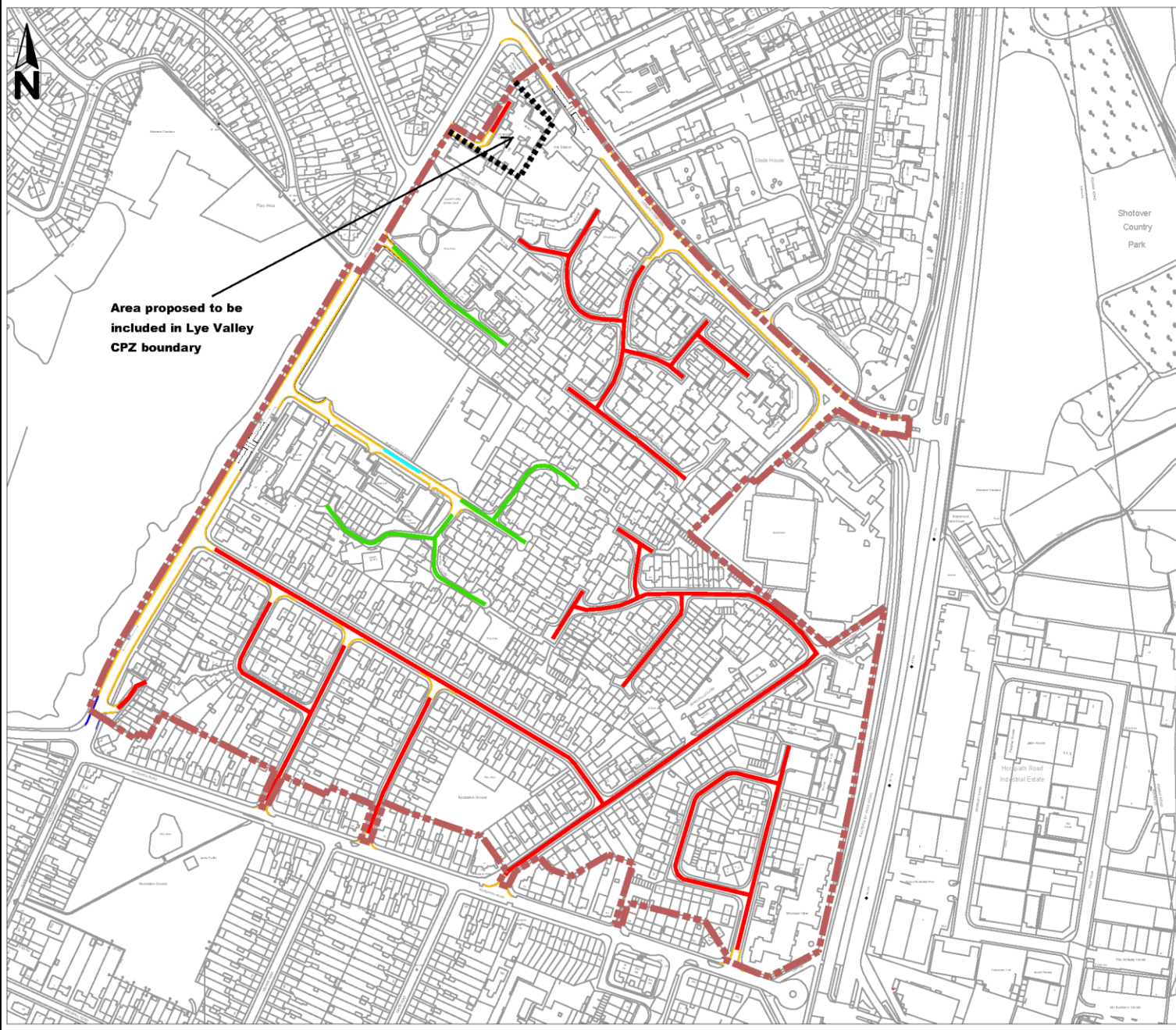
15. The individual responses are summarised at Annex 4. Copies of the full responses are available for inspection by County Councillors.
16. Thames Valley Police did not object.
17. The small number of other responses were from members of the public. The proposed eligibility of hotel and guest house permits is a standard provision in CPZ orders in Oxford. The proposed no waiting at any time restrictions (DYL) cover the lengths of the road near junctions where the Highway Code in any case advises that people should avoid parking.

How the Project supports LTP4 Objectives



Drawing No.	Revision 0				
Key					
Zone boundary					
Proposed 'No Waiting at Anytime' (double yellow lines)					
Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun and Permit Holders Only parking 6.30pm - 8.00am Resident and visitor permit holders exempt from the time limit					
Proposed 4 hours shared parking, 8.00am - 9.30pm, Mon-Sun and Permit Holders Only parking 9.30pm - 8.00am Resident and visitor permit holders exempt from the time limit					
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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 Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577					
Project title					
COWLEY MARSH CONTROLLED PARKING ZONE					
Drawing title					
PROPOSED RESTRICTIONS					
Drawing Status					
ANNEX 1					
Scale @ A3	Drawn by	JaC	Checked by	Approved by	
N.T.S.	Date drawn	11/19	Date checked	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0

Drawing No.		Revision	
		0	
Key			
Zone boundary			
Proposed 'No Waiting at Anytime' (double yellow lines)			
Proposed 30 minute parking, 8.00am - 4.00pm, Mon-Fri and 2hr parking 4.00pm - 6.30pm Mon-Fri. 2hr parking 8.00am - 6.30pm Sat-Sun. Resident and visitor permit holders exempt from the time limit. Permit holders 6.30pm - 8.00am.			
Proposed 2hr shared parking 9am to 5pm Monday to Friday. Resident and visitor permit holders exempt from the time limit.			
Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun and Permit Holders Only parking 6.30pm - 8.00am. Resident and visitor permit holders exempt from the time limit.			
Existing 'No Waiting at Anytime' (double yellow lines)			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577			
Project title			
HOLLOW WAY NORTH			
Drawing title			
PROPOSED RESTRICTIONS			
Drawing Status			
Scale @ A3	Drawn by	JaC	Checked by
N.T.S.	Date drawn	09/19	Date checked
			Date approved
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	



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ANNEX 3 (Cowley Marsh CPZ Amendments)

RESPONDENT	SUMMARISED COMMENTS
<i>A. Specific Email Responses</i>	
(1) Traffic Management Officer, (Thames Valley Police)	No objection – These restrictions place no burden upon Thames Valley Police in terms of enforcement as they fall within an area of Civil Parking Enforcement .
(2) Local Resident, (Oxford)	<p>Object – Following the proposed amendments to the original notice -these amendments were advertised in the Oxford Times Thursday 30th June 2020. However due to the scale of the amendments which are detailed in the new proposal the law on consultation states that a whole new constitution should be carried out with an adequate time scale for the residents of Cowley Marsh to respond and put forward their proposed ammendments and comments.</p> <p>The Law state's CPZ planning act 2008 breach of section's 47 duty to consult local community.</p> <p>Section 48 duty to publicise</p> <p>Section 49 duty to take account of responses to the consultation.</p> <p>Therefore letters should have been sent to all the residents of the proposed Cowley Marsh CPZ, with the details of the ammendments so that they had the opportunity to respond.</p> <p>New notices should have been put up on all the lamp posts with in the proposed Cowley Marsh zone.</p> <p>I have been speaking to residents in the above said zone and they are now going to seek advice from a law firm that deals with civil law.</p> <p>The case is now going to be sent to the ombudsman detailing the case of how poorly this consultation process has been handled.</p> <p>Resident's will also be writing letters of complaint to the MP and their city and county councillors.</p> <p>Therefore I would advise you to not carry on with the implementation of the Cowley Marsh proposed CPZ until all these matters are dealt with.</p>
(3) Local Resident, (Oxford)	Object – There now needs to be a public enquiry. complaint that cant be overcome, that is not vexacious, or malicious at the time of the making up of the order, and which is not withdrawn, shall statutorily lead to a public enquiry; this CPZ does not conform to regulation 4 TSRGD.

<p>(4) Local Resident, (Oxford)</p>	<p>Concerns - businesses on both sides of the corner of Howard Street using the pavement and hard standing to park cars on despite no dropped kerbs or right of way. Instead they either mount the pavement across a bus stop or through the pedestrian crossing point.</p> <p>Is this a point that will be addressed as part of enforcing the CPZ or could further measures be taken to prevent parking (unless of course I have misunderstood that their parking is illegal).</p>
<p>(5) Local Resident, (Oxford)</p>	<p>Concerns – as below</p> <ul style="list-style-type: none"> • The proposed CPZ does not include the stretch of Rymers Lane outside Florence Park, where no parking restrictions apply. I have already observed overnight and commuter parking here and fear that the CPZ will only make matters worse. This stretch of Rymers Lane is sometimes very congested already. • I assume that some of the '4 hour' parking spaces will be along the hedge between Bhandari Close and the allotments. My question is who is responsible for maintaining this hedge. For the past 13 years, I have been maintaining this hedge myself (largely single-handedly) but may be unable to continue doing so if cars are parked alongside it. Without regular maintenance, brambles and other plants will soon grow into the parking spaces potentially making them unusable as parking areas. • I am in favour of the Cowley Marsh Area CPZ but would like re-assurance that no pavement parking will form part of the scheme (ie where parking bays are designated partly on the pavement and partly on the roadway). • The parking at the far end of Bhandari adjacent to 29 Bhandari obstructs the turning head required by large vehicles. Additionally it obstructs the access to the driveway of no 29 driveway. I have highlighted this on the attached plan, and request that no parking is provided in the area coloured yellow. • At the other end of the proposed parking adjacent to the gates to the allotment, there is a pinch point on the turn of the road where large vehicles often find it difficult to make the turn, such that parking in the area coloured yellow there will also cause problems, and should be left clear.
<p>(6) Local Resident, (Oxford)</p>	<p>Concerns – I live on Cowley Rd, Oxford.and have a ongoing serious issue with cars parked outside our property which quite next to the Shelley road bus stop. Because this bus stop does not have any white zig zag line or yellow lines next to</p>

	<p>it,which stops people to park next to the bus stop.we have some drivers parking there without realizing they are blocking our view of traffic from across the street.</p> <p>we are quite next to the bus stop already makes our road visibility limited anyway but when we have people parking next to the bus stop,which is outside our house,we have almost zero visibility of traffic coming from across the road(Glanville Road). Specially mpv cars or cars with tinted windows makes it very difficult not only for us but also for drivers coming from Glanville road aswell are not able to see us coming out of our driveway,we had near misses in past which made me have camera installed in my car to prove if anything happens than I am not at fault.</p> <p>We also have pedestrian crossing in the middle of the road out side our drive aswell, when a car is parked there pedestrian have to go around these cars.on the other side of the road there are double yellow lines on same spot.</p> <p>I would also like to highlight that last year gentleman from council were doing surveys on road and they also have put double lines marking on footpath at this part, clearing they saw that there was a need for double lines here because it was next to bus stop and there is pedestrian crossing aswell.</p>
(7) Local Resident, (Oxford)	<p>Concerns – The pavement outside 42-58 Saunders Road very clearly needs some DYs because it's impossible to walk along at the moment because of the parked cars completely obstructing it. We bought our home new on Reliance Way in 2004, in full confidence that the Highways authority would maintain the low vehicle nature of the development that was in the planning permission by only allowing parking on designated private areas and NOT on the estate road. That has completely failed and I am beyond disappointed. When will Oxford's car addiction and the County Council's pandering to it end?</p>
(8) Local Resident, (Oxford)	<p>Concerns – I am very concerned about the new parking zone the County Council is proposing to establish in Reliance Way, and in particular with reference to the back of the estate facing Cowley Marsh where I live.</p> <p>My garage, my downstairs toilet and my front door face directly onto the road. If there were parking spaces allocated directly in front of these they would make the design of this house absurd, unless they were specifically reserved for me. (Further down the same terrace, the Council has been awarding residents driveways, and this issue doesn't arise at all for No 8,6,4 Reliance Way.)</p> <p>If you are planning to put a double yellow line around my property and the adjoining ones, where do I park? The parking opposite me (No 9,11,13,15 Reliance Way) is taken up by the houses directly in front of them, and there is enough</p>

	<p>squabble over spaces already without me wanting to increase neighbourly distress further.</p> <p>My suggestion is that you leave the back of Reliance Way as it is, without introducing a parking zone, for any alternative will have serious repercussions for me and my neighbours.</p>
<p><i>B. Bhandari Close, Barracks Lane & Cowley Road Permit Eligibility - Objections, Concerns & Comments</i></p>	
<p>(9) Local Business, (Oxford)</p>	<p>Cowley Road Permit Eligibility - Object</p> <p>As a business we rely heavily on having parking around our premises so this will cause us to lose the majority of our customers if it becomes a controlled parking zone</p>
<p>(10) Local Resident, (Oxford)</p>	<p>Bhandari Close - Neither/Concerns Barracks Lane - Neither/Concerns Cowley Road Permit Eligibility - Neither/Concerns</p> <p>I'm not living in that area.</p>
<p>(11) Local Resident, (Oxford)</p>	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Support</p> <p>The parking situation in these areas has become horrendous over the years. People are parking their cars in this area and going to work on buses and leaving cars for lengthy periods. Residents struggle to find parking because of this. Also students occupy HMOs in this area and they all have cars. This has caused over crowding and people parking cars dangerously on bends blocking views of on coming traffic.</p>
<p>(12) Local Resident, (Oxford)</p>	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Neither/Concerns</p>

	<p>I'm relieved that residents on the Cowley Road will at least be able to apply for permits but would still like to request that at least a small section is kept for permit holders only so we don't always have to park in side streets. (obviously , I'd like this to be the section by 498- 510 Cowley road but any small section nearby would be fine) I see that residents of Cowley Road have mostly voted against permits but I think this is because many have drives and multiple vehicles. Also many residents across the road park on the wider pavement outside their houses. There really is no parking left during the day here and I don't really understand why residents have voted against. I realise my case is now weak but thought it worth having another try. One reason given is there are changes planned to the Cowely road but these seem a long way off and no details have been given. I don't think one or two permit holder signs would make much difference to any plans. Just to add I've appreciated the timely response to my requests during this process and can see that clearly my concerns have been at least acknowledged and considered.</p>
(13) Local Resident, (Oxford)	<p>Barracks Lane - Support</p> <p>The Barracks Lane amendment supports the needs of parents dropping off and picking up from Oxford Spires Academy.</p>
(14) Local Resident, (Oxford)	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Neither/Concerns</p> <p>On this particular stretch of Cowley Road, there is a problem with people parking their cars fully on the pavement, especially on the widest bit between Gillians Way and Marsh Road. You can see this on Google Street View - loads of them. If they can't be bothered to park elsewhere when there are no restrictions in place, I don't see how giving them the generous opportunity to part with £65/year for a permit (and that's assuming they're residents rather than opportunistic visitors to the area) will make a blind bit of difference. How will our pavements be kept clear? Cowley Road needs double yellow lines, and enforcement, all the way along.</p>
(15) Local Resident, (Oxford)	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Neither/Concerns</p> <p>Support Bhandari and Barracks Lane amendments - I believe this will benefit users of both sets of allotments.</p>

	<p>Concerned about Cowley Road residents getting permits - I suspect this will result in many of these residents parking in the side streets, reducing the beneficial impact of the CPZ.</p>
<p>(16) Local Resident, (Oxford)</p>	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Support</p> <p>its a much needed change that should have been done long ago.It is impossible to find parking when we have visitors and they can't park anywhere near the property, some time not even on the same road because all the parking places have been taken by out of town commuters.</p> <p>Other than anything else, pedestrian crossing junctions need big improvements on Cowley road, cars parked on either side of the junction,makes it difficult for pedestrians with a pushchair or school kids, with bikes, to go around these parked cars which is very dangerous on such a busy road,specially at school run times, as they are vulnerable to the upcoming fast vehicles.This poses a risk of an accident waiting to be happened. Drop curbs and double yellow lines are much needed near junctions on Cowley road. I don't think making junctions safe should be delayed any further.</p>
<p>(17) Local Resident, (Oxford)</p>	<p>Cowley Road Permit Eligibility - Support</p> <p>This is a much improved proposal regarding Don Stuart Place double yellow lines. Also, thank you for excluding the student accommodation at Canterbury House from being able to apply for permits as they were the most important cause of the parking problems in Don Stuart Place.</p> <p>I would just like to add that some of the parking spaces on Don Stuart Place are part of the freehold of each property and should therefore be excluded from the scheme as they are private property.</p>
<p>(18) Local Resident, (Oxford)</p>	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Support</p> <p>CPZ long overdue</p>

(19) Local Resident, (Oxford)	<p>Cowley Road Permit Eligibility - Object</p> <p>As a resident of Reliance Way, I find it appalling that the Council is considering permit parking in a development which already contains numbered parking spaces corresponding to the properties. I live in a property with two allotted parking spaces just outside the property, and the spots are used by myself and my housemate without issue, as is the case for all of the parking spaces surrounding ours. We do not have a need or desire for permit parking in Reliance Way and I would expect the Council to see that doing so would only causing grief to the residents of Reliance Way.</p> <p>Please amend the plans to remove Reliance Way from the permit parking area. It has a numbered parking system which is already in place and functioning well.</p>
(20) Local Resident, (Oxford)	<p>Bhandari Close - Neither/Concerns Barracks Lane - Neither/Concerns Cowley Road Permit Eligibility - Support</p> <p>To many cars who are not resistant.</p>
(21) Local Resident, (Oxford)	<p>Cowley Road Permit Eligibility - Support</p> <p>I would like to strongly propose that cowley road is included in the CPZ.</p> <p>I live at 343 cowley road and strongly support that we will be able to apply for a permit however I worry that parking will get considerably more difficult after the CPZ is introduced and all those who do not qualify for permits will be competing for the few places in cowley road.</p> <p>I have 4 young children (8,6 and 2 year old twins). Currently we can usually park right outside our house and getting all 4 kids in safely along with our gear is safe. However should we need to park much further away, possibly in a side road with the. "Benefit" of our permit it will be much more challenging to load and unload the car of children and belongings safely, which my wife often need to do singlehandedly.</p>

	<p>Please include cowley road in the CPZ.</p> <p>On a second point. We have a child minder who looks after our twins in our house 2 days a week. Are we able to apply for a permit for her car? Possible on a business permit position? She drives from didcot and works 12 hour shifts, as my wife and I are both hospital doctors, so it is not practical for her to use public transport.</p>
(22) Local Resident, (Oxford)	<p>Cowley Road Permit Eligibility - Object</p> <p>Your proposal discriminates against residents who do not have a car like us because we have made this choice to protect the environment. So we only use a car intermittently when we rent or borrow a car for a specific purpose eg. to travel to visit elderly relatives. Currently our household will not get a residents' permit because we do not have a car and a registration number. Instead we will have to purchase visitors permits for ourselves or ask for temporary permits as though we had a replacement car. This favours those with cars. You should provide free visitor permits to households that do not have a car in the same way you propose for those over 70. This might encourage fewer people to own cars.</p>
(23) Local Resident, (Oxford)	<p>Bhandari Close - Support Barracks Lane - Support Cowley Road Permit Eligibility - Object</p> <p>The permit plan is reasonable however the addition of double yellow lines on the north side of the road eliminates six existing parking spaces which we need and use daily. Since there have been no traffic safety incidents due to the current situation there is no need for double yellows which will severely inconvenience all of us (many families, HMOs on this street).</p> <p>In addition, no clear rationale for it is given in your document which states only that: Cricket Road, Don Stuart Place and Ridgefield Road: Additional lengths of no waiting at any time restrictions (double yellow lines).</p>
(24) Local Resident, (Oxford)	<p>Barracks Lane - Object Cowley Road Permit Eligibility - Object</p> <p>Myself and my other university friends who occupy houses around Cowley have to drive to work or to university sport events which requires us to have our cars with us. Putting more restrictions in around the area will cause such an issue</p>

	<p>for students like us as we cannot all get permits or if we do it comes at a great cost for which our loan does not cover.</p> <p>These roads are extremely helpful for students like us, who won't need a permit the whole year and especially due to covid-19 it allows us to go back to our families hassle free knowing we won't have to use public transport.</p>
(25) Local Resident, (Oxford)	<p>Bhandari Close - Object Barracks Lane - Object Cowley Road Permit Eligibility - Support</p> <p>The permit plan is reasonable however the addition of double yellow lines on the north side of the road eliminates six existing parking spaces which we need and use daily. Since there have been no traffic safety incidents due to the current situation there is no need for double yellows which will severely inconvenience all of us (many families, HMOs on this street).</p>
<p><i>C. Cricket Road, Don Stuart Place & Ridgefield Road – Objections, Concerns & Comments</i></p>	
(26) Local Business, (Oxford)	<p>Cricket Road - Object</p> <p>I live on cricket road and run my childminding business from my address. I had a driveway put in in May 2018 as I was unable to park outside my own house. I have parents dropping off and picking up and they need to be able to park across my drive to do this safely. Double yellow lines across my driveway would mean they are unable to park and it will cause problems</p>
(27) Local Business, (Oxford)	<p>Ridgefield Road - Object</p> <p>Howard Street and Ridgefield Road are the streets most used by our customers so again this will greatly impact us</p>
(28) Local Resident, (Oxford)	<p>Cricket Road - Object</p> <p>I am a resident of Cricket Road (North end by Drove Acre) and we are experiencing constant difficulties finding spaces to</p>

	<p>park on our street. It was challenging before, but since the CPZ was introduced to surrounding streets it has become untenable and we frequently cannot find space at all on our street. In addition to the overflow from the new CPZ we have a resident who parks two ambulances on the street, in addition to their household's 2 large cars (so 4 cars for one household), and there is a car with let-down tyres that has been parked on the street for about 2 years. All of this creates overwhelming pressure on parking availability at the North end of Cricket Road.</p> <p>I have a small children so parking on another street is really inconvenient at the best of times, let alone when I have bags to unpack. I and my neighbours were therefore surprised to see this new proposal for double-yellow lines on our street. This will effectively remove about 6 much needed parking spaces. There is no clear reason given - in the 'reasons given' document it cites pressure from CPZ overflow which makes no sense.</p> <p>We have never had issues with large delivery vehicles or the bin lorry getting around the corner so it makes no sense for that reason either.</p> <p>Please could you advise the reason for the proposed double yellow lines, as it very much seems like there will be no improvement in parking availability once the CPZ is implemented, despite us having to pay for permits.</p>
<p>(29) Local Resident, (Oxford)</p>	<p>Cricket Road - Object Don Stuart Place - Neither/Concerns Ridgefield Road - Object</p> <p>There is no need of parking restrictions in my area. This measure will make my life very difficult and the parking of people that come and visit a misery. Why do you insist on these measures? I guess it's just to make some money out of the penalty charges and that's UNFAIR!</p>
<p>(30) Local Resident, (Oxford)</p>	<p>Don Stuart Place - Support</p> <p>Corner and pavement parking has been a persistent and frequent nuisance at the Glanville/Don Stuart junction.</p>
<p>(31) Local Resident, (Oxford)</p>	<p>Cricket Road - Object Ridgefield Road - Neither/Concerns</p>

	<p>I am concerned about the proposal to add double yellow lines in Cricket Road between Drove Acre Road and Howard Street. This will mean the loss of at least six parking spaces in an area where it is already often difficult for residents to find a space to park. For example, if I return to the street after 10pm (or even after 7pm) it is often impossible to find a space to park in this section of Cricket Road (or anywhere nearby). At this time of day, the vehicles almost certainly belong to local residents, who will presumably all be eligible for permits. The CPZ might make this less of a problem, (if evening spaces are currently taken by vehicles owned by drivers outside the zone), but the loss of six parking spaces will make a significant difference to availability for those of us who purchase permits. The new restrictions on Ridgefield Road, opposite the playground (sometimes resorted to when nowhere else is available) will also mean the loss of some spaces.</p>
<p>(32) Local Resident, (Oxford)</p>	<p>Ridgefield Road - Neither/Concerns</p> <p>I would like to ask the following in relation to Ridgefield Road:</p> <ol style="list-style-type: none"> 1. Outside my house (the stretch from 25 to 27) there is space for two cars to park. Unfortunately if the whole stretch is free then very often people park in the middle of it. This means other cars often squeeze in either end, often partly blocking the entrance to my drive. My question is, will each individual parking bay be designated with white lines? I would very much prefer this, as otherwise I will see no benefit from the scheme. 2. The consultation only mentions Cowley Road residents as being able to have residents' permits. Can you confirm that residents of other streets, specifically Ridgefield Road, will also be able to have them?
<p>(33) Local Resident, (Oxford)</p>	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>The parking situation in these areas has become horrendous over the years. People are parking their cars in this area and going to work on buses and leaving cars for lengthy periods. Residents struggle to find parking because of this. Also students occupy HMOs in this area and they all have cars. This has caused over crowding and people parking cars dangerously on bends blocking views of on coming traffic.</p>

<p>(34) Local Resident, (Oxford)</p>	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>Good decision. Safer.</p>
<p>(35) Local Resident, (Oxford)</p>	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>These additional 'no waiting at any times' restrictions will improve safety.</p>
<p>(36) Local Resident, (Oxford)</p>	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>Additional double yellow lines are always a positive, but again, enforcement is needed.</p>
<p>(37) Local Resident, (Oxford)</p>	<p>Cricket Road - Object</p> <p>Object strongly to the additional No Waiting on the section of Cricket Road between Drove Acre Road and Howard Street. Adding these restrictions will remove approximately 6 parking spaces in the section of Cricket Road that has the most difficulties with parking as things stand. There have been no issues with traffic at the junction of Howard Street, and making the section between numbers 9 and 11 No Waiting removes up to 3 parking spaces. The traffic flow on the corner with Drove Acre could be adequately resolved by making just the north-east corner itself No Waiting, (leaving the current parking space outside numbers 1-3 and the spaces outside numbers 2-10).</p> <p>This section of Cricket Road was expecting to benefit greatly from this CPZ, and now they appear to be being punished for their support. I do not recall any responses to the original consultation that suggested reducing parking availability in this section, and see no benefits from doing so.</p>

<p>(38) Local Resident, (Oxford)</p>	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>Because its dangerous,when cars are parked here and it causes traffic jam specially at school run time.</p>
<p>(39) Local Resident, (Oxford)</p>	<p>Don Stuart Place - Support</p> <p>No comments.</p>
<p>(40) Local Resident, (Oxford)</p>	<p>Cricket Road - Support Don Stuart Place - Support Ridgefield Road - Support</p> <p>Vehicles blocking corners of road a danger to all road users</p>
<p>(41) Local Resident, (Oxford)</p>	<p>Cricket Road - Support Ridgefield Road - Support</p> <p>Too many cars parked too closed to junctions and on corners</p>
<p>(42) Local Resident, (Oxford)</p>	<p>Cricket Road - Support Don Stuart Place - Neither/Concerns Ridgefield Road - No opinion</p> <p>It's busy road</p>
<p>(43) Local Resident, (Oxford)</p>	<p>Cricket Road - No opinion Don Stuart Place - No opinion Ridgefield Road - No opinion</p>

	<p>Because those without a car but who rely on intermittent rental are penalised</p>
<p>(44) Local Resident, (Oxford)</p>	<p>Cricket Road - Object Don Stuart Place - Support Ridgefield Road - Support</p> <p>The permit plan is reasonable however the addition of double yellow lines on the north side of the road eliminates six existing parking spaces which we need and use daily. Since there have been no traffic safety incidents due to the current situation there is no need for double yellows which will severely inconvenience all of us (many families, HMOs on this street).</p> <p>In addition, no clear rationale for it is given in your document which states only that: Cricket Road, Don Stuart Place and Ridgefield Road: Additional lengths of no waiting at any time restrictions (double yellow lines).</p>
<p>(45) Local Resident, (Oxford)</p>	<p>Cricket Road - Object Don Stuart Place - Object Ridgefield Road - Object</p> <p>Myself and my other university friends who occupy houses around Cowley have to drive to work or to university sport events which requires us to have our cars with us. Putting more restrictions in around the area will cause such an issue for students like us as we cannot all get permits or if we do it comes at a great cost for which our loan does not cover.</p> <p>These roads are extremely helpful for students like us, who won't need a permit the whole year and especially due to covid-19 it allows us to go back to our families hassle free knowing we won't have to use public transport.</p>
<p>(46) Local Resident, (Oxford)</p>	<p>Cricket Road - Object Don Stuart Place - Object Ridgefield Road - Object</p> <p>No clear rationale for it is given in your document which states only that: Cricket Road, Don Stuart Place and Ridgefield Road: Additional lengths of no waiting at any time restrictions (double yellow lines).</p>

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ANNEX 4 (*Hollow Way North CPZ Amendments*)

RESPONDENT	SUMMARISED COMMENTS
(47) Traffic Management Officer, (Thames Valley Police)	No objection – These restrictions place no burden upon Thames Valley Police in terms of enforcement as they fall within an area of Civil Parking Enforcement .
<i>A. St Francis Court & Hotels & Guest Houses eligibility – Objections, Concerns & Comments</i>	
(48) Local Resident, (Oxford)	St Francis Court - Support St Francis Court is being used for commuter parking to the Churchill complex, (there is a local bus stop almost opposite!), since this road is omitted from the Lye Valley restrictions. It makes sense for this road to be included.
(49) Local Resident, (Oxford)	St Francis Court - Object Hotel & Guest Houses - Object I don't want it.
(50) Local Resident, (Oxford)	St Francis Court - Support Please consider DYL to protect the driveways that accesses into St Francis Court (234 Hollow Way).
<i>B. Brasenose Driftway, Craufurd Road, Ridley Road & Rupert Road – Objections, Concerns & Comments</i>	

<p>(51) Local Resident, (Oxford)</p>	<p>Brasenose Driftway - Support Craufurd Road - Support Ridley Road - Support Rupert Road - Support</p> <p>There is currently some bad parking on some of these road junctions. As a regular cyclist along these roads, I am aware that visibility is sometimes badly restricted, which causes potential dangers.</p>
<p>(52) Local Resident, (Oxford)</p>	<p>Brasenose Driftway - Object Craufurd Road - Object Ridley Road - Object Rupert Road - Object</p> <p>I don't want it.</p>