

Division(s) affected: *Cowley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 SEPTEMBER 2021

OXFORD – FLORENCE PARK AREA: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
 - (a) proposals as advertised for a Controlled Parking Zone (CPZ) in the Florence Park area;
 - (b) proposed additional no waiting at any time restrictions on Rymers Lane.

Executive summary

2. Following an informal consultation on possible additional CPZs in Oxford in late 2018 the former Cabinet Member for Environment on 25 April 2019 approved proceeding to formal consultation on new CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Lamarsh Road, Old Marston (south) , Sandhills and Waterways and, subject to funding, Hollow Way South, Florence Park and Temple Cowley.
3. Following formal consultation, CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Old Marston (south) and Waterways were approved and implemented in 2020 and 2021 but with schemes at Lamarsh Road and Sandhills being deferred due to lower levels of support. These deferrals, together with the lower-than-expected costs for implementing the approved schemes, has enabled proceeding with formal consultation on schemes at Hollow Way South, Florence Park and Temple Cowley.
4. This report presents consultation responses to the CPZ proposals for the Florence Park area and also additional no waiting at any time restrictions on Rymers Lane.

Introduction

5. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of

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wider transport initiatives across the City. The proposals aim to do this in three main ways:

- Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
- Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
- Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

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

Formal Consultation

9. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 5 August and 3 September 2021. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 1440 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
10. 200 responses were received during the formal consultation (an approximate response rate of 14% based on the number of letters sent out) and these are summarised in the tables below:

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CPZ	Businesses/ Other	Residents	Overall Total (Percentage)
Object	3	105	108 (54%)
Support	-	52	52 (26%)
Neither/Concerns	1	39	40 (20%)
<i>Total</i>	<i>4</i>	<i>196</i>	<i>200</i>

Parking Restrictions	Businesses/ Other	Residents	Overall Total (Percentage)
Object	3	100	103 (51.5%)
Support	-	48	48 (24%)
Neither/Concerns	1	48	49 (24.5%)
<i>Total</i>	<i>4</i>	<i>196</i>	<i>200</i>

12. The above tables are based on the option chosen by the respondent (Object, support etc.) but it should be noted that in a number of cases on reviewing the detail of the responses a respondent expressing support for the proposal had some qualifications/concerns and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals but were, otherwise, in support.

Summary of responses for CPZ from residents & local groups by road:

Road	Object	Support	Concerns	Total
Campbell Road	36	5	7	48
Church Cowley Road	4	8	4	16
Clive Road	1	1	1	3
Cornwallis Close	1	-	-	1
Cornwallis Road	13	5	8	26
Edmund Road	-	1	1	2
Eleanor Close	1	-	2	3
Florence Park Road	8	1	2	11
Havelock Road	1	-	1	2
Hendred Street	1	2	3	6
Henley Avenue	1	-	2	3
Howard Street	-	1	-	1
Iffley Turn	-	-	1	1
Lawrence Road	-	3	-	3
Littlehay Road	12	5	1	18
Lytton Road	9	7	3	19
Maidcroft Road	7	2	2	11

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Mandarin Place	1	-	-	1
Marlborough Close	-	2	-	2
Mayfair Road	1	-	-	1
Outram Road	5	-	-	5
Oxford Road	1	1	-	2
Rose Hill	1	-	-	1
Rymers Lane	2	5	-	7
Shepherds Hill	1	-	-	1
Temple Road	-	1	-	1
Trevor Place	1	1	-	2
Westbury Crescent	-	1	-	1
Grand Total	108	52	38	198

13. The individual responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.

14. Thames Valley Police did not object.

15. County Councillor Hicks was contacted for his views and comments based on the responses received during the public consultation. He confirmed that he remains supportive of the proposed CPZ and that the zone should be introduced as advertised and also provided the following statement;

'I am in full support of the Controlled Parking Zones going ahead across Florence Park. I have read the responses from residents with care and I believe it's important to lay out the explanation and justification for the detail in these plans. They have been designed with two purposes in mind. The first purpose is to prevent parking issues in the future. I acknowledge some residents do not perceive there currently to be a parking issue at the local level. However, when considering the transport system in the City as a whole system, I believe it is important that we do bring in these measures now when we have the opportunity to do so in order to avoid problems of commuter parking in future. A second aim of these plans is to make active travel the default for short journeys in the area, including making cycling easier and more enjoyable on key cycling corridors through the neighbourhoods. This is an important component to meet our high level policy objective to decarbonise the County and create a transport system fit for the 21st century'.

16. A large majority of responses expressing an objection or concerns queried the actual need for controlled parking in any form, citing that parking pressures such as commuter parking or displaced parking in the area are not severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above, it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from adjacent CPZs. With the potential introduction of CPZ's in the Hollow Way South and Temple Cowley areas the effects of displacement parking will likely move into the Temple Cowley area. The proposal will also help support the delivery of wider

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transport initiatives, such as Connecting Oxford and work towards meeting a carbon neutral environment thereby reducing traffic levels and helping boost use of non-car modes.

17. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances and noting, in particular, concerns raised by occupants of properties currently with more than 2 vehicles permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, consistent with many other CPZs.
18. Concerns were also raised in respect to the proposed additional parking restrictions, double yellow lines (specifically along Rymers Lane and Florence Park Road) and their potential impact on parking availability for residents and their visitors. The proposed restriction changes and additional double yellow lines provide protection in terms of visibility and safety to both motorists and pedestrians around junctions. The proposed introduction of double yellow lines specifically in Rymers Lane works towards improving the existing cycle route by removing vehicles, thus increasing the safety of those cyclists utilising this corridor.
19. Some concern was raised by residents regarding vehicle eligibility criteria, specifically from those who owned vehicles large than 5 metres, for example Camper Vans. Noting the concerns raised, in terms of vehicle eligibility there is a strict policy on the parameters of vehicle eligibility, being that a vehicle would not qualify for a permit if it does not meet the following criteria; adapted to carry not more than 12 passengers and light goods vehicles not exceeding 2 metres in height, 5 metres in length, 2 metres in width and under 2250kg (2.25 Tonnes). This set criterion is consistent with all other CPZ's.
20. The remaining responses from residents and members of the public expressing an objection or citing concerns raised issues covering: the negative impact and financial burden the proposal has on residents and the potential environmental impact and loss of biodiversity the proposal will have due to concerns that residents will convert areas to hardstanding in order to park their vehicle on private land. Whilst noting these concerns, it is important to re-iterate the existing and future issues that the proposal seeks to alleviate and prevent.

Monitoring and evaluation

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

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Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

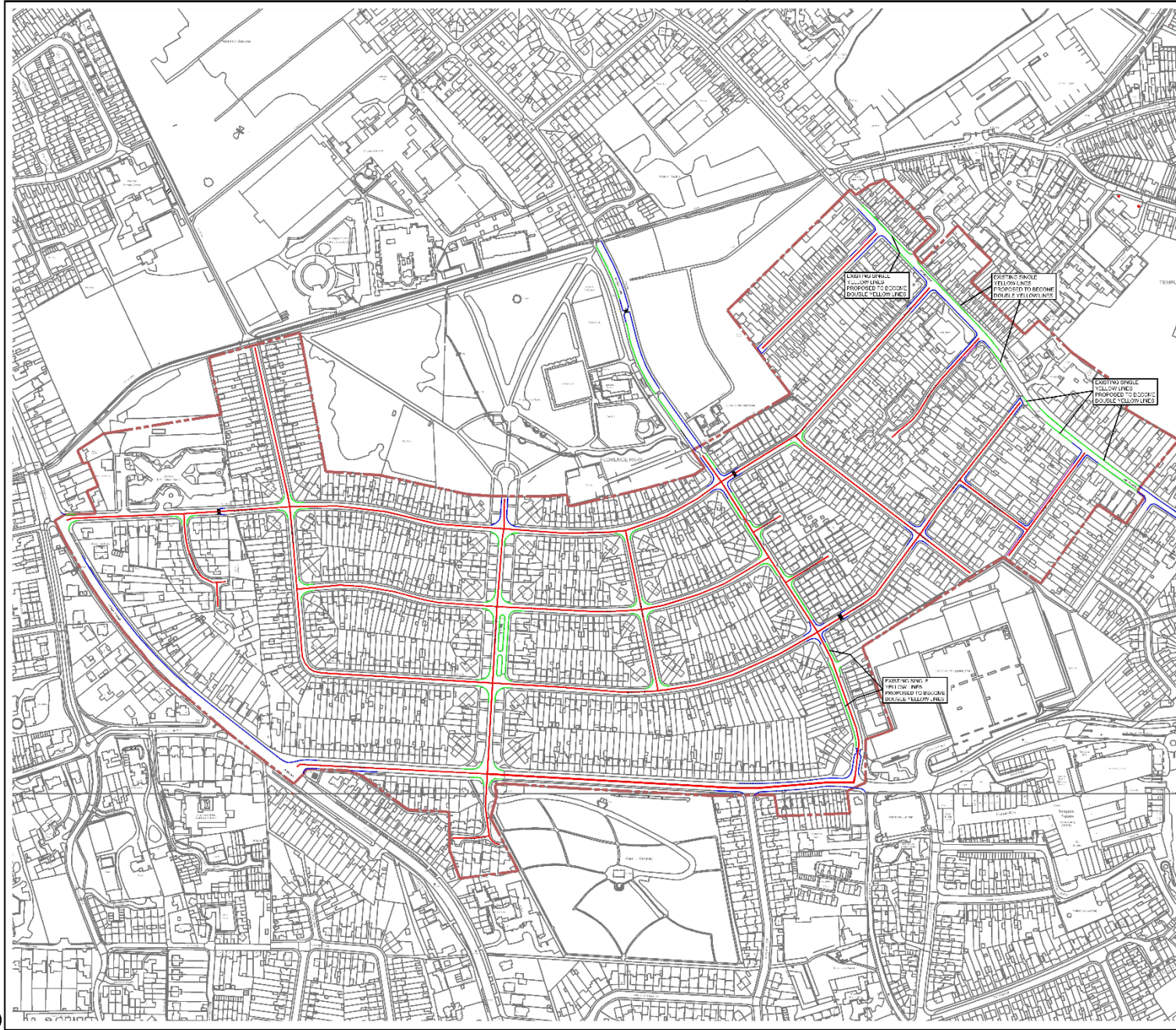
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September 2021

P14 - Improvement Schemes/Traffic and Road Safety/Projects A - Oxford CPZ 4 Florence Park/DESIGN/Florence Park CPZ.dwg



Drawing No. FP/CPZ/2021/001 Revision v1

KEY

- Zone Boundary
- Existing 'No waiting at anytime' (double yellow lines)
- Proposed removal of 'No waiting' restrictions (single yellow lines)
- Proposed new 'No waiting at any time' (double yellow lines)
- Proposed short term parking bays between 8am - 6pm Monday to Saturday No return within 2 hours
- Permit holders (Zone addresses's) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am to 5pm Monday to Friday with No return within 2 hours

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION
(ENTER NONE IF APPLICABLE)

MAINTENANCE/CLEANING
(ENTER NONE IF APPLICABLE)

USE
(ENTER NONE IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
FLORENCE PARK PERMIT PARKING AREA (OXFORD)

Drawing title
PROPOSED PERMIT PARKING AREA (PPA)

Drawing Status **ANNEX 1**

Scale @ A3	Drawn by VN	Checked by JW	Approved by JW
N.T.S	Date drawn 22.07.21	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. FP/CPZ/2021/001 Revision v3

RESPONDENT	COMMENTS
(1) Thames Valley Police	No objection - The Police have no objection
(2) Local Resident (Florence Park, Campbell Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There are currently no issues with parking in the area and a CPZ would have no benefit at all and instead just impose unnecessary restrictions (and money generation for the council)</p>
(3) Local Resident (Oxford, Campbell Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>It is just a money grabbing exercise. It has nothing to do with the parking issues in the Florence Park area. It is NOT needed. Better off putting up Council Tax and spending it properly instead of wasting it on schemes like this. The proposed double yellow lines on the side road between the pub, shops, former post office and the bus stop and post box mean that it will no-longer be permitted to stop and post letters or pop into the shop on the way to work. It seems that practicality and common sense has been thrown in the bin.</p> <p>I would also question the existing presence of double yellow lines on Church Cowley Road. As far as I can tell as local resident, the map does not match reality at the Rose Hill, Henley Avenue and Church Cowley Road junction.</p>
(4) Local Resident (Oxford, Campbell Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>This is an expensive, complicated and unnecessary intervention - we have no issues with parking, and no problem to solve</p>

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<p>(5) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I believe the proposed CPZ is unnecessary and any issues with parking obstruction could be resolved with the changing of some areas of single yellow to double yellow lines (ie one side of Church Cowley road and some areas of Rymers Lane). I have no problems parking in the Florence park area and only see this as an opportunity to raise extra revenue for the Council. I do not see it will be of any benefit to me as a local resident, only to leave my household another £100+ out of pocket.</p>
<p>(6) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>This proposal adds an unnecessary additional annual expense. There is no issue with parking on the roads of Florence Park; they are wide and there is plenty of parking available within a short walking distance of all houses. This is not an area with lots of shops or close to town where people park for work and restrict the ability of residents to park so it seems to serve no purpose. I object to the additional costs that would be imposed on residents for something that is not needed in this estate.</p>
<p>(7) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Our day to day lives are not affected, I resent having to pay for a problem that does not apply to us. Also restricted access for visitors is a huge concern, my mother has mobility issues and cannot use public transport/my father needs to drive her for visits. The idea of having to pay for my own disabled parent to visit is awful.</p>
<p>(8) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There seems no reason for introducing such a scheme other than to tax parking and I don't see why I should have to pay to allow my friends to park in front of my house when they visit. There appears to be no shortage of available parking on the road so I am at a loss as to what the benefit of the scheme is supposed to be.</p>

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<p>(9) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We have no need for this. Parking here is fine and this will cause issues. It is a money making exercise and what will happen is that people will change their front gardens (that are good for the environment and insects and birds etc..) into parking spaces to get round the costs.</p> <p>Please please please do NOT do this - it is not needed and will ruin the area.</p>
<p>(10) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There do not appear to be any issues with parking in the area - I have no problem being able to park outside my own house and don't see non-residents parking in the area except when they are visiting residents. I fail to see what problem the proposals are solving, apart from costing residents £65 a year to park on their road and creating difficulties for regular visitors for whom there would not be enough visitor permits (eg grandparents for childcare).</p> <p>It will also likely push people without permits to park off the road on the grass verges along Florence Park Road.</p>
<p>(11) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no parking problem on Campbell road whatsoever, meaning the only people that will be negatively affected are the residents who will have to pay £65 to park outside their own home. The whole scheme is unnecessary and unfair on the residents of the area. I thoroughly object to it.</p>
<p>(12) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>As a resident with two children under 3 years of age, I regularly have help from my parents who do not live in Oxford. They travel a long distance to come and visit for a day on a weekly sometimes twice weekly basis. We have a shared driveway on our terraced house which means visitors have to park on the road. A permitted zone would be very costly for us!</p>
<p>(13) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not believe there is a need for any parking restrictions in Florence Park.</p>
<p>(14) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The council's continued attempts to meddle and wage war on those who drive around Florence park are unnecessary. There are no problems with parking on my road. There are no problems with large numbers of non-residents parking on my road. This is just another money grab under the guise of fixing a problem that doesn't actually exist. Leave the car drivers of Florence park alone.</p>
<p>(15) Local Resident (Oxford , Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need for permit parking on the Florence park estate. I have not encountered any excess vehicle parking during working hours, Campbell Road empties of cars in the day and fills back up at the end of the day. And with only one direct bus service from Florence park road to the city centre, commuter parking just doesn't seem to be an issue. I strongly object to the implication of a CPZ in Campbell Road in particular and the Florence Park Estate as a whole.</p>
<p>(16) Local Resident (Oxford , Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	I don't believe we need this in our area
(17) Local Resident (Oxford, Campbell Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There are no problems with resident or visitor parking in Florence Park and the proposed CPZ is unnecessary and unjustified.</p>
(18) Local Resident (Oxford, Campbell Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>'There is 0 benefit to the residents by implementing the proposed plans. - it will not prevent school run cars parking on streets due to 2 hour allowance - It will prevent residents from parking. - it will encourage residents to drive to work rather than use environmentally friendly methods - it will costs residents money - it will make a calm, village-like neighbourhood more like the city centre</p>
(19) Local Resident (Oxford, Campbell Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I think that current set up is fine and CPZ will only introduce more bureaucracy and cost to residents.</p>
(20) Local Resident (Oxford, Campbell Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>What is the purpose of this here? The consultation paper does not say. It talks about policy background but in relation to Florence Park all it says is "numerous local problems". I think you should be a little more candid and state to us local residents what the local problem is that you are trying to solve. The previous consultation was clearer - it was about trying to solve a parking problem. But I have lived here for 35 years. At no time have I ever had a problem parking here. I</p>

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	<p>park on the street just in front of my house. It is very rare for me not to be able to do this. And even then I will be able to park just a few steps away. As I said in my response to the previous consultation: why would I want to spend £60 a year to solve a problem that does not exist? (although I now see it has gone up to £65 a year).</p> <p>The road here is relatively wide in comparison to streets to the north of Florence Park, so we do not have to park half on the pavement. Many houses have a driveway and so the owners can park off the road. Some have sacrificed their front gardens to allow them to park off the road (for cheaper car insurance). There is not the same issue parking here as in the Edwardian streets that are narrower with little or no opportunity for off road parking. There is no problem with delivery lorries passing along the street.</p> <p>What problems are you trying to solve? Can you please advise me what the "numerous local issues" in Florence Park are that my spending £65 per year to do exactly what I am doing now, i.e. parking in front of my house, Will solve?</p> <p>Is this just a mechanism to raise revenue, a tax on car ownership? As a means of "helping to support the delivery of wider transport initiatives across the City" by discouraging car ownership? How will this help to "protect residential streets"?</p> <p>Have you considered that it may encourage more people to convert their front gardens into parking spaces? Would that be a desirable outcome from an environmental perspective? And indeed a potential increase in surface runoff for the sewerage system to cope with? (It has a name in the water industry - urban creep). Potentially increasing urban run off?</p> <p>I am open to discussion but your consultation document has not convinced me in the slightest. I can't see what benefits will flow to myself and other residents of the area by this tax on parking. If you are concerned about my ability to find a parking space, rest assured that there is no problem.</p> <p>As I said before, why should I spend £65 a year to solve a parking problem that does not exist?</p>
<p>(21) Local Resident (Florence Park, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't think a CPZ is needed in Florence Park at present. We can always park outside or very near our house. The LTN scheme has worked brilliantly in my opinion. I am also very concerned about the number of front gardens being converted into driveways, this is alarming in terms of flooding and lack of soak away and also very bleak in terms of the overall pleasantness of the estate.</p>
<p>(22) Local Resident (Florence Park, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Florence Park does not have parking issues for the residents so don't recognise the need for any restrictions and the</p>

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	<p>requirement to pay fees given we don't need a specific privilege/service regarding parking in our doorstep. Also we own a camper van and would not be able to park it next to our house. It has never been an issue parking in our lovely neighbourhood.</p>
<p>(23) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>These proposals apply only during the week when there is no problem with parking in Florence Park area. The problems of parking are minimal in my area and the only time there is an issue is at weekends when it can occasionally be difficult to get a space due to friends/ family visiting. I object to paying to park in my own street when there is no parking problem in this area currently.</p>
<p>(24) unknown (Florence Park, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>It is not necessary to have permit parking as there has never been a parking problem for existing residents and or visitors to the residents. And it would be wrong to charge the people that live there for parking permits every year to park outside their own houses. It is an unnecessary deterrent as there has not been any abuse of parking in our roads.</p>
<p>(25) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Object to proposals due to living in Campbell Road for nearly 30 years now and feel it unfair to have to pay to park outside own house</p>
<p>(26) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to the CPZ on the north end of Campbell Road where I live. I have not experienced any issues parking on my road; parking has always been easily available for me and for people visting me and so I do not see why a CPZ is needed. We have off-street parking but the CPZ would still negatively impact me and my family if this is introduced as we</p>

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	<p>will need to provide visitor's permits to people coming to our house which we will have to buy. I also object to the additional parking restrictions which includes double yellow lines outside the shop and pub on Florence Park Road. I feel that this may prevent people stopping there to briefly visit the shop or pick up food from the pub and may negatively impact on these businesses. The design of the additional parking restrictions looks like it would push parking from the layby outside these business (where the design of the road takes them off the main carriageway) onto the main part of the road thus blocking a bus route.</p>
<p>(27) Local Resident (Florence Park, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We have NEVER had a problem parking in Campbell Road, we live the Iffley Road end of the road, nowhere near Cowley Centre, so why change it? There is no problem here. If there is a need for a parking zone in Florence Park it should be between Rymers Lane & Florence Park Road, why should we pay more costs for the privilege of parking outside our own property plus costs for our children to park when visiting? This will just encourage everyone to pave over their front gardens to avoid buying permits. We already pay nearly £2K a year in rates plus costs for garden rubbish, for us this is just another stealth tax on top of our council tax. We have lived here for over 30 years and have never had a problem with parking here, leave us be and let us get on with our lives without more officious rules and regulations</p>
<p>(28) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need for a CPZ in this area. Parking by non-residents is not an issue for us. This will add additional cost to me personally, without any additional benefit. I object to the proposed additional parking restrictions on the service road associated with Florence Park Road (the bit outside the retail and public house). The service road is an ideal area for parking, which is off the main part of the road, (I don't object to Parking Restrictions on the main section of Florence Park Road, just the service road). One area which could do with more Parking Restrictions (from a driver's perspective) is on Church Cowley Road (B4495), near the junction with Henley Avenue (A4158). Due to the LTN (which I support), there is increased use of this junction.</p>
<p>(29) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>Charging us to park at own house is NOT acceptable - it sounds like the council is trying to raise additional taxes via the back door. The only line I can see in your letter informing us about this that is remotely relevant to the people that actually live here is "to protect residential streets". Who from? There isn't a parking issue here</p> <p>Permits puts off friends and family visiting. If family visit from far away where are they meant to wait if they get here before we get home from work for example?</p> <p>It will also stop people coming to visit the park who might not have anywhere else to visit that's green. Where else are they meant to park?</p>
<p>(30) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am writing to oppose the proposed controlled parking zone (CPZ) in Florence Park in the strongest terms. I have examined the proposal in detail and have found that it is based on extremely flimsy arguments. The 'Statement of Reasons' in fact gives no specific reasons for implementing a CPZ in this area, but merely mentions vague city-wide aspirations, none of which is obviously improved by the installation of a CPZ in Florence Park. No evidence has been presented that there are any issues at all with parking or through traffic in Florence Park. As a resident of Florence Park, I have certainly encountered so such problems. Even if they did exist, the recent conversion to a 'low-traffic neighbourhood' (LTN) was designed in large part to improve them. The apparent rush to institute a CPZ before the benefits of the LTN can be properly ascertained shows that the matter of parking and through traffic is a red herring. The sole motivation behind this scheme can only be to increase the council's revenues at the expense of residents.</p> <p>I find it completely unacceptable that the council should attempt to extort further money from residents in this manner on top of recent Council Tax rises, particularly under the false pretence of improving parking. Under the proposed CPZ, parking would become a much more difficult process - not easier - with additional paperwork and expense for residents and their guests. One of the great advantages of this neighbourhood is that it is possible to park free from regulation; most other parts of the city make this much more difficult, with residents-only parking throughout, making it harder to visit people or businesses in other parts of the city and so stifling communication between neighbourhoods.</p> <p>It may be that other parts of the city have been affected by large numbers of commuters parking or passing through, but that is emphatically not the case in Florence Park. It was not the case before the introduction of the LTN, and it is even</p>

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	<p>more egregiously false afterwards. Any attempt to introduce a CPZ in Florence Park can only be a naked attempt to grab money from the residents and must be rejected on all possible grounds. It serves no purpose, would cost taxpayers' money to install and would be offensive to those residents it falsely claims to help. The Oxford Mail reported on 16 February 2020 that the residents of Florence Park are overwhelmingly opposed to such a scheme, and I do not expect that opinion to have changed in the short time since. In conclusion, no controlled parking zone must be instituted in Florence Park. To do so would be unpopular, morally wrong and economically damaging.</p>
<p>(31) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Whilst portions of FP may be subject to additional parking demands (likely the eastern section in proximity to Cowley Centre) the requirement for a CPZ does not, as yet, appear justified. Encouraging more sustainable transportation modes, notably cycling, by significantly improving infrastructure alongside improved public transport should manage demand for car usage - seeking to maintain or reduce current levels rather than introduce restrictions in anticipation of further growth at a time when car ownership is reducing.</p>
<p>(32) Local Resident (Florence Park, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There have been no previous issues with parking in the area. This is not required and unfair to some of the community who cannot afford the increased cost of living. Council should seek revenue in more privileged areas.</p>
<p>(33) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We currently park both our vehicles on the road and do not have the extra money to pay yearly residents permit, this would impact our families already strained finance.</p>
<p>(34) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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There is absolutely no need for CPZ in our area, there is no shortage of parking at any time. Introducing a CPZ seems to be purely a means to extract more money from residents, a hidden tax but nevertheless a tax in all but name.

I fear that this will encourage more residents to either abandon any plans to convert their front drives into gardens or attempt to use their front garden as parking space even more than the currently do. This will have an overall negative effect on the neighbourhood and the effects on the environment if even more front gardens are sealed, preventing rain from soaking into the soil, adding to local flooding instead.

The propose CPZ will be detrimental to local businesses, some of whom rely on customers from outside the area, including customers who spend either more than 2 hours while consuming food or who are attending the pub for food outside the "free for 2h" times.

Any funds allocated for this CPZ would be better spent improving for example cycle lanes in Oxford or improving the publicly available electric car charging network. Existing public charging points for example in the Union Street car park would benefit from clearer signage and reserved parking spots to ensure they can be used efficiently by electric car owners to charge cars.

The suggested "no waiting at any time" areas, especially that adjacent to Florence Park also do not serve any purpose other than to punish car drivers. With the current Low Traffic zones, there is no through traffic there at all that could be affected by parked vehicles, so why limit this? This seems very arbitrary and completely without reason. Park users will be unfairly affected by this.

The suggested new "no waiting at any time area" in Florence Park Road is also severely limiting what customers the Jolly Post Boys may attract, again, negatively affecting the neighbourhood.

The proposed rules on "permitted vehicle" are going to badly affect a number of us residents as there are a number of motorhomes and other small vans parked in the area without causing any problems. The proposed changes will prevent us from doing what we have done for many years without problems. Causing disruption without reason and making the neighbourhood less attractive to live in for many of the existing residents. Again, the reasons behind that are not clear as the roads are wide enough that these parked vans/motorhomes do not cause any problems for moving traffic, pedestrians or any residents. With the many high hedges and relatively large front gardens, there is not even any real negative effect on houses as no windows are obscured.

I believe the limit for permitted vehicles also affects temporary visitor passes, so would limit who can visit us... Again, completely nonsensical for this area.

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<p>(35) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>While I am a HUGE supporter of the low traffic neighbourhood and all other efforts to promote cycling and walking in Oxford and cut down on traffic and fossil fuel use and pollution, I object to this CPZ. Why? There is currently no problem with parking in Florence Park. There are always plenty of spaces in my experience. I park my work van (I am a furniture maker) on the road outside my house. I am also part owner of a camper van, shared between 4 households, which is a lovely way of having UK holidays with minimum impact - a self organised bit of 'sharing economy'. So WHY are we being asked to pay £65 per year for parking when we have easy parking for free at the moment. WHY are we being given the hassle of needing/buying guest parking permits for everyone who visit? I thought that Controlled Parking Zones were introduced when there was a shortage of car parking spaces and residents requested a permit scheme to make sure they could park near their home? I am not normally cynical about government, but this seems like just a way to earn extra money. And money is very tight at the moment for most people living in this neighbourhood. There is also the risk that this CPZ will cause many people to pave over their front gardens so they can park their vehicles there, which will not only reduce the charm of the neighbourhood but lead to more concreted and increased risk of flooding. I recommend you reconsider introduction of this CPZ please.</p>
<p>(36) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need for a CPZ - spaces are freely available. The Council's preliminary consultation showed 70% objection to a CPZ (Report 25/4/19). There is no convincing desire anywhere in South or East Oxford for a CPZ. There is no convincing evidence that CPZs make residents or their visitors' lives easier. The study shows there is no significant variation between daytime and nighttime parking in Florence Park, suggesting no one parking there is non-resident. 25 days of visitor parking is utterly inadequate.</p>
<p>(37) Local Resident (Oxford, Campbell</p>	<p>CPZ - Object</p>

<p>Road)</p>	<p>Parking Restrictions – No opinion</p> <p>It is very kind of you to consult the residents of Florence Park, but judging by the result of the outcry of my East Oxford friends who objected strongly to the CPZ plans some years ago, it seems that all our objections will be ignored...</p> <p>I know you want to make money, perhaps more than having the admirable hope of persuading people to give up their car and take up cycling and walking instead, which I understand. But although I agree with the fact there are too many car users and too much traffic in Oxford, since I moved here more than 20 years ago I never found difficult to park my small car in front of my house or nearby, and know that some families have given up their car, as I intend to do when my old car (21years old) will fail its MOT. It is not used much! And I would then happily join a car club. Hope the 'common wheel' car could have its own free parking spot in the area! Or more than one!</p> <p>My main objection is that already a third of Florence Park residents have transformed their front garden as car park already, and this is a great loss for the biodiversity in the area. I read some years ago that the area of paved front gardens in UK cities is equal to the size of Wales...A dramatic and worrying state, for a country with the smallest forested area in Europe, and the South being overpopulated and the least green! There has already been more activity just in my road from the company Creative Drives since the announcement of the CPZ plan. It does give work to all such companies, but it is very bad for the environment! Aesthetically as well, the neighbourhood will suffer, with fewer trees and flowers to be seen in front gardens... I counted nearly 40 front gardens in the second half of Campbell Road (from Florence Park Road to Rymers Lane), of 95 numbered houses, being just like car parks, so almost half of them.</p> <p>My other objection is that for a single resident and a couple residing in Florence park, the amount of visitors, family or friends is probably the same every year, and the single person will be deprived of permits compared to the couples, if I understand correctly .</p> <p>One problem I have personally is that my partner lives one hour drive away from me, outside Oxford, and comes nearly every weekend to stay 3 days, Friday to Monday, or Saturday to Tuesday, and he drives here, as a coach station/stop is too far away from his home. I tend to use a coach the few times I go to his home, and he has to fetch me in another town. No direct train available. So a block of 25 visitors permits would not be enough for even half the year for us! It would be best if I got 2 resident permits of course, even though we are not living together. He is lucky that his town has not got CPZ and there is plenty of free car parks near his house and on his driveway too...</p> <p>I would be very reluctant to transform my small driveway into a car park, and although once there may have been a garage in my garden as there was in my neighbour's garden, Neither of us can afford to have our shared driveway changed anyway...and do not desire it. Pretty difficult it would be also because of the drains position, a step up, and a small wall along the path to her gate...</p> <p>The paving of front gardens could increase the risk of flooding and reduces the chance of pollination by bees and of wildlife in our area...I belong to a local ecological group and we are well aware of the dangers of transforming this area because of CPZ! It seems you are not.</p>
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	<p>So please reconsider your plans. I am all in favour of LTN in the area, and hope that in future, there will be fewer cars on the road, fewer car owners, but that depends mainly on the programme of public transport and the efficiency of local buses as well as the reduction of the cost of bus tickets...Not everyone can walk to work or to town and shops, as I do, and I prefer walking to the dangers of cycling in town. My bicycle is used only when I can go via quiet lanes to my destination. Residents should be encouraged to use local shops anyway...rather than go to big shopping centres.</p>
<p>(38) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have lived on Church Cowley Road for 3.5 years. I have never had an issue finding parking. This just seems like an excuse for the council to try and charge me money for unnecessary parking permits.</p>
<p>(39) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There are many houses on my road that do not have driveways. Many of the residents have more than one car which means that sometimes we have to park on the opposite side of the road due to there not being enough space due to dropped kerbs. With a CPZ in place I am concerned that the road opposite may have yellow lines put in which would mean we have nowhere to park.</p>
<p>(40) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am objecting due to the increased traffic on Iffley Rd, Church Cowley Road, which Florence Park LTN and Church Cowley LTN are causing. Also there are now longer delays at the Church Cowley/Iffley Rd Traffic lights at peak times with school and work traffic. This will be chaotic when there are delays on the ring road when traffic is diverted off the ring road through Holloway Way, Church Cowley Road or down Rose Hill. There have already been accidents at Newman Road and at the Church Cowley / Iffley Road Traffic lights</p>

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<p>(41) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>There isn't a problem with the parking on Church Cowley Road. There are numerous spaces and most houses have a driveway. I don't understand the need to start charging residents. This is galling, particularly hot on the heels of the introduction of the LTN's, which has drastically increased the amount of traffic on Church Cowley Road at peak times. Residents on Church Cowley road haven't benefitted at all from the that scheme, and now you expect us to pay to park where it is currently free!? Where is the justification? If anything, you propose I pay for a permit without the promise of a dedicated space, as anybody can park for up to 2 hours. There are a plethora of parking spaces at John Allen centre. Please don't punish residents, this doesn't benefit us at all.</p>
<p>(42) Local Resident (Oxford, Clive Road)</p>	<p>CPZ - Object Parking Restrictions – No opinion</p> <p>Since the welcome vehicle restriction measures to Clive road earlier this year with a bollard placed at the end of Clive Road there has been much less traffic and non-local parking in this street and, therefore ,I do not think it is necessary to introdice parking permits. I object mostly because of the hassle and expense of applying for the resident & visitor permits and the cost to the Council to administer/manage the scheme.</p>
<p>(43) Local Resident (Oxford, Cornwallis Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We have one car and I don't want to pay for other peoples' parking. Paying £65 annually is too much for me and there is no need</p>
<p>(44) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I can't speak for other streets away from my immediate area, but perhaps only once in the six years I have lived in this house, has there ever been an issue with on street parking (during Flo Fest, it is sometimes busy). Outram road, Lytton road, Campbell road - or at least the main section of it away from the schools - are all almost without exception always</p>

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	quite quiet in terms of parking. I would like to know why the council thinks we need this?
(45) Local Resident (oxford, Cornwallis Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have lived in Cornwallis Road for over 36 years and so far I have not had any problem parking within Florence Park area, with the restriction on road access causing more expense to get from and to my house, you are now proposing to cause more expense with parking permits etc. every trip to Iffley road or Cowley Road adds an extra mile (0.5) exiting and returning. How is this reducing pollution. The long-term outcome will be a considerable amount of residence will consider dropping their front gardens removing green foliage etc to have off road parking</p>
(46) Local Resident (Oxford, Cornwallis Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>One of the reasons I was attracted to buying the property in the first place was that the road was not in a controlled parking zone. I like to have the option to have visitors who can stay longer than 2 hours, and in the past, this has proved very useful. I have never encountered a time when this has not been possible as the road is not heavily congested with cars and no one has seemed to be obstructed. Cornwallis Road is also broad and spacious; currently a little haven where one can park without concern. I don't see the need for change.</p>
(47) Local Resident (Oxford, Cornwallis Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We don't have problems with the parking in our street and paying additions cash is hard. Council tax in oxford is already expensive. Living in Oxford is expensive and they want to Make it even worst with this. Not happy!!</p>
(48) Local Resident (Oxford, Cornwallis Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The roads around the entrance to Florence Park have no parking problems. Any time of day/week, there is plenty of</p>

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	<p>space on the road for parking. The only people I can imagine who might be fined for parking without a permit for more than two hours are those who have enjoyed their visit to the park or friends so much that they lost track of time, residents who have had trouble renewing their own permits or those kept waiting for a long time at the Donnington Health Centre. And in order to penalise these few people, you'll have to spend quite a bit of money and make the area uglier with signs, markings and patrols. I can't see any benefits to residents or visitors, and unless there are some big contracts to be sold to private companies, to Oxfordshire County Council either.</p>
<p>(49) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We don't have a problem with parking now! I would like that more people could arrive to the park</p>
<p>(50) Local Resident (OXFORD, Cornwallis Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am over 80, I have lived in my home for over 60 years and I have never had to pay for parking outside of my home.</p> <p>I am concerned that this scheme will cause me and my family and friends a lot of inconvenience and put people off visiting me.</p> <p>We do not have a problem with strangers dumping their cars all day to go to work, sometimes people might park for a couple of hours to go to Florence Park which is annoying but we can't see how this scheme will stop that from happening since people can still park short term without having a permit. I also doubt it will be enforced effectively and fairly.</p> <p>Over all I think this is a bad idea and cannot support it.</p>
<p>(51) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Object Parking Restrictions - Support</p> <p>In my experience, Cornwallis Road does not have significant commuter parking on the road so a CPZ seems an unnecessary expense and inconvenience for visitors and residents. The CPZ proposal does not therefore tick your stated reason to alleviate commuter parking. I object to annual resident parking zone permit fees. Personally, I would</p>

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	<p>tend to park my car(s) on my driveway if CPZ's were installed but at present I park a little car on the road as a convenience. I am in favour of the general proposals regarding single and double yellow lines in selective places. Since the start of the LTN's in this area, the traffic on Cornwallis Road has been greatly reduced and to repeat, I am not convinced CPZ's are worth the expense and inconvenience. Other local roads may differ but I am not able to comment on those. (I would like to say parking on Between Town Road opposite the shops is constantly abused but doesn't appear to be enforced.)</p>
<p>(52) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>In the majority of the proposed area there is no need for a CPZ as excessive daytime parking is not an issue. This was the clearly expressed majority view when residents were last canvassed on the matter and there has been no significant change since. Specific local area issues within Florence Park should be addressed locally, not by afflicting the whole neighbourhood with the cost and bureaucracy of a CPZ.</p>
<p>(53) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>No comments.</p>
<p>(54) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Object Parking Restrictions – No opinion</p> <p>I object to the CPZ in the Florence Park area.</p>
<p>(55) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>opposed to scheme on lack of need, and also concern that if implemented it won't work as won't be enforced judging by lack of enforcement of existing DYL</p>

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<p>(56) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Loss of biodiversity/green space due to front gardens being turned into parking space. The grass areas of Florence Park Road are being parked on already in places, they attract insects and butterflies, cars are churning this up - a CPZ will encourage more people to park on the grass. Cornwallis Road becomes extremely hot in the summer months due to the lack of trees & greenery. Green spaces help keep residential areas cool. Dust & allergens are captured by trees/hedges, the loss of front gardens will accelerate the unhealthy conditions.</p>
<p>(57) Local Resident (Oxford, Eleanor Close)</p>	<p>CPZ - Object Parking Restrictions – No opinion</p> <p>Having lived in my property for over a decade, I am able to firmly assure that there has neither been conflict nor disagreement in regard to parking arrangements within this private and set-back road. Indeed, my neighbours and I have unspoken arrangements in regard to roadside parking, allowing ready access for visitors and residents alike. The driveways in Eleanor Close are all extremely steep, rendering the parking of more than one car on the driveway nigh impossible. In a three bedroomed property, it is unreasonable to expect a family to have just one car in the modern age. It is simply untenable that having purchased a property some ten years ago, I may imminently be subject to fees and annual charges for a permit, just to park outside my own home. Indeed, my family and I chose this property in the knowledge that this was not the case. How then is it fair to now impose these restrictions and charges upon a retired citizen of Oxfordshire?</p> <p>Beyond my objections to the need for both resident and visitor permit charges on Eleanor Close, I also lodge my dismay at the proposed limit of 50 visitor permits per annum. I am an active and sociable member of the community, and benefit from frequent visits from friends and family, including my daughter with her three small children. One can easily imagine a scenario where it will be too difficult to welcome my own daughter and grandchildren into my home, if it is late in the year and we have used the visitor permit allowance. There is simply no other parking option nearby, and it is extremely challenging to mobilise three children under 5 over any distance. What impact will this have upon my life?</p> <p>Why should the County Council be allowed to dictate how many visitors I may have to my own private residence? Why should I support this money making scheme, when the Council neglects to maintain the grass verges in the close? My neighbour and I regularly maintain the council owned area of grass and tree outside our homes. On what basis has the decision been made to render Eleanor Close a permit parking area? I would be most interested to see the data set evidencing the need for such action – particularly in regard to the volume of penalty notices or cautions issued by the police for illegal or inconsiderate parking in Eleanor Close over recent years, and any reported public disturbances</p>

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	<p>related to parking issues. Whilst I recognise that you may not be able to respond to my questions above immediately or personally, I do expect the County Council to issue me with a response, in particular with regard to the requested data set. The proposed change is certain to be unpopular, not just with myself and my neighbours in Eleanor Close, but also in the other areas proposed. Allowing private citizens the opportunity to understand the reason behind this decision, and to make an assessment of the evidence base, is simply good change management practise, and may allow some individuals to find the changes more palatable.</p>
<p>(58) Local Resident (Oxford, Florence Park Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The 'reasons' document gives no actual reasons for the decision. Map is unclear about what is proposed for where. People shouldn't be parking on corners anyway. Double yellow lines in front of the shops and pub is bad for business. Rymers Lane parking is needed for the park, Flo's (midwife clinic etc); the car park is not big enough and is muddy in winter. It will force people off the road to park on the accesses through the verge (Florence Park Road) even more than they do now meaning people, children on bikes, people with mobility scooters, buggies, etc, will have to walk in the road when trying to cross. It was awful when the verges were not cut and this will make it even worse. I do not want to have to pay to park in my own area. I live here and don't see any problem with the parking so why do this??</p>
<p>(59) Local Resident (Oxford, Florence Park Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I feel parking is not an issue in the local area and that therefore this proposal is a 'solution' to a non-issue and not worth paying £65/year for. I also feel that some of the proposed changes could negatively impact the area, such as double yellow lines on Rymers Lane reducing parking options for those visiting Florence Park; parked cars there aren't blocking traffic especially with the LTN bollard in place. Putting double yellow lines in the service road on Florence Park Road is also a bad idea in my opinion, simply restricting access to vehicles who deliver to places such as the Jolly Postboys pub.</p>
<p>(60) Local Resident (Oxford, Florence Park Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no parking issue in the area and therefore no reason to impose a CPZ or justification for charging us to park</p>

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	outside our own houses.
(61) Local Resident (Oxford, Florence Park Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no parking problem on Florence Park Road. I don't see why I need to pay £65 a year to park in front of my house.</p>
(62) Local Resident (Oxford, Florence Park Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Council is proposing a 'no waiting at any time' zone right outside my flat (the access road on Florence Park Rd). I see the traffic that goes up & down the street all day every day and I cannot see any justification for why any changes need to be made to parking?? The streets are not congested and parking is not a problem. There is not too much traffic going down this street. The street is perfectly safe for pedestrians, cyclists and drivers. These changes make no sense on Florence Park Rd (I can understand why it might be necessary on much narrower streets, and where traffic congestion happens). Is this a money-making exercise for Council? If not, what are the other benefits ?? it's called an 'improvement scheme', but what is the 'improvement' ?? what was the problem the improvement addresses?? I particularly object to the zoning on the access road. Why on earth would you make this 'no waiting at any time' all the way down it?? Delivery trucks to the pub are always able to make their deliveries (I see them every day). I understand that the pub owners & other residents on the street wish to make the space in front of the pub a 'community' space. This is of course beneficial mainly for the pub business and I don't begrudge them this. I support this in principle, but there is no need at all to take away all parking on the access road! Why?? If the 'no waiting at any time' were restricted to only in front of the pub, I would have no problem with it, but please don't put it all the way down the access road. It's totally unnecessary. If there is a bigger picture community benefit I am missing, please let me know!?! I am a keen cyclist and walker, so I understand the importance of disincentivising car use, but these so called 'improvement schemes' just don't make sense on Florence Park Rd. All I can see is poorer people increasingly being priced out of living in Oxford... why do you want to contribute to this??</p>
(63) Local Resident (Oxford, Florence Park Road)	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>The principle of CP Zones is to protect residents in preventing other drivers using residential streets as a car park. I am a long-term resident and speak from observation and experience that the Florence Park Estate itself does not have a problem with unfriendly parking. The majority of the cars seen parked belong to residents and I fail to see why we should pay to park when there isn't a problem. I pay Council Tax and Road Tax and object to paying for a non-existent problem to a Council just to raise their funds. I live right by the main gates of the Park and even in the Summer we get very little "alien" parking. The remaining per cent of vehicles is made up of trade/delivery vans, residents' visitors which is a normal part of a community and the patients attending Donnington Health Centre who have to park in Cornwallis Road when the car park is full up.</p>
<p>(64) Local Resident (Oxford, Florence Park Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I would like to object to the proposed CPZ across Florence Park, for the following reasons.</p> <p>1. Need. As a long-term resident of Florence Park, I see no current need for a CPZ; there is plenty of space for all. Even the proximity to the Templars Square shops does not cause problems. In the 2018 informal consultation 70% of residents opposed a CPZ in Florence Park, and the current proposal does not look significantly different.</p> <p>The Council states that a reason for a CPZ is to reduce commuter parking. This does not currently appear to be a problem in Florence Park (as also indicated in the results of the informal consultation). I understand that CPZs are being introduced across Oxford more widely. Areas will differ in their experience of commuter parking and other issues, and in some areas there may be greater need for a CPZ. If a CPZ is introduced it should be granular and cover only those areas that would benefit from it and not see a detriment.</p> <p>The results of the informal consultation state that the proposed CPZ would mitigate future overspill from other CPZs in the area. If other CPZs bring problems, those problems should surely be addressed in those areas. Residents in other areas, such as Florence Park, should not be disadvantaged by a decision to introduce CPZs elsewhere.</p> <p>2. Environmental. If residents are required to pay to park in the street, many may choose instead to create free parking spaces by replacing front gardens with paving, concrete or gravel.</p> <p>Given the global climate and biodiversity emergency, the Council, as well as individuals, need to take responsibility for maintaining the remaining natural areas wherever we can. Destroying front gardens reduces the number of green areas</p>

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	<p>including trees, plants, and habitats for animals and insects.</p> <p>This is a particularly pressing matter for Oxford, and areas of Florence Park especially, given the often low-lying land and proximity to streams. It is well known that gardens and green areas naturally promote soil drainage, preventing flooding. Flooding in Florence Park last year caused damage and distress to local residents (Oxford Mail (2020), “Overwhelmed” sewer system leads to foul water flooding Oxford gardens’, 7 October, https://www.oxfordmail.co.uk/news/18775481.overwhelmed-sewer-system-leads-foul-water-flooding-oxford-gardens/), a situation that may be made worse by the loss of green spaces.</p> <p>3. Costs. Oxford is already one of the least affordable areas to live in the UK (Oxford Mail (2021), ‘Oxford ranked second least affordable UK city’, 11 August, https://www.oxfordmail.co.uk/news/19505166.oxford-ranked-second-least-affordable-uk-city/), so introducing a permit cost of £65 (effectively an additional car tax) plus the cost of visitor permits will make it less affordable still. Current residents currently benefit from free parking; it now seems unfair to impose a direct cost that does not bring any additional benefit to those residents. In addition, contractors would be required to pay £25 a week for parking, and those costs would be passed on to customers.</p> <p>5. Complication. Any such scheme will add complication and confusion for local residents and visitors (e.g. in terms of where one can park, for how long, and who is eligible). Applying for permits adds another layer of bureaucracy.</p> <p>The scheme is being proposed as a PPA with operational hours of Monday to Friday, 09.00 to 17.00. The last 18 months of restrictions due to COVID-19 have resulted in a national move to increased home-working and reduced car use. These operational hours would therefore have less relevance now than they would otherwise have done (e.g. as shown in the informal survey that was conducted before the pandemic). In addition, the scheme would need to be monitored or policed, which could cause tensions as well as costs to the council. None of this will occur if the CPZ is not introduced.</p>
<p>(65) Local Resident (Oxford, Florence Park Road)</p>	<p>CPZ - Object Parking Restrictions – No opinion</p> <p>As a resident of the Florence Park estate I am writing to strongly object to the proposed controlled parking zone (CPZ) in Florence Park.</p> <p>1 Parking is not a significant issue 2 The introduction of permits will, in the fullness of time, cause more residents to pave/tarmac over their front gardens to allow off-street parking, which in turn will increase the risk of flooding.</p>

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	<p>3 The proposed CPZ would not reduce the school traffic as there is the 2 hour drop off permitted.</p> <p>4 The cost of the scheme would not represent value as it is unnecessary.</p> <p>5 There was a similar consultation carried out, by your good self, in late 2018 to which was not supported and little has changed since then.</p>
<p>(66) Local Resident (Oxford, Havelock Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't want this area to become an exclusive place that others cannot visit/be in.</p>
<p>(67) Local Business (Cowley, Hendred Street)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As a funeral business we have staff that need to park on Hendred Street and Littlehay Road. Even reconfiguring our very small carpark we still have 10 cars that need off site parking. Park & Ride is not an option due to the nature and constant needs of our business. It does not look like there will be any roadside parking available within walking distance of our business.</p>
<p>(68) Local Resident (Oxford, Henley Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>This is illogical, as I live on Henley Avenue and the obvious place for visitors to park is on Iffley Turn, as has been happening without issue in the 25 years I've lived here. Your plans seem to say I have to walk a long way to a space in Cornwallis Road or Church Cowley Road rather than the 50 yards to Iffley Turn.</p> <p>We're already being treated appallingly by the LTN. Please assure us we will be able to use Iffley Turn with our permits when CPZ is imposed. It is very unfair to create a situation where there are 'winners and losers' and we are yet again the losers. This is a residential road and part of Oxford's community. We have genuine needs so do not treat us as an irritation.</p>
<p>(69) Local Resident (Oxford, Littlehay Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	It's unfair with us as resident we don't want control parking we already fed up with this LTN it's a ripoff
(70) Local Resident (oxford, Littlehay Road)	CPZ - Object Parking Restrictions - Object It's is not acceptable. As a resident my family visit us regularly and we don't want it on our road
(71) Local Resident (oxford, Littlehay Road)	CPZ - Object Parking Restrictions - Object Putting us in more trouble already fed up with LTN.
(72) Local Resident (oxford, Littlehay Road)	CPZ - Object Parking Restrictions - Object Not accepted at all
(73) Local Resident (oxford, Littlehay Road)	CPZ - Object Parking Restrictions - Object Rip off .Way of making money
(74) Local Resident (Oxford, Littlehay Road)	CPZ - Object Parking Restrictions - Object There will not be sufficient parking available for the business and visitors to this area, if this goes ahead, and essential trade work will not be possible. There is a high degree of transient population in this area

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<p>(75) Local Resident (Oxford, Littlehay Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to the specification that only vehicles under 5m in length and 2m in height can park in the CPZ. I own a camper van (6m x 2.5m) and do not have a driveway, and therefore would be prohibited from parking my vehicle in my own neighbourhood, and without any alternative options. I don't see any reason for prohibiting camper vans from parking in a residential area.</p> <p>More generally, I cannot see any reason for putting in place these measures in Florence Park in the first place. We currently experience no problems with parking in our street or area. No reasons for introducing the measures are given in the information received from the council concerning this consultation. Therefore, I have to assume that it is mainly proposed as a money-making scheme for the council!</p> <p>As context for the above, I should say that I am in favour of active transport and cycling, and the LTNs in Florence Park. But I am not in favour of making people's lives difficult for no good reason, and where there isn't a clear justification or theory of change.</p>
<p>(76) Local Resident (Florence Park, Littlehay Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object the proposed CPZ because around 60% of residents do not have a driveway, we pay extortionate amounts in vehicle excise duty (road tax) and council tax! You made life difficult with the useless LTN trial/money wasted AND NOW YOU WANT TO PUNISH US EVEN FURTHER WITH THESE STUPID CPZs!!</p>
<p>(77) Local Resident (oxford, Littlehay Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Added taxes for neighbourhood.... no freedom to park on the road even though you live here or your family live here....</p>
<p>(78) Local Business (oxford, Littlehay Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>It's a rip off and unreasonable</p>
<p>(79) Local Resident (Oxford, Littlehay Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>There is plenty of parking in the area already, despite the new CPZs placed in areas surrounding Florence Park. It would cause unnecessary hassle and expense on residents and their visitors.</p>
<p>(80) Local Resident (Oxford, Littlehay Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The 60 pounds charge for having a permit for 2 vehicles is simply a tax. It's not fair on residents who have 1 vehicle, it encourages people to own 2 vehicles as its 30 pounds each, there's no incentive to have 1 car per household. Ideally each house should have 1 vehicle permitted for free and a higher charge for 2, 100 - 150 pounds. Even if there is a small admin charge for 1 vehicle like other cities say 10 pounds a year. If this is not possible than make it 30 pounds for 1 vehicle and 60 for 2. Anything that will incentivise owning fewer vehicles. This will all help avoid this simply being another tax on an individual.</p>
<p>(81) Local Resident (Cowley, Lytton Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Feels ridiculous to have the LTN and now to have to pay to park outside your own house. The council is making it unbearable for residents in this area to live and enjoy a reasonable quality of life. Cars are an inevitable part of our society and desperately needed by so many members of the community. You have created a wedge in what was once a lovely community. The residents are now at war with one another over these issues. Should try reducing the price of public transport and you might notice a positive impact on the amount of cars in the area. Seriously considering leaving the area due to restrictions.</p>
<p>(82) Local Resident (Florence Park, Lytton Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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This feels like an additional tax on local residents. Many residents have no option but to have a car - work being the primary reason. Covid has of course limited use of some cars - no bad thing and I support sensible implementation of LTNs on that basis - however, £65 per annum per permit is extortionate. I appreciate there are set up costs (signage, lines etc), but ongoing costs can't surely cost the total you will receive from these permits - hence my view it is a tax in all but name and feels more like a money making scheme than something that will improve peoples' lives/wellbeing.

On visitor permits, as I understand it we now theoretically have to pay to see family members if we see them more than once every other week? Fine for some who don't see family too often or are wealthy enough and the potential £1 a visit won't matter to them, but why should you have to pay to see family at all? I am not against a form of permit parking in theory if it helps further improve our roads, but it has to be at sensible levels to ensure it is fair.

As a possible solution, why not provide permits for local residents up to 3 vehicles - 2 cars per house and one 'permanent' visitor, i.e. the visitor permit is simply put in the car and removed when they leave? If lost, rightly then pay for the replacement and the admin. A one-off cost to pay for the initial 3 permits - to cover your costs of establishment (rather than making any profit), as I appreciate these are unavoidable - and then free beyond year 1? That way the council is not out of pocket, the residents remain happy (in theory), it is not viewed as a council money making scheme and the CPZ is put in place to achieve the objectives.

Onto objectives, I have read the "Statement of Reasons" several times now and beyond it seeking to align with council priorities I struggle to understand what these measures are specifically trying to target in Florence Park. The 'commuter' point I have never noticed in reality as a problem and would love to know if any surveys have actually been carried out on this? What proportion of on-street parking in Florence Park is residents & visitors vs. other? I have always occasionally worked from home, as has my partner, so this is not a Covid-only view.

Florence Park driveways often have space for 1 car only - are families therefore now only expected to have one car or be forced to pay an additional £65 pa? Two adults, maybe an adult child, all working, all with access to only 1 car? That doesn't seem realistic to me. Anecdotally, on my road there is house where one party works for the council and cannot do her job without her car. Similarly, her partner works locally (Botley) and whilst they can (& do) commute by bike (5 mile ride each way), they again cannot do their job without a car (they often drive throughout the country, seeing clients). That household doesn't have kids but both require cars and as a result get punished to the tune of a further £65 p.a. by these rules. Similarly, another of our neighbours is a tradesperson, his Wife needs a car for their family, he naturally needs his van for his job - which of those gets sacrificed or again are they punished to the tune of £65 every year. I appreciate if you are out the house 'all day' you don't need a permit, but in the new world of flexible working this is unlikely to be the case (trades aside I appreciate) - the 9-5 office hours seem to be long gone.

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	<p>Finally, the fact this letter arrived in the post the day that most people found out energy bills are also increasing, with inflation rising at a rate not seen for years, and finances not having fully recovered from the pandemic in many cases, just further sours the taste. I think my solution offered above seems a far more reasonable way of achieving the council's 'objectives'.</p>
<p>(83) Local Resident (Oxford, Lytton Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not want to have to pay to park outside my own house.</p>
<p>(84) Local Resident (Florence Park, Lytton Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Completely unnecessary. The resources required (financial, human and environmental) cannot be justified to solve a problem that doesn't exist in this area.</p>
<p>(85) Local Resident (Oxford , Lytton Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>This area is not busy at all; we are far away from City Centre, there's no need to add more restrictions to our lives. Everything is already expensive in this city for us to have to pay on top of everything else for a place to park in front of our own houses!</p>
<p>(86) Local Resident (Oxford, Lytton Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We have lived in the area for many years and have not observed problematic parking by non-residents. There has never been difficulty finding a place to park. The consultation documents do not provide convincing justification to support the need for a CPZ in this area. No evidence is provided either for why this is believed to be the best solution. In addition, as the introduction of the LTN has removed the through route and increased non-car journeys in the area, and post-Covid</p>

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	<p>working arrangements are unlikely to lead to an increase in commuter parking, pressure on parking by non-residents does not look likely to become an issue in the foreseeable future.</p> <p>The proposed regulation of parking through implementation of a permit system is disproportionate to the scale of any issue. Common-sense restrictions such as not parking within 10 m of a corner or parking on pavements should be enforced through more effective traffic management (e.g. wardens) rather than blanket regulation. The proposed additional parking restrictions on Rymers Lane do not seem to align with increasing access and use of green amenities in the area.</p> <p>While we support the LTN and in general are in favour of reducing journeys undertaken by car, this approach and the purported benefits do not match our experience of living in the area and we consider them unnecessary.</p>
<p>(87) Local Resident (Oxford, Lytton Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I parked my car on my driveway, but I worry that if double yellow lines are going to be put on Lytton Road, how will my family/friends/gas engineer be able to park outside my house.</p> <p>Also I'm a pensioner and I don't have excess cash to pay for permits, is all very worrying and stressful for me.</p> <p>There's never been a problem in my stretch of road for parking, so why is this going to happen.</p>
<p>(88) Local Resident (Oxford, Lytton Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking is not a problem in our road. LTN's have further reduced traffic and parked cars People may pave their front gardens increasing the flood risks especially on Campbell road. Covid has further reduced traffic More admin to do increased repetitive strain, tendinitis, poor posture etc</p>
<p>(89) Local Resident (Oxford, Lytton Road)</p>	<p>CPZ - Object Parking Restrictions – No opinion</p>

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	<p>I am a Florence Park resident and I object to the introduction of the CPZ on several grounds.</p> <p>1) It is not clear why the scheme is needed. No justification for introducing the scheme is given in the notice letter. At the moment there is no problem finding parking space in my section of Lytton Road.</p> <p>2) I don't see why residents who currently benefit from free on-street parking should now have to pay £65 every year for the privilege. In my case I'm lucky enough to have almost exclusive access to a shared driveway, but would I be forced to pay the annual fee for the one or two occasions each year when I need to park on the street? If residents' permits are needed, why can't the council distribute them free to houses in the affected area, with no need for the extra overhead of application systems and management of fees?</p> <p>3) In common with many parts of East Oxford, a large number of houses in Florence Park don't have any access to off-street parking, or have shared driveways. I can see the need to pay for permits becoming a source of conflict between neighbours where shared driveways are concerned.</p>
<p>(90) Local Resident (Oxford, Maidcroft Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't see any advantage to the proposals.</p> <p>1.) We never have any problem parking on our street, nor do any of our neighbours that I'm aware of 2.) This will encourage even more people to pave over their driveways - not good for the environment, or the appearance of the neighbourhood 3.) I see no evidence of people from elsewhere parking in our street 4.) We will have pay for permission to park outside our own house 5.) If LTN's go ahead, there really is no justification for this, as the traffic calming reduction measures of LTN's will far outweigh those of these proposals. 6.) It's hard to believe that this is anything more than a money-making exercise for the council. I don't know anyone on our street who thinks this is a good idea.</p>
<p>(91) Local Resident (Oxford, Maidcroft Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	<p>Completely Unnecessary! There isn't a parking problem in Florence Park area, nor on Maidcroft Road. Free parking is an asset to the area and CPZs another example of the County Council wasting public money and charging local residents to park in front of their own homes disgraceful. I strongly object to CPZs and I hope enough residents also object so we can get this stopped once and for all.</p>
<p>(92) Local Resident (Oxford, Maidcroft Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Currently we do not have a trouble finding space to park on our road - indeed right outside our house. I understand that this situation might change if CPZs are started in adjacent areas. If a CPZ is deemed necessary in adjacent areas, then we should wait to see the effect on Florence Park, before proposing a CPZ. There is currently no need for one. As a homeowner here it would simply lead to additional expense - in purchasing permits - and hassle - particularly when having visitors. I really do not think it is currently necessary.</p>
<p>(93) Local Resident (Oxford, Maidcroft Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As a resident with no driveway I object to being forced to pay to park outside my own home. This is effectively a 10% increase on my council tax, and on a street which does not suffer with a lack of parking availability. You are seeking to fix a problem that doesn't exist and it feels like a council money making exercise...can you tell I'm angry about this?!</p>
<p>(94) Local Resident (Oxford, Maidcroft Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is always sufficient parking in the area and it feels inappropriate to push for CPZ in the area when there has not been a positive response to the initial consultations. The additional cost to park in front your own home is at best unnecessary</p>
<p>(95) Local Resident (Cowley, Maidcroft Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p>

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	<p>object to CPZ as money maker for council. If there was more parking in shopping area people would not try to park locally in neighbourhoods. Concerns over parking restrictions as 2 hour no return how will that be enforced? Do partners who do not live at that address get a parking permit as when they visit it is longer than 2 hours?</p>
<p>(96) Local Resident (Oxford, Maidcroft Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>In neighbouring streets where parking permit schemes have been introduced, households create off-road parking so that they can avoid the permits. By dropping the kerb outside the house, occupiers can drive onto the hard standing in front of house. This results in a majority of front gardens becoming car parks and the road is then blocked for anyone else to use because no-one can park next to the dropped kerb driveway. This increase in dropped kerbs also makes the pavement very uneven and difficult to use for pedestrians especially those using wheelchairs.</p> <p>Since there is no mention in the information leaflets of permits being required for cars parked off-road on the front garden space, it seems that people can avoid the payment in this way. The revenue to the Council which seems to be the main reason for creating the CPZ will therefore be greatly reduced.</p> <p>Ironically the CPZ actually makes the street even more car-centric as the physical environment is changed to one geared to the needs of people using off-road parking which deteriorates the neighbourhood for people actually walking and living on the street with the resulting cementing over of front gardens and removal of trees to make space for parked cars. I strongly object to the CPZ for these reasons.</p>
<p>(97) Resident (Wantage,)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <ol style="list-style-type: none"> 1. The fact that residents have to pay to park outside their own property. 2. The fact that visitors have to pay to visit residents (unless the resident is over 70). 3. The fact that non-permit holders can park for 2 hrs 9-5 (with no return within 2hrs) free of charge which will not prevent the ridiculous number of cars parking in Campbell Road during the school run at both ends of the day. (I would welcome this 'parking' by parents being stopped altogether.)
<p>(98) Local Resident (Oxford, Mayfair Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

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	There aren't enough spaces, will push traffic into neighbouring areas, problems already with Ltns.
(99) Local Resident (Oxford , Outram Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Currently there is no need for a CPZ in Florence Park. In 5 years time there might be a need but not yet.</p>
(100) Local Resident (Oxford, Outram Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have lived in Florence Park area for 30 years. I have never considered the parking an issue, it just feels like we have more and more restrictions [LTN) included. I very strongly object to these restrictions. I can see no benefit at all except to make money, if this is not the case why are the permits not free. Please explain why we have to pay.</p>
(101) Local Resident (Oxford, Outram Road)	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>I do not see the need for this. In particular, I do not see any need for a CPZ in my road (Outram Road), or in many of the surrounding streets. I can see that there could be a need for this on certain roads like Rymers Lane, Campbell Road and Church Cowley Road, but not in other streets at this stage. I have lived in Outram Road for 3 years and do not feel that there is an issue in this area with parking. If a CPZ is introduced, it will make having visitors who need to drive here, such as my family, very difficult.</p>
(102) Local Resident (Oxford, Outram Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We believe that there are no reasons to implement the controlled parking zone in the Florence Park area. We believe that there are no reasons to impose the additional parking restrictions in the Florence Park area.</p> <p>We believe that in addition to inconveniencing local residents and their visitors, this will almost certainly result in more</p>

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	properties in the area converting their gardens to parking spaces, which would increase the flooding risk in this flood prone area.
(103) Local Resident (Oxford, Outram Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have a disabled daughter and I'm elderly. Different family members and others come by car to help us out</p>
(104) Local Resident (Cowley, Oxford Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We don't need a controlled parking scheme in Cowley or be part of the councils money making scheme, after all we pay road tax as it is.</p>
(105) Local Resident (Oxford, Rose Hill)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to permit parking in this neighbourhood because I know it is unnecessary. I regularly visit friends and family there and there is never a parking problem.</p>
(106) Local Resident (Oxford, Rymers Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I feel it unnecessary and causes more difficulty parking and extra expense and inconvenience for the residents and visitors.</p>
(107) Local Resident (Oxford, Rymers Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is never any issue parking outside my property, or generally in the Florence Park area. The CPZ would simply</p>

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	<p>charge me for a convenience I already have no issue with and would add cost to having family and friends from outside of Oxford visiting through the 24hr permits. We already have the LTN trial, we don't need any more controls in our area. Also, from an environmental perspective, CPZ only encourage homeowners to remove their front gardens and input driveways in an attempt to avoid the annual parking fee - this is driving a widespread loss of valuable green space that is much needed in urban spaces - this is clearly demonstrated in newly installed CPZ on Cricket Road and Ridgefield Road.</p>
<p>(108) Local Resident (Oxford, Shepherds Hill)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am living in Greater Leys and our area is already like small ghetto. Building another restriction to get to the other parts of the city it will only make more worse the feeling that we do not belong any more to Oxford. Our area is lacking many important things required to recognize us as separate city and we cannot be just cut out of the City Centre and Cowley Road.</p>
<p>(109) Local Resident (Oxford , Trevor Place)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>My wife is a blue badge holder needs park outside our house we also have 2 disabled grandchildren that visit frequently we have multiple vehicles, one is work van as self employed</p>
<p>(110) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>I own a Motorhome, as do several of my neighbours. The proposed height, length and weight restrictions would ban me from parking my own vehicle outside my property, effectively forcing me to move house/leave the area.</p>
<p>(111) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Having experienced the setting up of the LTN and the horrible atmosphere that created in this previously peaceful and friendly neighbourhood I am concerned that we will have a similar thing with the CPZ thing. You need to have the people</p>

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	<p>on your side and I suggest that in order to do this you:-</p> <ol style="list-style-type: none"> 1) do NOT charge for the permits but provide them free of charge to the residents 2) re-issue the information in easy to understand plain English, with translations available 3) after the fiasco with Cornwallis Rd bus gate, make sure EVERYTHING is thought through, all resources available at the correct time, and that displaced traffic has somewhere to go! 4) enforce these restrictions, otherwise more resentment builds up as the majority who abide by the new regulations see the minority who don't get away with it - that's so annoying! 5) encourage the use of Park and Ride by making it free!
<p>(112) Local Resident (Florence Park, Campbell Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>I see no substantive benefit to introducing the CPZ to Florence Park. Availability of parking is not an issue in this area, there is ample parking on all streets in the neighbourhood. Introducing costs and restrictions are purely going to disadvantage residents, especially those on lower incomes.</p>
<p>(113) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>With the time limits and the allowance of 2 hours (which would allow people to use the roads of Florence Park for shopping trips to Templars Square) and the fact that parking restrictions are only in force 9am -5pm I'm not sure what is going to be achieved by this scheme, apart from forcing people to pay for permits to park outside their own homes? What benefits will it provide for residents? We will still get used as overflow parking, residents of nearby new developments will still be able to park in Florence Park roads overnight. So we (who have a driveway) have to pay £65 per year just so we can have family and friends to visit for more than 2 hours but don't see any benefit that a full CPZ might bring? Commuter traffic is not currently an issue on our part of Campbell Road, and that seems to be what this scheme is trying to address. We feel no pressing need for this scheme at the moment.</p>
<p>(114) Local Resident (Florence Park, Campbell Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Not confident that a competent study has been carried out. Nor a statement explaining the situation that is solved by</p>

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	CPZ, which should be renamed, Residents Parking Zone.
(115) Local Resident (Oxford, Campbell Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I believe that rate paying individuals should not be obligated to pay for parking permits. Each household should be given one free of charge. I also object to the height restriction. This unduly punishes individuals with larger vehicles for work or leisure. These individuals made decisions to buy these vehicles prior to these new rules and why should they be forced to make large, costly changes to their livelihoods or interests to fit this bill.</p> <p>With regards to low-traffic zones, I believe that individuals who reside on the obstructed roads should be given the right to drive to and from their homes. I am forced to take a 2 traffic light detour to access my property now, and individuals who live closer to the closures would be appreciably more affected. These measures do not eliminate local traffic, rather they increase the length of time and distance travelled by individuals local to the area.</p>
(116) Local Resident (Oxford, Campbell Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>i) While I have no objection in principle to parking zones I do not see any evidence to indicate why it is needed in Florence Park; ii) if it is permitted I object to longer vehicles such as camper vans not being able to park</p>
(117) Local Resident (Oxford, Church Cowley Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Please make all of Church Cowley Road residents only parking with no non-permit holders parking. Otherwise, the proposals do very little to improve the parking situation here except that residents will have to pay for a permit.</p>
(118) Local Resident (Oxford, Church Cowley Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p>

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	<p>It seems excessive to us that on top of that now we have to put up with all the traffic that has caused the blocking of streets and all the vehicles now pass through the Church Cowley road, with which it carries all the pollution that we suffer, as well as our children, and everything. The Traffic that we now suffer that we have to pay to park our vehicle on our street, those of us who live in rent, seems to us a big mistake since both the rent and the municipal tax are already quite expensive so now we have to deal with that too. to another expense</p>
<p>(119) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live on Church Cowley Road and am appalled by the huge increase in traffic along Church Cowley Road since the introduction of the 3 experimental low traffic neighbourhood schemes in the Cowley area. It is now difficult and dangerous to drive or cycle in or out of my driveway onto Church Cowley Road. However, the parked cars on both sides of the road limits the speed of vehicles along Church Cowley Road.</p> <p>I am very concerned that the introduction of a controlled parking zone along this road would reduce the number of parked cars and consequently increase in speed of vehicles along Church Cowley Road which would make it even more dangerous for residents to get in or out of our driveways.</p>
<p>(120) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>My parents live on Cowley Rd. My father no longer drives and does not have a car, however my two brothers and I drive to visit them regularly (between us around 2-3times per week) – both for social visits and to take my Father and Mother to their various health appointments, both of them have limited mobility and we need to park outside their house when visiting and driving them to their appointments.</p> <p>My Father is due to attend medical treatment this year and will need to visit Churchill hospital 3 times a week for this, my brother and I intend to support my father with this.</p> <p>What do you suggest in terms of parking permits ? Would my parents have a 'Resident Permit' that could be used by my brothers and I? – if so would it be registered to the house or vehicle?</p> <p>If we were to have parking permits – then we would need at least 3 per week for the year which would be in the region of 156.</p>

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<p>(121) Local Resident (Oxford, Clive Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>Because I've lived here for almost 20 years and know the area and issues with parking. I'm concerned about all the new flats and the new hotel being built at the Cowley Centre on Between Towns Road and that is the reason I'm generally in support of the proposal, although up to now that's not really been much of a problem with parking in the neighbourhood so not really sure of the motivation from the Council's perspective. I suspect you're anticipating all the extra cars from those flats.</p> <p>I don't understand the additional prohibition to waiting times. If someone's waiting in their car there's probably a reason. Unless it's happening on Oxford Road which is a main through road, why restrict it at all?</p> <p>A lot of houses around here have multiple adults and cars. Restricting to two cars per house is very exclusive and favours those who can afford to own a whole house without subletting. It would be more inclusive and reflect the diversity of the neighbourhood to allow permits for the number of adults with cars in the house. My neighbours across the road have 4 adult children living together because they can't afford to buy their own homes. You need to allow them each to have their cars.</p> <p>In a similar vein - £65 per property should be means tested. That is an awful lot for an awful lot of people. In fact why are you charging people at all? Is it to pay for the cost of running the scheme or to earn funds for the Council? It's not fair to impose a fee like this on something people just expect to be able to do - park outside their house. Do all you can to make it palatable.</p> <p>You also need to be sure not to incentivize any more removals of front gardens in favour of concrete parking spaces. That goes against flood protection and climate change rules.</p>
<p>(122) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I would like to know where the double yellow lines will be - if they might stop people parking outside their own homes. I also object to the idea of paying to park on my own street. At the same time I understand the arguments for a unified system to prevent commuter parking simply being displaced from one area to another.</p>

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<p>(123) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I was immediately against a CPZ in my area as I don't experience a problem with parking at my house or on my road (I have a parking space on my driveway). However, then I learned via a thread on Nextdoor about the potential pressures on parking in Florence Park due to the ex-Murco garage flat development, the removal of the multi-storey car park at Templars Shopping Centre and further development of that shopping centre without additional parking allocation. I'm concerned that we're being asked as residents to complete this survey without full explanation or consultation about the wider picture in the area. Not everyone will have access to the information necessary to make an informed decision. If my neighbourhood is likely to have increased pressure on parking in future, then I'm more interested in a CPZ. But at the moment, it seems unnecessary to me. So, I have concerns about the proposition of a CPZ/greater costs to households and also about the risks of not supporting it if parking pressures are likely to increase in future.</p>
<p>(124) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>In the 33 years I have lived here there has not been a problem with car parking in this section of Cornwallis Road. I therefore see no benefit to the proposal but significant disbenefits in having to pay the annual resident and visitor permit charges along with inconvenience and costs to any contractors.</p>
<p>(125) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Do you need to apply for parking permits for residences with driveways?</p>
<p>(126) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am generally in favour of the CPZ but have a few specific concerns regarding the particulars.</p> <p>One concern I have is the times at which the CPZ is enforced (9am to 5pm); my perception of the current parking issues</p>

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	<p>is that there isn't really a problem with people who work in Oxford parking for the day and taking the bus in. The issues are more around parking pressure from used car businesses using the area and residents, etc, and occasionally park use - and there is anticipation of more parking pressure when the developments at Templar Square are complete from residents there. In order to address any of that pressure I think the CPZ would need to be in force overnight, not just during work hours. I do think that there should be the ability to park for 2 hours during the weekend so the park is more accessible to families.</p> <p>The other concern is the restriction on type of vehicles that can be parked. We have a small campervan that is nonetheless larger than the current size in the proposal - longer by just 1m. We would struggle to find a place to park this if we were not able to park it on the road by our house. It would be really good if the size restrictions were expanded slightly to take these types of situations into consideration.</p>
<p>(127) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have serious concerns about the proposed scheme and also the cost. It is not clear what benefits will be gained. The LTN and further restrictions seems to be ill-conceived, a knee-jerk reaction to more people cycling during the pandemic. Whilst applauding green initiatives, I am not convinced this offers a sustainable future for Oxford.</p> <p>The introduction of the LTN may well mean that the roads on which it has been introduced are quieter but it seems it has simply moved the traffic congestion and pollution to surrounding roads. The arterial roads, such as Iffley, Cowley and Between Towns Roads are more congested. The congestion on these roads only adds to the pollution because traffic is not free-moving.</p> <p>I do not think you can assume that this scheme will mean that more people use public transport, and certainly those who are disabled amongst the population will not do so. For disabled people this has also meant that journeys to doctors and hospital appointments now take significantly longer because only the arterial roads can be used.</p> <p>Putting roadblocks across roads does not seem sensible to me, I have serious concerns about the ability of emergency vehicles reaching properties in a timely manner if they have to take a longer route round; this could put people's lives in danger. Have the emergency services been fully consulted re any implications this may have? Some reassurance re this would be good. If roadblocks are to stay would bollards which lower be a better and safer solution?</p> <p>The roadblock on Cornwallis Road, if it were to continue, might be better with an ANPR camera on it and then everyone</p>

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in the estate between Iffley Road and Florence Park Road could access their properties via Iffley Road end or Florence Park. This would relieve some traffic on Between Towns Road.

The introduction of double yellow lines on Rymers Lane will force more visitors than now to the park their vehicles on the neighbouring streets. It would be better to allow parking outside the park on Rymers Lane. Parking here was always good because it did not have any impact on local residents. There are no houses either side, so no driveways to be blocked. (Since the introduction of the LTN on Cricket Road there are always cars here, perhaps indicating that the problem of parking has been moved along rather than solved.) Perhaps this (Rymers Lane) would be a useful place to allow parking, not prevent it. It would encourage people to use the park - maybe this could have a 2hour time limit. I also think it would be a good idea to mark out the bays in the carpark for the park and advertise this so that visitors to the park are encouraged to use that.

Yellow lines outside the shops on Florence Park Road may make it difficult for people to visit the pub and shop- have the businesses been consulted? It should be noted that similar LTNs were tried in Jericho and since been revoked, perhaps a discussion and review of that scheme should be undertaken before progressing this one.

If the CPZ were to be introduced it would be an additional tax on residents. At present parking is not generally a problem and it seems it may become so with the development of Cowley Centre see below. The lack of foresight there may lead to the need for a CPZ, so in effect residents would be paying for the fallout from that. As an aside, the current main traffic problem is the speed that some of the buses travel along Cornwallis Road.

Cowley Centre- The CPZ consultation does not mention the development at Cowley centre of a hotel etc, and the removal of the multi-storey carpark. It seems to me that if the Council is developing an area provision should be made for the needs of those staying at the hotel and shoppers. No parking provision seems naive when you are expecting people to use the hotel and visit the retail outlets. Are there perhaps plans to build an underground carpark? There will undoubtedly be fallout onto surrounding streets if not. If so it seems that residents may not even be able to park at all in some areas.

If residents cannot park on the road the consequence may be that more front gardens are concreted over, which will not help the green plan for Oxford, nor help to reduce the carbon footprint. Nor will the loss of gardens make the estate look better.

As an additional comment although not directly related, whilst understanding the need to make space for cyclists, I am concerned that the cycle lanes in parts of Oxford are now so wide they force vehicles almost head-on because the lanes are almost too narrow for a bus and car to pass each other. Sufficient space should be allowed to avoid a collision.

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	<p>Thank you for considering these points. I will look forward to seeing these addressed in any report. I would also like to see conclusive evidence of the need for these interventions, and the level of support for them. If they were to go ahead, I think a review should be undertaken to assess any impact.</p>
<p>(128) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>However, I only have one point I wish to make. My only concern with parking in the area is that the turning space in Cornwallis Close (a cul de sac) is frequently not available for turning since it seems to be used as a private parking space. Since all of the houses in the Close have adequate provision for driveway parking this doesn't seem acceptable. As a consequence, the private road at the top servicing three houses (in one of which I live) is often used instead.</p>
<p>(129) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>On the whole I support this but the cost in this situation is not justifiable.</p>
<p>(130) Local Resident (Oxford, Edmund Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>This seems to be a pointless exercise. The scheme covers Monday to Friday 9am to 5pm. Although I recognise no one has a right to parking in the road where they live, most residents want to be able to park in their own roads during evenings and weekends, i.e. when they are not at work. This is exactly the time the scheme does not cover. How is this going to help residents of the roads concerned? Only residents who have a more unusual working pattern such as shift work, who may be at home during the day will benefit. Obviously this will stop those people who park and then continue their journey to work by bus, which would be good but the costs etc of bringing in this scheme surely outweigh the benefits. The other major point is that OCC must make a continuing effort to police the scheme. You can put up all the notices you want but if you don't enforce the scheme it becomes useless. There are restrictions in the road where we live but we very</p>

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	<p>rarely see any parking enforcement officers, let alone penalty tickets issued.</p>
<p>(131) Local Resident (Oxford, Eleanor Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Concern about not having more double yellow lines on Church Cowley Road, which means that there will still be lots of cars parked on Church Cowley Road on the cemetery side. Also concerned that the lack of bay markings might mean that people don't follow the restrictions. Object to having to pay for a permit for our own household. We have one car which is parked off road, so we would use the permit space minimally. One free permit for one car per household would be fair for all.</p>
<p>(132) Local Resident (Oxford, Eleanor Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I would rather that Eleanor Close does not become a CPZ, however, if in the event it does, I am very concerned about the item in the letter which states that double yellow lines will be introduced in parts of Eleanor Close. It would be helpful to understand which parts of the road are in question here. Is there any way of finding this out please? Currently one of our daughters is terminally ill and receives care at home on a regular basis. The various carers etc (and we) require parking close to the entrance of our house and I worry that any restrictions will negatively impact their (and our) ability to park there.</p>
<p>(133) Local Resident (Oxford, Florence Park Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>Certain areas are ideal for parking, such as the "parking" road in front of the Pub/Shop on Florence Park Road (FPR), yet those have been marked "new double yellow lines". Likewise Rymers lane, which is currently not a through road and is ideal for parking. These proposals will just push this parking onto the main roads and block the bus routes, surely this is the opposite of the desired goal. Currently there is very little pressure on FPR itself from users outside the area; there is a little from adjacent streets, but these proposals don't alter that. Roadside parking has increased over the last 20 years when we've lived here, but it's still not too bad, with cars on FPR parking on the East side leaving the West side mostly clear so there's good access for</p>

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	<p>busses and other large vehicles. There's an argument that this should be enforced, and the West side of the road should have double yellow lines, but this proposal does not suggest that. The same is true of the main Church Cowley Road which is beginning to see parking on the South side near the cemetery which blocks the two-way flow of the traffic, causing congestion and thus increasing air pollution. There is also a fair amount of parking near corners, blocking pedestrian crossing dropped curbs and reducing visibility, which double yellow lines on the corners could help to reduce (the one proposal in this plan which I support).</p> <p>In summary:</p> <ol style="list-style-type: none"> 1. The current situation is not bad and sees no parking pressure from outside the area which a CPZ would solve. 2. Keeping main roads and bus routes open is important, but this proposal does not help that, and indeed pushes parking onto those main roads. 3. A few well placed double yellow lines on main roads and bus routes could help keep them open; this is not currently an issue but might become one.
<p>(134) Local Resident (Florence Park, Florence Park Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>The access driveways across the Florence Park Road verges should continue to be free for property owners/residents to park on. Several houses don't have a forecourt for parking or their property access is too narrow for modern cars. Property owners already pay thousands of pounds for the installation of the dropped kerb/driveways (not to mention the £160 fee to the County Council for a 12-month license to install the dropped kerb/driveway) or this feature was included/reflected in the property purchase price. The driveways allow vehicles to be parked off the road, providing more and safer room for flowing traffic (especially with the nearby LTNs increasing the volume of traffic on Florence Park Road) and other cars to park on the road. It would also encourage the last few home owners without on-site parking not to pave over their front gardens, which would help with drainage and other environmental concerns. Parking on the verges themselves, however, should be disallowed and monitored more closely.</p> <p>Unless the businesses themselves have objections, the service road on Florence Park Road shouldn't be a no waiting zone. It should be part of any CPZ allowing restricted parking but perhaps for 3 hours rather than 2 hours at a time. This would support the pub and hair salon for daytime clients/patrons to park for a more reasonable length of time.</p> <p>Lastly, any CPZ should not go ahead until it's clear the whole area proposed needs it. The main concerns on Florence Park Road are to do with potential overspill from the future demolition of the Templar Square multi-story carpark and other developments with inadequate parking provision. Until these developments take place and residents can measure the impact directly, we shouldn't be asked to pay more money for a CPZ. The increase in annual Council tax is already</p>

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	<p>putting a strain on those of us who don't have much spare finances. Some of us have to have a car because of chronic, long-term health issues which makes mobility a problem on bad days but we don't qualify for a blue badge. Please seriously consider this "hidden" demographic of people who are being squeezed financially and under greater stress than the average healthy individual in this area with a comfortable income. We can't afford more pressure and rising costs to allow us to live in our own homes.</p>
<p>(135) Local Resident (Oxford, Havelock Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am concerned about illegally parked cars (on double yellow) specifically at the entrance of Havelock Road from Oxford Road which is already narrow and the only viable exit for residents to this part of the neighbourhood. If parking control is introduced on Havelock, I hope the parking bays are placed at the far end of the road and double yellow lines are drawn along the rest of Havelock Road, particularly at the turning point around Lawrence Road. Most of the homes on Havelock Road (including myself) have drives so the residents should be fine. Many pedestrian uses the walking path at the end of Havelock to access Templar Square. I would be concerned if parking bays were allowed to be on the pavement as that can obstruct parents with buggies or mobility scooters/wheelchair users.</p>
<p>(136) Local Resident (Oxford, Hendred Street)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion</p> <p>I have off-road parking, but occasionally would need to park on the road for a short while. On that basis I don't see that I would need a parking permit. However, if I have visitors needing to park it seems I have to have a (paid for) parking permit in order to get visitors permits. This seems a little unfair to me</p>
<p>(137) Local Resident (Oxford, Hendred Street)</p>	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>Our one concern: the proposal is for the CPZ to be residents parking only, with 2 hours free parking for non-residents. We would prefer it to be strictly residents' parking only, with no, or only limited spaces allowing 2 hours free parking to non-residents. This is because of the difficulties we have with parking where we live on Hendred Street.</p>

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<p>(138) Local Resident (Oxford, Hendred Street)</p>	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>We think the hours for the residents parking permit are not inclusive enough to allow for residents to get a spot on the street - and increasing the hours needed for permit from 8am-6:30 (in line with single line rules) would benefit residents more. Arriving at 6pm on Hendred street it is nearly impossible to get a parking spot.</p>
<p>(139) Local Resident (Oxford, Henley Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>This is illogical, as I live on Henley Avenue and the obvious place for visitors to park is on Iffley Turn, as has been happening without issue in the 25 years I've lived here.</p> <p>Your plans seem to say I have to walk a long way to a space in Cornwallis Road or Church Cowley Road rather than the 50 yards to Iffley Turn.</p> <p>We're already being treated appallingly by the LTN. Please assure us we will be able to use Iffley Turn with our permits when CPZ is imposed. It is very unfair to create a situation where there are 'winners and losers' and we are yet again the losers. This is a residential road and part of Oxford's community. We have genuine needs so do not treat us as an irritation.</p>
<p>(140) Local Resident (Oxford, Henley Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live on Henley Avenue and the obvious place for visitors to park is on Iffley Turn, as has been happening without issue in the 25 years I've lived here. Your plans seem to say I have to walk a long way to a space in Cornwallis Road or Church Cowley Road rather than the 50 yards to Iffley Turn.</p> <p>We're already being treated appallingly by the LTN. Please assure us we will be able to use Iffley Turn with our permits when CPZ is imposed. It is very unfair to create a situation where there are 'winners and losers' and we are yet again the losers. This is a residential road and part of Oxford's community. We have genuine needs so do not treat us as an</p>

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	irritation.
(141) Local Resident (Oxford, Iffley Turn)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I would like to point out that the rollout of further CPZ restrictions in Florence Park, Temple Cowley and South Oxford will further exacerbate the parking issues for residents of Iffley Turn and will likely impact on the Iffley Village area as all-day parking is restricted or entirely removed in adjoining localities and they seek parking elsewhere.</p> <p>In my opinion the Iffley Village CPZ consultation that was put on hold due to lack of support by residents at the west end of Iffley Village (who are unaffected by parking issues) needs further consideration, or a specific Iffley Turn CPZ could be proposed to address the issues here. This could be implemented at the same time as adjoining Florence Park CPZ to protect local residents parking.</p>
(142) Local Resident (Oxford, Littlehay Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>There's one specific detail that I'm concerned about, which is that permits will only be issued for vehicles below 5m length and 2m height. I am the owner of a camper van (6m x 2.5m) and therefore would lose the ability to park the van in the neighbourhood (I do not have a driveway). I'm also concerned about what these size restrictions would mean for tradespeople and other workers who currently park their vans outside their homes.</p> <p>In general I am in support of traffic control and active travel measures, and I do not own a car. However, I cannot see what the justification for these CPZ measures is in Florence Park, as generally I do not think there is a parking 'problem' in the neighbourhood. No justification for the measures is given in the consultation letter, so it is unclear why these measures are being proposed, other than as a revenue generator for the council.</p> <p>Are you able to offer any reassurance 1) that we will continue to be able to park our van, and 2) that there is a specific problem for which these measures are supposed to be the solution?</p>
(143) Local Resident (Oxford, Lytton Road)	CPZ - Concerns

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	<p>Parking Restrictions - Concerns</p> <p>In general I support the proposal but have serious concerns about the restrictions on type of vehicles - our vehicle is 6m long u and it seems unfair that there be restrictions that prevent residents from keeping their own vehicles outside their own houses or on their own street. If this restriction were changed I would support the CPZ overall though there isn't really any problem with parking in the Florence Park area currently and it doesn't seem urgent or that necessary.</p>
<p>(144) Local Resident (Oxford, Lytton Road)</p>	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>Given the development nearby which for some reasons appear to have zero parking or parking management strategy I can see that these changes may become required though at present I don't see the need for permits. In regards for permits my biggest concern is the cost - there should be discounts and concessions available to those on lower incomes, who are disabled, elderly or essential workers who need their car for work. Additionally, I would want to know where the income from this scheme will go and would prefer to see the funds spent on environmental and sustainability projects.</p>
<p>(145) Local Resident (Oxford, Lytton Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am broadly in favour of parking restrictions. However, I also own a private vehicle that is over 5m long. There is nothing in the proposed restrictions that allows for my vehicle to be parked within the CPZ. This means I wouldn't be able to park my own vehicle anywhere near my house and it's unclear where I am supposed to park it. I assume there are a number of people in the same position, including those who are required to look after work vans at home or have large business vehicles, as well as campervans/motorhomes. What currently happens to these vehicles in other CPZs? Could there be an alternative category for permits for these vehicles. I wouldn't object to paying a slightly higher rate, but I do object to having nowhere to park my van.</p>
<p>(146) Local Resident (Oxford, Maidcroft Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>It does not seem necessary to install parking restrictions on Maidcroft Road, many houses already have driveways and there do not seem to be issues with parking for residents. As a multiple occupancy house on Maidcroft Road, with the</p>

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	<p>potential to have four car owners within the property, it is indirect discrimination to limit parking permits to two per property. It makes it frustrating and difficult for individuals, such as ourselves who need to rent HMO properties within the ring-road but also require cars for work.</p> <p>It does not seem wise to be asking for residents' opinions about parking restrictions while we are still within the six-month trial of the LTN. It seems that these questions should be asked when residents have a clear answer about whether they will feature permanently as this would affect our opinion.</p>
<p>(147) Local Resident (Oxford, Maidcroft Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>I am not sure that we need a CPZ though I understand why people are worried that other areas having them will mean that we have to as parking will increase here. I would much rather that there were stronger efforts to improve public transport and walking so people didn't use their cars. I have voiced this opinion in relation to LTNs</p> <p>It doesn't seem fair that we should have to pay for parking in the road outside our house when others don't have to. Maybe it could be free to residents I think that yellow lines and street furniture advertising parking restrictions are ugly and don't enhance the neighbourhood. We already have the ugly planters with weeds growing in them It would be nice to think that a holistic view was taken to keeping streets attractive and safe</p>
<p>(148) Local Resident (Oxford,)</p>	<p>CPZ - Concerns Parking Restrictions – No opinion</p> <p>I noticed that under paragraph 7b it states that "parking places may only be used by vehicles which do not exceed 2.25 tonnes in weight, 2 metres in height[...], 5 metres in length and 2 metres in width." What are the reasons behind this? I notice that none of the existing CPZ closer to the city state this limitation on any of the signs that have been installed on the streets? this is a limitation on the residents parking permits but not a general limitation on what vehicles can park there? Is it also a limitation on the use of the temporary permits?</p> <p>And even if it is common to all the CPZs, it doesn't explain the reason behind that?</p>

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<p>(149) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>People are using Campbell Road as a car park to visit Templars Square and there is one particular resident who runs a business with a fleet of vehicles that sometimes fill the street.</p>
<p>(150) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We have needed this for a long time, we often get people parking in the street when they visit the nearby shopping centre. We also have at least one business in the road who has multiple vans which then take up spaces for people who live in the road. Since the restrictions on the other roads LTNs our road has increased traffic and this may go some way to help with that too.</p>
<p>(151) Local Resident (Florence Park, Campbell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Fed up with dodgy local car traders using the road as a forecourt. However, although I support the proposal I would like to see more consideration given to the additional cost for households on low incomes.</p>
<p>(152) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I find it difficult to park on my own street (Campbell Road).</p>
<p>(153) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I'm in support. I believe they're not currently necessary however they will be soon. I am however concerned that our neighbours will be unable to park their camper van as it would contravene the restrictions that are to be put in place.</p>

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	<p>Please amend the rules so our neighbours will be able park their camper van on Campbell Road. There's literally no reason to punish them for owning a camper van.</p>
<p>(154) Local Resident (Cowley, Church Cowley Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I am keen to see car use reduced and active travel encouraged.</p>
<p>(155) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Parked cars down either side of the road reduce the effective width of the road, causing drivers to move unpredictably, and endangering cyclists. Some of the roads are too narrow even for that, leading to drivers parking their cars partly on the pavement, making them impassable to users of wheelchairs or pushchairs. We also see traders using the road as a used-car showroom.</p>
<p>(156) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the restrictions on parking for environmental reasons and I hope that it will decrease car usage in the area in favour of more green transit options.</p>
<p>(157) Local Resident (Oxford , Church Cowley Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support this because most people leave their cars on the road and people that live in the houses have difficulty finding a car park because as people leave their cars here and go off shopping it makes it difficult. I have had a penalty for putting my car on the yellow lines when myself as a resident don't have where to put my car. The yellow lines also don't help because there's not a lot of space to put the cars.</p>

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<p>(158) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I think anything that potentially reduces car use in the area is a good thing</p>
<p>(159) Local Resident (Florence Park, Church Cowley Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>The introduction of the LTNs in Florence Park has pushed an unreasonable amount of traffic on to Church Cowley Road including routine parking now on both sides of the road. I am fortunate to have a drive but find myself regularly hemmed in by cars on both sides and accessing my drive feels increasingly unsafe. I also think that for cars to park on both sides of the road is unsafe, when more traffic is passing down this road. I would like to see a more joined up approach and if Church Cowley Road is to remain a main thoroughfare (which personally I despise - as a regular cyclist) - the car parking needs significant control and I would like to both cycle lanes and the use of double yellow. I note that people use this road to park when they live in other areas (including once the parking of a large white van which was stranded by residents of London!). Bring on CPZ.</p>
<p>(160) Local Resident (Oxford, Church Cowley Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Church Cowley Road now regularly has cars parked bumper to bumper on both sides of the road blocking access to pedestrians and residents' driveways. Current parking is unsafe and the road is now in heavy use following the introduction of LTNs (which I also oppose strongly. Residents and visitors in areas where it is now harder to access by car, park on Church Cowley Road and walk to their properties in nearby streets) We have even had a van parked outside our house for months on end - a theatre company based in London who would park their van outside our property because it was cheaper to pay to get the coach back to London than pay London parking charges! (this isn't a rumour - I had a long email exchange with the company who took months to agree to discontinue parking blocking our driveway for weeks on end on the premise that parking in London was unaffordable to them!)</p>
<p>(161) Local Resident (oxford, Church Cowley Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p>

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	<p>I think controlled parking would be a good thing. We have a big problem parking near our house on Church Cowley Road, which is important to us as we have young children. If we park on the side by the cemetery our car is (repeatedly keyed) and crossing the road with small children is very stressful. However, the parking is an issue usually after 5pm to 8am, when there is not enough space for residents parking where I live. In the daytime cars, I assume, are being used for commuting and there is NO issue. Restricting only between 9 to 5pm is useless to residents on this road. It should be 24 hour restrictions. This is partly an issue as there is a resident who buys and sells cars who is parking these cars (4-5) on Church Cowley Road.</p> <p>I also don't see how having 2 hours parking allowed in any space helps with parking. I can't see that this will be enforced and so the whole thing will be ignored. Bays with 2 hours parking seems much better, as is usually done. I don't understand why this is not being suggested.</p> <p>I object to the addition of double yellow lines on Rymers Lane - especially around Florence park. This just doesn't seem necessary and doesn't serve the community. Having some areas without restrictions, especially where there are no residents is not a problem. Having some on-street parking here also helps to control the speed of traffic, which before the LTN was an issue. I really do not understand why you are adding the yellow lines on Rymers lane.</p> <p>I also really don't understand why there will be yellow lines on Templars Square end of Church Cowley Road (where there are currently single yellow lines). This should allow some parking, especially between 6 to 8am (as long as not too close to the junctions of other roads of course). Keeping this with no parking just increases pressure on the spaces that already exist. Increasing parking in this area would really make a difference to us, as there are a number of houses here without on-street parking increasing the pressure where we are.</p>
<p>(162) Local Resident (Cowley, Clive Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Shortage of parking during the day as non-residence park and then bus into city or wherever. Dumping of vehicles for months at a time.</p>
<p>(163) Local Resident (Florence Park, Cornwallis Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p>

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	<p>I am in support of the CPZ but have some concerns. We own a camper van that is larger than the size allowable. Under the current proposal we would not be able to park it anywhere near our home which increases the risk of it being broken into, stolen and vandalised. It also increases the insurance premium as we are obligated to park it at a reasonable our residence for our policy. Can you please provide clarity on what people who own vehicles larger than the 5m by 2m by 2m and 2.25 tonne should do?</p>
<p>(164) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I think both CPZ and Parking Restrictions proposals will complement the LTN scheme</p>
<p>(165) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>The LTN bollards have reduced traffic, to the obvious benefit of so many cycling families (will be better still when you finally install cameras). The addition of the CPZ will enhance this and should encourage more residents to park cars on their own driveways, while also resulting in less non-resident parking, thus increasing pedestrian and cycling safety. BUT the cameras need to be there to stop the cars still speeding through. Thank you for reading this.</p>
<p>(166) Local Resident (OXFORD, Cornwallis Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>It will ensure residents can park conveniently during the day and still allow for visitors while discouraging the use of the street for long-term parking.</p>
<p>(167) Local Resident (Oxford, Cornwallis Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>There should be a shorter time limit to the proposed 2 hour one. To encourage people to use the parking within Florence Park. With clear indication on how to access on the gates.</p>

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	<p>There are often people parking on the double yellow lines in front of the FP gates. This needs to be properly enforced. As does parking on the grass verges.</p>
<p>(168) Local Resident (Oxford, Edmund Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I have a driveway that can take 2 cars.</p>
<p>(169) Local Resident (Oxford, Florence Park Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>There is lots of inconsiderate parking, such as blocking dropped kerbs and on pavements, which makes it difficult to walk around the neighborhood, especially with a wheelchair or buggy.</p>
<p>(170) Local Resident (Cowley, Hendred Street)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I strongly support this application. As a resident with Cancer, and having ongoing Chemotherapy, I find it impossible to park daily, due to various business using our street to park all day, bus users parking and houses with more than 3 cars. This is unacceptable and has become hell in recent years. So much so, I now pay for a taxi to the Churchill Hospital for my treatment, purely to avoid, waiting upwards of an hour to park, in my own street.</p>
<p>(171) Local Resident (Oxford, Hendred Street)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support this CPZ because it will help people that actually live on these roads find a place to park their own cars. The sooner these CPZ gets placed the better it will be.</p>
<p>(172) Local Resident (Oxford, Howard Street)</p>	<p>CPZ - Support Parking Restrictions - Support</p>

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	<p>The addition of double yellow lines on corners, and on Rymers Lane, will make it safer walking or cycling through the area.</p>
<p>(173) Local Resident (Oxford, Lawrence Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>Definitely support CPZ proposals, especially in area between Rymers Lane and Oxford Road. This is currently plagued by commuters, as well as businesses within the Templars Square area and Between Towns Rd.</p> <p>Some concerns/observations re proposals as follows;</p> <p>1 Double Yellow outside shops/pubs on Florence Park Road seems counter productive to encouraging use of local businesses. It could also encourage more use of front of premises parking, with vehicles therefore crossing the pavement, compromising safety of pedestrians, including children travelling to school.</p> <p>2 Single Yellow Lines still needed on at least one side of both Havelock Road and Lawrence Road. Both too narrow to support double sided parking, with vehicles frequently parked at present on pavements to avoid damage and road blocking. Most appropriate would seem to be single yellow lines on North side of Havelock Road and East side of Lawrence Road.</p> <p>3 I would support 2 hour parking along West Rymers Lane, outside Florence Park, rather than double yellows at this point. This would help visitors to the allotments, Restore and the park businesses. This is needed in addition to the existing car park inside the park itself.</p> <p>4 Visitors tickets need simplifying ++, based on use of those in other Oxford Areas. Residents and visitors really dislike current tickets.</p> <p>5 It isn't clear whether flats in Temple Court will be offered FP permits - they already have parking places within their boundaries.</p> <p>6 The total number of permits being offered to Oxford Road residents seems large. Should Eastern side of the road be considered part of Temple Cowley CPZ rather than Florence Park?</p> <p>7 All the CPZ area will only work if there is good enforcement. Many vehicles at present seem to park with impunity along the current single and double yellow lines, especially in the roads near Oxford Road.</p> <p>8 I'm not convinced by Mon-Fri proposals. Although this would considerably help with the commuter parking problems, it would not solve the issue of the many businesses which operate on Saturdays continuing the current use of local streets. Nor would it stop those trying to avoid parking in Templars Square car parks, which are due to reduce in number. Retaining a max 2 hour time limit for Saturdays as well could really help ensure roads aren't blocked by those trying to stay longer in the area. This could particularly help avoid tourist parking once the new large hotel is completed on</p>

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	Between Towns Road, apparently without any parking facilities.
(174) Local Resident (Cowley, Lawrence Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Lots of people parking here as other roads are restricted. Pavements especially a problem</p>
(175) Local Resident (Cowley, Lawrence Road)	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>I support the CPZ as we constantly have people parked along our road using it like a park and ride to get the bus to town or leaving cars here for days. I feel that there needs to be double yellow lines on one side of Lawrence Road and Havelock Road. Cars park on both sides on the pavement which makes it difficult for people to walk. If they are on the road then vehicles cannot fit between them, by having double yellow on one side this would solve this issue. By taking away the yellow lines already here you are causing unnecessary chaos to people trying to walk, drive and also get out of their driveways safely.</p>
(176) Local Resident (Oxford, Littlehay Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Our road gets very crowded during weekdays when it seems it is used as a free park and ride. The road outside Florence Park gets packed out and drivers there are inconsiderate litter louts.</p>
(177) Local Resident (Oxford, Littlehay Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Too many cars parked or even abandoned in the streets</p>
(178) Local Resident (Oxford, Littlehay	CPZ - Support

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<p>Road)</p>	<p>Parking Restrictions - Support</p> <p>Too many parked cars not respecting neighbours, pedestrians etc.</p>
<p>(179) Local Resident (Oxford , Littlehay Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>In general I support the proposed CPZ but have some comments on the details.</p> <ol style="list-style-type: none"> 1. I think that the CPZ should be in force 24/7. Limiting it to Monday to Friday does not prevent shoppers parking in the streets over the weekend or parking by visitors to the hotel which is to be built on Between Towns Road without parking provision (when the multi-storey carpark will be lost). The CPZ in Cricket Road is in force seven days a week. 2. I think that some parking should be allowed on the west side of Rymers Lane outside the park for those visiting the allotments, Restore and the park (including the tennis courts which can be used when the park is closed). The carpark inside the park does not provide enough spaces for busy times. 3. I do not think that there should be double yellow lines along the length of Florence Park Road. Some parking should be allowed to encourage use of the shops, pub and hairdressers there. 4. Single yellow lines are needed along one side of Havelock Road and Lawrence Road as these roads are too narrow for parking on both sides. 5. Residents on the east side of Oxford Road should be eligible for parking permits in the Temple Cowley CPZ and those on the west side in Florence Park CPZ - not all in the Florence Park CPZ.
<p>(180) Local Resident (Oxford, Littlehay Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I fully support this scheme as I am fed up of people using Littlehay Road as a park and ride street and am truly fed up of not even being able to park on my own street!!! It would be more beneficial to this street if this was permitted parking, as per your proposal, for 7 days a week and not just the "commuter days".</p> <p>However, whilst I do support this scheme, along with many of us who live in the terraced houses, it would also be beneficial if you considered giving these house at least one free parking permit considering every other house on this road has a drive and this scheme does make it feel like we are being penalised for not having a drive!!!</p> <p>But like I said, whilst the above paragraph is my only major issue which does have a clear and easy resolve, I would be</p>

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	fully supportive of this scheme.
(181) Local Resident (Oxford, Lytton Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Something needs to be done</p>
(182) Local Resident (Oxford, Lytton Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Need to encourage active transport, discourage cars</p>
(183) Local Resident (Oxford , Lytton Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Concern that cars will be badly parked during the day outside our house. We find it difficult enough getting in and out now. More and more accommodation is built without parking in this area. Already we have noticed cars parked on Both sides of Church Cowley Road. The side of the cemetery they are parked half on the road and half on the payment.</p>
(184) Local Resident (Oxford, Lytton Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>In general I support the proposed parking zone. I think as neighbouring areas have more parking restrictions there is going to be increasing pressure on the Florence Park area particularly on the edge of the zone close to the main roads, bus routes and Cowley Centre shops.</p> <p>My only concern about the plan is around the businesses on the main Florence Park Road, particularly the shop and hairdresser as the parking restrictions will be force for most of their opening hours which could be affect the viability of those businesses. Could there be a few short-term (eg max 30 minutes) parking spaces on the Florence Park Road service road for their customers.</p>

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(185) Local Resident (Oxford, Lytton Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Concerned that those living in Flo Park area will find it increasingly difficult to park due to new housing developments, commuters and pressure from other CPZ areas. Needs to be better and cheaper park and ride facilities and public transport as part of overall transport strategy to encourage less cars driving into oxford and to cut emissions</p>
(186) Local Resident (Oxford, Lytton Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Oxford needs to encourage lower car usage, both by residents and by commuters. Whilst the 'stick' approach offered by the CPZ is welcomed, there also needs to be a 'carrot', i.e. better public transport, better cycling infrastructure, etc. I would also support a congestion charge for the centre of Oxford.</p>
(187) Local Resident (Oxford, Lytton Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support any measures aimed at encouraging people to limit car usage</p>
(188) Local Resident (Florence Park, Maidcroft Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I have noticed that non-residents often park on our street for extended periods of time, preventing residents from parking within proximity to their houses. I have also had my driveway blocked by parked cars who are not residents. In addition one car, not owned by a resident, is regularly parked for multiple nights without the owner returning, this is a large car, blocks out a substantial amount of residents parking area and is an inconvenience to residents. As we are at the edge of the parking permit zone, and in proximity to the park, non-residents often block up our street by parking (frequently very badly).</p>

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<p>(189) Local Resident (Oxford, Maidcroft Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <ul style="list-style-type: none"> - Maidcroft Rd: There are currently no double yellows on the corner of Maidcroft and Littlehay Roads - and getting clear sight when driving out or in and crossing the road as a pedestrian is a real problem. Will double yellows be painted here? -With all the developments around and about without parking spaces allocated, non-resident people parking and busing/biking off to work, and other CPZ schemes in neighbouring areas, I don't see we have any choice if we want to continue to park near our houses. - Rymers Lane: Lots of people from outside the area use the park and park their vehicles on Rymers Lane, so you need to allow for them and their toddlers, kids cycles, prams, skateboards and masses of equipment to park nearby. So just double yellow lines on one side of Rymers Lane would make more sense, (with a 2 hour restriction), leaving sufficient room to get up and back again to exit. The parking in the park isn't sufficient. - Lawrence: Same in Lawrence Rd, if you put double yellows on both sides it will be impossible to pass, and its already very tricky. Just doubles on the bungalow side would suffice. So I am in favour of double yellow lines on one side 24/7. - Havelock: If you remove restrictions on Havelock Road, I don't see how we can get along there at all, and that will only leave the Littlehay exit. Havelock is already a difficult one for potential accidents, especially as cars coming down Havelock to turn into Lawrence are slaloming around to avoid the enormous potholes. So it's always a tense moment going around that corner as you don't know what you are going to encounter. -If the Temple Cowley and Florence Park zones are not separate, our little area is going to be possibly under a lot of demand from people who don't live in houses in FP streets. -I have applied for the home EV charging scheme to have gully installed across the pavement, and I would need access to parking right outside my house for that to succeed.
<p>(190) Local Resident (Littlemore, Marlborough Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the proposal because I think parking in the Florence Park area is unsustainable - there's too much pavement parking as well as parking on double yellow lines etc</p>

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<p>(191) Local Resident (Littlemore, Marlborough Close)</p>	<p>CPZ - Support Parking Restrictions - Object</p> <p>LTN's I support as they reduce traffic, however I object to the CPZ as I don't feel it is necessary in this area. It is superfluous</p>
<p>(192) Local Resident (Oxford, Oxford Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We have too many cars parked around that aren't from the area. So people who do live around here struggle to get parking near our home.</p>
<p>(193) Local Resident (oxford, Rymers Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>frequently clogged up street parking, parking on DYL or SYL by people visiting the park, shops or even people working at the police station. cars are frequently blocking the pavements.</p>
<p>(194) Local Resident (Oxford, Rymers Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Need to reduce the reliance on car use. There is a real need to improve access to public transport, cycling and walking in parallel to measures like this</p>
<p>(195) Local Resident (Florence Park, Rymers Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We need this.</p>

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<p>(196) Local Resident (Cowley, Rymers Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>What parking there is, is used by people going to the gym, shopping, and leaves no room for residents.</p>
<p>(197) Local Resident (Oxford, Rymers Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Parking from vehicles displaced from other CPZs is starting to become an issue, plus people using residential streets to avoid paying to use the car parks at Templar's Square when they go shopping.</p>
<p>(198) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>a good thing to do</p>
<p>(199) Local Resident (Oxford, Trevor Place)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I would like to prevent displaced parking from areas that are already CPZs coming to Florence Park.</p>
<p>(200) Local Resident (Oxford, Westbury Crescent)</p>	<p>CPZ - Support Parking Restrictions - Object</p> <p>I object to the proposal to put double yellow lines on both sides of Rymers Lane by Florence Park. I understand it is to stop longer term parking by residents of nearby CPZs. However, short term parking - between 2 and 4 hours - could be allowed on one side. This gives access for a few hours to the park and allotments. Sometimes people need to transport heavy loads to the allotments and need to do this by car. Also, not everyone can walk or cycle to the park which has limited parking space. I have one of the many allotments at Elder Stubbs where there is very little space for cars.</p>

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