

Division(s) affected: *Wolvercote and Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 JANUARY 2023

OXFORD – LOWER WOLVERCOTE: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Lower Wolvercote area.

Executive summary

2. This report presents the consultation responses to the CPZ proposals for the Lower Wolvercote area of Oxford as part of the approved programme for introducing CPZs in the city.
3. Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county's emerging Central Oxfordshire Travel Plan (COTP) as well as recently adopted Local Transport and Connectivity Plan (adopted in 2022) and also Oxford City Council's Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives.

Introduction

4. Controlled Parking Zones (CPZs) are being implemented across Oxford to address numerous local issues, along with helping to support the delivery of wider transport and planning policies. 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.
5. The introduction of a CPZ in Lower Wolvercote is identified as one of several measures needed to mitigate development at Oxford North, a large mixed-use development which has already secured approval by the Local Planning Authority (Oxford City Council) to begin phase one works including highway infrastructure, housing, workspaces and a new public park. A CPZ in Lower Wolvercote will prevent those coming to Oxford North from parking in nearby residential areas and then walking or travelling by cycle or bus to the site. Preventing such overspill parking will also control the number of vehicle movements to Oxford North, restricting this to the number of car parking spaces on site (which were set at a lower standard compared to the Local Plan at the time to encourage greater use of sustainable modes). Under the funding agreement with Oxford North a contribution has been secured to fund implementation of CPZs and parking controls in the local area including in Upper Wolvercote.
 6. To help deliver the county council's Local Transport Connectivity Plan (adopted July 2022) vision and policies, the county's emerging Central Oxfordshire Travel Plan includes 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area. This includes further CPZs to help with parking management and support outcomes including improved road safety, reducing the impact of private vehicles on congestion and delivering more inclusive and carbon neutral transport.

Sustainability Implications

7. CPZs help to facilitate the safe movement of traffic and alleviate parking stress, with a CPZ in Lower Wolvercote particularly aimed at ensuring parking from Oxford North does not just displace in the area, and to also help encourage the use of sustainable transport modes. CPZs are also identified as one of several action in the county's emerging Central Oxfordshire Travel Plan that are required to support wider transport policies within the county council's Local Transport Connectivity Plan (adopted July 2022).

Financial and Staff Implications (including Revenue)

8. Funding to implement CPZs in Oxford is being secured from various sources including the County Council's own Capital Programme, developer contributions and the City Council's Community Infrastructure Levy (CIL).
9. Ongoing revenue implications including administration and enforcement of CPZs, once implemented, are recovered through parking permit charges.

Equalities and Inclusion Implications

10. A full equality impact assessment has been undertaken and can be viewed in **Annex 3**. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Formal Consultation

11. The formal consultation on the proposals - as shown in Annex 1 - was carried out between 3 November and 2 December 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Oxford City Council, local Oxford City Councillors, and the local County Councillors representing the Wolvercote & Summertown, and North Hinksey divisions.
12. A letter was sent directly to approximately 580 properties in the area which included the formal notice of the proposals, as well as details on permit eligibility and costs. Additionally, street notices were placed on site in and around the immediate vicinity.
13. 115 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

CPZ	Businesses/ Other	Residents	Overall Total (Percentage)
Object	-	80	80 (70%)
Support	1	18	19 (16%)
Neither/Concerns	-	16	16 (14%)
<i>Total</i>	<i>1</i>	<i>114</i>	<i>115</i>

Parking Restrictions	Businesses/ Other	Residents	Overall Total (Percentage)
Object	-	52	52 (45%)
Support	1	25	26 (23%)
Neither/Concerns	-	37	37 (32%)
<i>Total</i>	<i>1</i>	<i>114</i>	<i>115</i>

14. The above tables are based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to

specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of responses for CPZ from Oxford residents by road:

Road	Object	Support	Concerns	Total
Baynhams Drive	1	-	-	1
Collett Drive	-	1	1	2
Cowley Road	1	-	-	1
Dove House Close	-	-	1	1
Elmthorpe Road	13	2	2	17
First Turn	2	-	-	2
Godstow Road	10	6	2	18
Goose Green Close	-	2	-	2
Home Close	20	3	5	28
Meadow Prospect	7	-	-	7
Rosamund Road	18	1	1	20
Rowland Close	2	1	1	4
Webbs Close	4	2	3	9
Wolvercote Green	1	-	-	1
Oxford Total	79	18	16	113

15. Additionally, a further 13 emails were received, with Thames Valley Police & Stagecoach Bus Company not objecting, Oxford Preservation Trust supporting, and seven members of the public objecting, and three raising concerns.
16. The individual responses are shown in **Annex 2**; copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns





17. Thames Valley Police expressed no objection to the proposals.
18. Stagecoach Bus Company expressed no objection to the proposals but noted that they do not currently operate any services in this area.
19. The Oxford Preservation Trust while supporting in principle the introduction of CPZs noted that the section of Godstow Road which boundaries the entrance to the Wolvercote Lakes, and which is the connecting road between the two proposed CPZs is not included in either of the plans and thus is left open to unregulated parking 24/7. Whilst this provides constant access to the lakes for visitors, they fear it will more likely be constantly full from residents or commuters, and suggested that it may be better to have a 2 hour no return

restriction on this stretch to prevent commuters/locals long term parking here, whilst still providing visitor access to the lakes.

20. 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, with many responses noting that the proposed CPZ would not address the parking issues at weekends and in the summer months etc. when there is high demand for parking by visitors to Port Meadow and the local pubs etc.
21. 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 – the 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, this is consistent with many other CPZs.
22. Concerns were also raised by residents regarding vehicle eligibility criteria, specifically from those who owned vehicles larger 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 criteria is consistent with all other CPZ's.
23. Concerns were also expressed on the potential negative 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, and also the loss of visual amenity due to the installation of additional signs.
24. The majority of the responses in respect of the proposal for additional no waiting at any time restrictions (which are quite limited in scope, affecting only a short length of Godstow Road by the green) were also not supportive, although by a lesser proportion of respondents as compared to the proposed CPZ.
25. A local organisation (Oxswift Transport Association – respondent 91) raised concerns that the proposals would affect the operations of their vehicles and suggested a number of changes including reserved parking for their mini buses and changes to the operational times of the zone, plus amendments to waiting restrictions.

Drawing No. LW/CPZ/2022/001 Revision v1

Key

-  Zone Boundary
-  Existing 'No waiting at any time' restrictions (double yellow lines)
-  Proposed 'No waiting at any time' restriction (double yellow lines)
-  Permit holders (Zone addresses's) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am and 5pm Monday to Friday with no return within 2 hours

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
LOWER WOLVERCOTE PERMIT PARKING AREA (OXFORD)

Drawing title
PROPOSED PERMIT PARKING AREA (PPA)

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:2500	VN	JW	JW
	Date drawn	Date checked	Date approved
	04/22		

Oxfordshire Project No. & File Ref

Drawing No. LW/CPZ/2022/001 Revision v1



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company)	<p>No objection – reflecting the response just made with respect to the adjoining proposals in Upper Wolvercote - Stagecoach has no substantive comments to make on these proposals.</p> <p>Stagecoach is not operating services in this locality. However, Oxford Bus Company does operate services through the area subject to the proposals and you can expect a response from them, I trust.</p>
(3) Oxford Preservation Trust	<p>Support – Oxford Preservation Trust owns a number of areas of land around the proposed CPZ zones for the above areas. We are generally glad to see these parking measures put in place which will heighten the enjoyment of recreational walks through OPT land, away from the busyness of the city. However, OPT would like to make a number of specific comments in relation to our land. These are set out below.</p> <p>OPT own land at Wolvercote Lakes, which is open for public access, and is located directly east of the CPZ at Lower Wolvercote. We note that the section of Godstow Road which boundaries the entrance to the Lakes, and which is the connecting road between the two proposed CPZs is not included in either of the plans and thus is left open to unregulated parking 24/7. Whilst this provides constant access to the lakes for visitors, we fear it will more likely be constantly full from residents or commuters. We ask whether it would be better to have a 2 hour no return restriction on this stretch to prevent commuters/locals long term parking here, whilst still providing visitor access to the lakes.</p>
(4) Member of public, (Lower Wolvercote, Elmthorpe Road)	<p>CPZ – Object It will add little or no benefit to the residents, except as an annual stealth tax for the councils coffers.</p> <p>Parking restrictions – Object</p>

	<p>If you repaint the existing areas fine. But if you further restrict the limited parking areas in Lower Wolvercote, there will be chaos.</p>
<p>(5) Member of public, (Lower Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object</p> <p>I wish to make strong objections to the proposal on a number of grounds including the following: -</p> <ol style="list-style-type: none"> 1. I have lived in Wolvercote since the 1980s and have not found a single instance of someone from outside the village parking in Lower Wolvercote for long periods of time on weekdays and going to work. There is no general parking problem during Monday to Friday day times. It seems that the CPZ is a solution to a problem that does not exist. Is there any evidence that Lower Wolvercote is used by anyone other than residents, their visitors, contractors and members of the public visiting businesses in the village or the meadow for recreational purposes? 2. I object to allowing only 2 permits per household. We have a large house and whilst at present our young adult children do not live with us it is possible they and their partners may have to return. If there are 6 adults in three households living at our house, why should we be limited to 2 permits? 3. The permit conditions state that they are only available for vehicles up to 5 metres in length. I have a pick-up truck that is 5.3 metres long. Two of my immediate neighbours also have such vehicles. Why should we be discriminated against and prevented from parking where we live? In fact, where could we possibly park? 4. I recently counted 400 vehicles parked in Lower Wolvercote in the areas proposed to be affected. This would give an annual income to the Council of £26,000 for a scheme that cannot cost more than a few thousand to introduce and £1,000 pa to administer. Enforcing the scheme should be self-funding from fines issued. 5. There are serious parking problems in Wolvercote but they are mainly due to visitors to the pubs/restaurants in the village on evenings and weekends and from visitors to Wolvercote Meadow and Thames River Path at summer weekends. The proposed CPZ scheme will do nothing to alleviate these problems. <p>In summary, I believe the CPZ proposals are unnecessary, expensive, intrusive on residents' rights and fail to address the real parking issues that exist in our community</p> <p>Parking restrictions – Object</p> <p>Pointless. Waiting restrictions are not enforced in Lower Wolvercote so why have more. No-one has ever received a ticket for parking on the yellow lines at the end of Elmthorpe Road despite making access difficult</p>

<p>(6) Member of public, (Lower Wolvercote, Godstow Road)</p>	<p>CPZ – Object There is no advantage to the people of lower Wolvercote. It is being foisted on us by the City Council. The main problem with parking in Lower Wolvercote is at weekends when the restrictions will not apply.</p> <p>Parking restrictions – Object No advantage to the residents of Lower Wolvercote</p>
<p>(7) Member of public, (Lower Wolvercote, Home Close)</p>	<p>CPZ – Object I am objecting to the proposal as it purports to address local issues but there is not a local parking issue 9am -5pm weekdays.</p> <p>Parking restrictions – Concerns concerns on extent of Clifford Place restrictions</p>
<p>(8) Member of public, (Lower Wolvercote, Home Close)</p>	<p>CPZ – Object I am objecting to them on the grounds they aren't needed, wanted and local residents haven't been informed in any significant manner. I only found out about this as someone posted on Facebook.</p> <p>Parking restrictions – Object Firstly the details for home close are incorrect in that it doesn't join on to Mere Road. Secondly if I read this correctly only one side of Elmthorpe Road will be available to park on. This would displace residents parking onto other areas in Lower Wovercote and cause a problem for residents and the wider area.</p>
<p>(9) Member of public, (Lower Wolvercote, Home Close)</p>	<p>CPZ – Object There is absolutely no issue with parking in Lower Wolvercote. I see your proposal (as do the majority of residents of Lower Wolvercote) as nothing less than a blatant money-making scheme, to further extort money from the residents of Oxford. This has nothing to do with the reality of parking in Lower Wolvercote because in reality there is no problem with parking in Lower Wolvercote. Please give me examples and evidence of why you think the proposed CPZ's is needed in Lower Wolvercote. In your letter, absolutely no justification is given. Please also explain why proposed visitor permits for those over 70's would be free of charge. This is discrimination. I can tell you from experience that in North Oxford and Lower</p>

	<p>Wolvercote, a lot of over 70's are far better off than the average working family trying to pay off huge mortgages. Again, where is your justification? What evidence do you have?</p> <p>Parking restrictions – Object</p> <p>There is absolutely no issue with parking in Lower Wolvercote. I see your proposal (as do the majority of residents of Lower Wolvercote) as nothing less than a blatant money-making scheme, to further extort money from the residents of Oxford. This has nothing to do with the reality of parking in Lower Wolvercote because in reality there is no problem with parking in Lower Wolvercote.</p> <p>Please give me examples and evidence of why you think the proposed CPZ's is needed in Lower Wolvercote. In your letter, absolutely no justification is given. Please also explain why proposed visitor permits for those over 70's would be free of charge. This is discrimination. I can tell you from experience that in North Oxford and Lower Wolvercote, a lot of over 70's are far better off than the average working family trying to pay off huge mortgages. Again, where is your justification? What evidence do you have?</p>
<p>(10) Member of public, (Lower Wolvercote, Home Close)</p>	<p>CPZ – Object</p> <p>1) The 'informal' consultation was implacably opposed to the CPZ. Pressing ahead with it anyway destroys faith in democracy and consultation.</p> <p>2) The CPZ 'solves' a problem that does not exist, and is seen as another way for the council to raise money, while not doing anything to support bus travel - and, in fact, presiding over a period where bus journeys are being withdrawn, thanks to a lack of funding.</p> <p>3) If the £65 a year was going to improve public transport, or even fixing the appalling and collapsing roads - there would be at least some justification for this novel tax.</p> <p>Parking restrictions – Support</p> <p>This makes absolute sense, especially with the changes to the bus route.</p>
<p>(11) Member of public, (Lower Wolvercote, Home Close)</p>	<p>CPZ – Object</p> <p>The proposed Controlled Parking Zone in Wolvercote is neither required, nor desired by residents. The previous proposal in 2021 was wholly rejected by residents and to impose a second consultation on the same matter within such a short timeframe is unnecessary. It does not address any problems that exist currently and there are no problems with parking expected in the future. The proposal is only for weekdays from 9am-5pm. During these times there is no problem with parking anywhere in Wolvercote. The only times when parking becomes a problem is on weekends when visitors to Port Meadow park in Lower Wolvercote. Yet even at these times we have never</p>

	<p>had a problem parking our car in the 12 years we have lived here. It is a waste of resources to bring in and enforce a CPZ in Wolvercote and will only result in further public mistrust of the County Council's objectives and motivation in implementing these schemes. Furthermore, and perhaps more importantly, to impose another expense on households at a time when many are struggling due to the increased cost of living is quite frankly disgusting. There is a lot of anxiety amongst residents who already cannot afford even the most basic things but have to keep their vehicle on the road to be able to earn a living. To impose a charge at a time like this is unacceptable and immoral, particularly as there is no justification for the scheme in the first place.</p> <p>Parking restrictions – Support I support the proposed 'No waiting at any time' restrictions as I believe it will improve road safety.</p>
(12) Member of public, (Lower Wolvercote, Home Close)	<p>CPZ – Object I wholly object to the proposal for a new CPZ in Lower Wolvercote. This was already rejected last year and we should not be asked again, only to push through your agenda. There is no problem with parking anywhere in Wolvercote, especially during the times that the CPZ covers. If anything, it's the weekends where visitors come to Lower Wolvercote to visit Port Meadow. Even then it really is not an issue to park during those times. Furthermore, do you really think it is the right time to be asking residents to pay an extra charge when the cost of living crisis is already so bad and set to get worse? I think it is morally and ethically wrong to even suggest such a thing! You are trying to solve a problem that does not exist, for reasons only known to yourselves at the expense of the wishes and wellbeing of the residents that you are supposed to be looking after. If this CPZ gets forced through regardless of local resident's wishes then the reason will be very clear and will have nothing to do with what local residents actually want.</p> <p>Parking restrictions – Support I agree with the proposed double-yellow lines for safety reasons.</p>
(13) Member of public, (Lower Wolvercote, Meadow Prospect)	<p>CPZ – Object In my street, this (as before) is taking a sledge hammer to crack a peanut. At this point in time there is no indication that parking is an issue - other than on very sunny days (in a pandemic) when the Car Park is full of people enjoying the meadow and river. Speaking to other residents of the village I have not heard any positive reaction to this proposal. There is a lot of development occurring around the village but if planning is as it says it is - this too should not impact further and can be re-assessed once it is inhabited.</p>

	<p>Parking restrictions – Concerns This may need to be targeted to Godstow Road as the main thoroughfare into the village and on the bus route (which no longer goes down Clifford Place)... However residents on Godstow Rd need an ability to park their vehicles somewhere too!</p>
<p>(14) Member of public, (Lower Wolvercote, Meadow Prospect)</p>	<p>CPZ – Object The proposals are not necessary for the majority of lower Wolvercote. We rarely, if ever, have any difficulty parking on our street nor do our neighbours on nearby streets. Introducing a CPZ in lower Wolvercote seems like a cynical attempt by the council to make money off the residents of an area where the scheme will bring little to no benefit. Probably the busiest times are weekends and evenings (although even then there is rarely a problem) and these are the times that the CPZ restrictions are proposed not to apply. The letter we were sent provides no evidence that there is either a need not a desire for a CPZ in lower Wolvercote. In fact, I suspect the informal consultation demonstrates the exact opposite. This feels like an ill thought out venture which is not supported by local residents. We will strongly object to this being imposed upon us.</p> <p>Parking restrictions – No opinion N/a</p>
<p>(15) Member of public, (Lower Wolvercote, Meadow Prospect)</p>	<p>CPZ – Object I do not want to have to pay to park outside my own house - this is yet another way of securing money from the public for the council to squander like the constant resurfacing in the city centre, late funding a shopping centre then funding original shops to be converted to square box housing, hyther street development screw up etc etc</p> <p>Parking restrictions – Object All we need is sensible double yellows - on the plough pub corner for example and jyfydrfdj£"%652463524n traffic lights on the bridge after 20!!!! years.</p>

<p>(16) Member of public, (Lower Wolvercote, Meadow Prospect)</p>	<p>CPZ – Object (1) don't want signs and lines round the road - this is still a village (isn't it?) - it will look awful and be unwelcoming and bureaucratic (2) weekdays are not when the village is busy - it's weekends (3) what do we get for £65? is this really a rise in council tax - happy to pay that but not in disguise (4) the price will keep going up (as in price of brown bins) (5) the road works fine as it is (6) however, if things change (if parking here gets worse), it would be good to keep the option open</p> <p>Parking restrictions – Object already said</p>
<p>(17) Member of public, (Lower Wolvercote, Meadow Prospect)</p>	<p>CPZ – Object There is little parking issues 9am-5pm during the week in Lower Wolvercote - space is tight in the evening and especially on sunny weekend when people are using the meadow for recreation - even as a resident who sometimes slightly inconvenienced by parking by meadow users I'd hate for people not to be able to enjoy the meadow due to parking restrictions. I do think some additional restrictions are required along Godstow road outside the nature reserve to allow free flowing traffic up and down to the bridge. The most beneficial restriction to lower Wolvercote would be no right turn into Whytam from the A34 between 7:30 - 10am during the week - this would make it safer for schoolchildren walking and cycling to school over the bridge.</p> <p>Parking restrictions – Support vague in detail but areas in question would probably benefit.</p>
<p>(18) Member of public, (Lower Wolvercote, Meadow Prospect)</p>	<p>CPZ – Object I am a resident of Lower Wolvercote - there is no need for this parking scheme. It would be an expensive inconvenience without any associated benefits.</p> <p>Parking restrictions – Object Unnecessary</p>

<p>(19) Member of public, (Lower Wolvercote, Rosamund Road)</p>	<p>CPZ – Object I have two primary reasons for objecting. Firstly I see no reason why parking will be in more demand than it already is at present, and that streets are coping with the present level of parking need. If you think that users of the North Oxford development will be seeking to park in this area then that already indicates that the development is ill-equipped to deal with its own needs. There are no real reasons put forward in your documents to justify such a parking scheme. It appears that you are just finding a good reason to generate cash from residents who are presently facing huge cost of living problems without added pressures such as this. My second reason is that I own and run a normal van for my trade that happens to be slightly over the 2.25t limit you have placed on vehicles permitted to have permits. This applies to other residents who run businesses and strikes me as grossly unfair. The definitions of vehicles needs addressing to suit the area in question at very least.</p> <p>Parking restrictions – No opinion I have no opinion</p>
<p>(20) Member of public, (Lower Wolvercote, Rosamund Road)</p>	<p>CPZ – Object CPZ are not required in my area during the day as there are not enough outside cars coming here to park during business hours. This will put a major cost implication and strain on the local community. The cost of running our vehicles is already at an all time high, this will only add to strained household budgets, when the scheme is not even required or needed in upper or lower Wolvercote area. I have never experienced a strain on parking during business hours in our area as it is such a long way outside of the city centre. Please reconsider this scheme and our strained family budgets!!!!</p> <p>Parking restrictions – Object CPZ are not required in my area during the day as there are not enough outside cars coming here to park during business hours. This will put a major cost implication and strain on the local community. The cost of running our vehicles is already at an all time high, this will only add to strained household budgets, when the scheme is not even required or needed in upper or lower Wolvercote area. I have never experienced a strain on parking during business hours in our area as it is such a long way outside of the city centre. Please reconsider this scheme and our strained family budgets!!!!</p>

<p>(21) Member of public, (Lower Wolvercote, Rosamund Road)</p>	<p>CPZ – Object It's unnecessary, unwanted, and will contribute to the creeping urbanisation of what was once a lovely village.</p> <p>Parking restrictions – Object Additional waiting restrictions in Clifford Place and Godstow Road are unnecessary for traffic flow and unwanted by people living in these areas.</p>
<p>(22) Member of public, (Lower Wolvercote, Rosamund Road)</p>	<p>CPZ – Object We do not need it. It is over-management. We were consulted last year and 65% objected. Why have you not accepted this? Why? We need flexibility in covering our street parking. In our road in Lower Wolvercote we have about 7 properties currently have extensions/building works, with up to 12 vehicles at any onetime. We have had a leak which Thames Water and their contractors attended on 6 occasions to fix it. with two vehicles there on one occasion. We had to find space in the road to park our two cars out of our drive. Several houses in Lower Wolvercote do not have drives or a front garden space for a drive and their residents have to find spaces in the road. The only occasions when Lower Wolvercote roads become busy is when the Wolvercote "Bathing" Place becomes full on hot sunny days but the roads coped with the present number of parking spaces so no real problem. Save money, listen to people and do not impose a CPZ on Lower Wolvercote.</p> <p>Parking restrictions – Object Not needed as stated in earlier response.</p>
<p>(23) Member of public, (Lower Wolvercote, Webbs Close)</p>	<p>CPZ – Object Stupid idea of Monday to Friday 9am to 5pm restrictions</p> <p>Parking restrictions – No opinion Na</p>
<p>(24) Member of public, (Lower Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object There is no objective evidence by an independent body to justify or support that a CPZ is necessary to be implemented in Wolvercote. The DfT has recently admitted that data used to justify implementation of LTNs by</p>

	<p>many local authorities across the country is factually flawed. Accordingly, this is a circumstantial proposal following a political rather than practical standpoint, & does not have support of the majority of residents in Wolvercote.</p> <p>Parking restrictions – Object</p> <p>There is no objective evidence by an independent body to justify or support that waiting restrictions are necessary to be implemented in Wolvercote. The DfT has recently admitted that data used to justify implementation of LTNs by many local authorities across the country is factually flawed. Accordingly, this is a circumstantial proposal following a political rather than practical standpoint, & does not have support of the majority of residents in Wolvercote.</p>
<p>(25) Member of public, (Lower Wolvercote, Rosamund Road)</p>	<p>CPZ – Object</p> <p>I live on Rosamund Road in Lower Wolvercote and there is absolutely no need to institute a CPZ: parking by non-residents is not a significant problem, and I object to this proposal in the strongest possible terms: 1) There is not enough of a problem with non-resident commuter parking to warrant instituting a plan that is effectively charging residents who regularly have carers and family members parking near them. 2) It will lead to environmental degradation as residents will feel forced I use their front gardens for parking spaces and will pave over valuable space that can support wildlife and biodiversity. 3) CPZ zones in all the other areas of Oxford I have lived in during my two decades as a resident make them unpleasant to live in, badly administered, and make Oxford and unwelcoming and frustrating city for residents and visitors alike. 4) Finally, we are lucky in Lower Wolvercote to be right on Port Meadow with access to an area of outdoor beauty and open spaces - many who live in and around the city don't have this luxury and shouldn't be penalised by lack of available parking should they want to take advantage of these open spaces - it is small minded and petty to assume that they shouldn't be able to access this part of the city (and patronise the local businesses here in the process). 5) whatever the problem this proposal is seeking to solve or financial hole it is trying to plug, there has to be a better way to address it.</p> <p>Parking restrictions – No opinion</p> <p>I feel very strongly as a local resident likely to be affected by this.</p>
<p>(26) Member of public, (Oxford, Elmthorpe Road)</p>	<p>CPZ – Object</p> <p>I am a local resident in Wolvercote. The previous 'informal consultation' was objected to and rejected. This formal consultation appears to be merely a revenue raising exercise by Oxfordshire County Council by imposing a CPZ on Wolvercote. The reasons given for the proposed CPZ are unfounded. The 'Statement of Reasons' was poorly drafted and gave inadequate reasons which do not relate to Wolvercote ('..to address local parking issues'...).</p>

There are NOT currently any parking issues in the proposed controlled time (Mon-Fri 9-5) in Wolvercote and therefore no current need to impose parking restrictions. The additional reasons given by The Transport Planning Team (upon further direct email enquiry) state that "the need for parking controls is required to prevent future residents and commuters at Oxford North from parking in nearby areas". Local Wolvercote residents should not be penalised for the nearby development of Oxford North. This is manifestly unfair and surely is not part of the transport and planning policy aims of Oxfordshire County Council to penalise residents. The parking needs of the Oxford North development are not the responsibility of Wolvercote residents - we should not have the inconvenience nor the cost of a CPZ due to a future possible event caused by an Oxfordshire County Council development outside of our control. A CPZ is not wanted nor needed. It will negatively impact on the lives of residents. It will add an unnecessary financial burden at a time when the cost of living crisis is already biting deeply. It will add unnecessary and ugly street furniture (signage), it will affect the ability of visitors to park and visit Port Meadow. It imposes a cost on family and friends visiting residents who in most cases will have to pay for visitor parking permits (adding on more expense for residents). It will impact on the free car park in Wolvercote (which is highly valued). The scheme itself is flawed with only two permits per property (where individual houses with more than 2 working adults may have more than 2 vehicles). It adds further costs to local businesses which will likely be passed on to local residents. It significantly adds on costs where house renovations will be done (contractors vehicles will be charged to residents at an additional £25 per week) which is unacceptable especially considering how this cost will multiply where several contractors' vehicles are necessary which is often the case. It is unfair and I object in the strongest terms

Parking restrictions – Object

I am a local resident in Wolvercote. The previous 'informal consultation' was objected to and rejected. This formal consultation appears to be merely a revenue raising exercise by Oxfordshire County Council by imposing a CPZ on Wolvercote. The reasons given for the proposed CPZ are unfounded. The 'Statement of Reasons' was poorly drafted and gave inadequate reasons which do not relate to Wolvercote ("..to address local parking issues'..."). There are NOT currently any parking issues in the proposed controlled time (Mon-Fri 9-5) in Wolvercote and therefore no current need to impose parking restrictions. The additional reasons given by The Transport Planning Team (upon further direct email enquiry) state that "the need for parking controls is required to prevent future residents and commuters at Oxford North from parking in nearby areas". Local Wolvercote residents should not be penalised for the nearby development of Oxford North. This is manifestly unfair and surely is not part of the transport and planning policy aims of Oxfordshire County Council to penalise residents. The parking needs of the Oxford North development are not the responsibility of Wolvercote residents - we should not have the inconvenience nor the cost of a CPZ due to a future possible event caused by an Oxfordshire County Council development outside of our control. A CPZ is not wanted nor needed. It will negatively impact on the lives of residents. It will add an unnecessary financial burden at a time when the cost of living crisis is already biting

	<p>deeply. It will add unnecessary and ugly street furniture (signage), it will affect the ability of visitors to park and visit Port Meadow. It imposes a cost on family and friends visiting residents who in most cases will have to pay for visitor parking permits (adding on more expense for residents). It will impact on the free car park in Wolvercote (which is highly valued). The scheme itself is flawed with only two permits per property (where individual houses with more than 2 working adults may have more than 2 vehicles). It adds further costs to local businesses which will likely be passed on to local residents. It significantly adds on costs where house renovations will be done (contractors vehicles will be charged to residents at an additional £25 per week) which is unacceptable especially considering how this cost will multiply where several contractors' vehicles are necessary which is often the case. It is unfair and I object in the strongest terms</p>
<p>(27) Member of public, (Oxford, Home Close)</p>	<p>CPZ – Object in my opinion we dont need extra parking restrictions or the costs. Most problems in the village are at weekends when ristrictions will not be in force.</p> <p>Parking restrictions – No opinion This will not affect me.</p>
<p>(28) Member of public, (Oxford, Cowley Road)</p>	<p>CPZ – Object</p> <p>Parking restrictions – Object</p>
<p>(29) Member of public, (Oxford, Home Close)</p>	<p>CPZ – Object There is always available parking spaces on our road in lower Wolvercote, I see the CPZ as an unnecessary additional cost being imposed on us.</p> <p>Parking restrictions – Object Same as previous answer</p>

<p>(30) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object This plan is completely unnecessary and appears to simply be a money making enterprise for the council. You would be better off taxing people who have more than one vehicle. And why is the Mill development not within the boundary when it already has serious parking problems?</p> <p>Parking restrictions – Object See previous response.</p>
<p>(31) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object There is no requirement for the proposed parking restrictions in Lower Wolvercote. Parking problems do not exist, as we do not have commuter parking in a way that adversely impacts on residents or guests. The proposal applies only to parking Monday-Friday, 9am to 5pm. There is no parking congestion in Wolvercote at these times. Besides in Elmthorpe Road most people park on pavements restricting access, which should reasonably invalidate any rationale for an annual fee. In addition, some residents have long white lines protecting unused driveways which would restrict parking for others, but means they would get free parking which amounts to unequal treatment.</p> <p>Parking restrictions – No opinion I have no opinion. I should hope it does no harm.</p>
<p>(32) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object I object in the strongest terms to the proposed parking zones, as do all villagers I have spoken to. This strategy will negatively affect residents; punishing those who's vehicles don't match the restrictions, charging money in a time of a cost of living crisis, and restricting possibilities of family members visiting. It will also be detrimental to the local businesses, like the pubs. Besides, it will have absolutely no affect on the overcrowding on summer weekends. Please don't go ahead with it / it will be disastrous for us.</p> <p>Parking restrictions – Object I object to the entire scheme, but the waiting proposals won't stop people who come to visit the meadow, but will prevent family and friends from visiting - negatively affecting residents.</p>

<p>(33) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object There is no problem Mon-Fri 9-5, the only problems we have is weekends and evenings - this is a waste of time and making residents pay or something totally unnecessary is unethical. If we HAVE to have this it should be 24/7 to include weekends and evenings</p> <p>Parking restrictions – Object as before, not needed Mon-Fri, 9-5</p>
<p>(34) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object I am objecting to the proposal on the basis that: 1.it is unnecessary and that the grounds laid out in the Statement of Reasons dated 3 November 2022 are factually incorrect. The SoR states that the 'CPZ is being proposed to address numerous local issues'. There ARE no existing issues and I have been informed by a prepared statement from the Highways Technical Officer, Mr Mauz, that the issues are '... the need for parking controls... required to prevent future residents and commuters at Oxford North from parking in nearby areas'. This is NOT a current issue but rather it is hypothetical and one that could be addressed IF and WHEN this potential problem arises. So the SoR is factually incorrect - there is only one issue, not 'numerous' and this is only hypothetical. And: 2. More cynically, this hypothetical problem is one entirely of the Council's own making as they would appear to have allowed planning consent for North Oxford development which (by their own admission in the prepared statement) is now deemed inadequate for the potential demand. This then requires me to pay £165 p.a.per vehicle and places restrictions on the number of visitors that I am allowed to have during any one year. Further: 3. The previous consultation on this matter returned a vast majority objecting to the proposals but this would appear to have been ignored by progressing to this stage.</p> <p>Parking restrictions – Object I am objecting to the proposal on the basis that: 1.it is unnecessary and that the grounds laid out in the Statement of Reasons dated 3 November 2022 are factually incorrect. The SoR states that the 'CPZ is being proposed to address numerous local issues'. There ARE no existing issues and I have been informed by a prepared statement from the Highways Technical Officer, Mr Mauz, that the issues are '... the need for parking controls... required to prevent future residents and commuters at Oxford North from</p>

	<p>parking in nearby areas'. This is NOT a current issue but rather it is hypothetical and one that could be addressed IF and WHEN this potential problem arises.</p> <p>So the SoR is factually incorrect - there is only one issue, not 'numerous' and this is only hypothetical. And:</p> <p>2. More cynically, this hypothetical problem is one entirely of the Council's own making as they would appear to have allowed planning consent for North Oxford development which (by their own admission in the prepared statement) is now deemed inadequate for the potential demand.</p> <p>This then requires me to pay £165 p.a.per vehicle and places restrictions on the number of visitors that I am allowed to have during any one year. Further:</p> <p>3. The previous consultation on this matter returned a vast majority objecting to the proposals but this would appear to have been ignored by progressing to this stage.</p>
<p>(35) Member of public, (Wolvercote, First Turn)</p>	<p>CPZ – Object</p> <p>There is suitable and adequate parking within the village already and the proposed CPZ is not necessary to facilitate the expeditious, convenient and safe movement of vehicles and other traffic. There is ample residential parking and parking for visitors. The proposed CPZ is not necessary.</p> <p>Neither is there a need for a new CPZ in Lower Wolvercote to address traffic overspill from an existing CPZ. The report of the informal consultation recognises that the proposed CPZ in Wolvercote is not popular, but that the survey was undertaken post-Covid; suggesting that the lack of popularity would have been based on a period of time when we wouldn't have experienced such high commuter levels in the village. Actually, the CPZ adjacent to Upper Wolvercote has been in place for some time, and long before COVID. The survey responses were made on the basis of a good understanding of the normal traffic levels, including parking demand. Arguably, as a result of COVID Wolvercote had its biggest traffic influx ever, onto Port Meadow for access to the river. At no point did it become necessary to have a CPZ to facilitate the expeditious, convenient and safe movement of vehicles and other traffic. The period of traffic influx was very short lived.</p> <p>There is no evidence that a CPZ is required in Lower Wolvercote in order to to facilitate the expeditious, convenient and safe movement of vehicles and other traffic. There is ample residential parking and parking for visitors. The proposed CPZ is not necessary.</p> <p>Parking restrictions – No opinion</p> <p>Do know enough about traffic movements in these specific areas to form an opinion.</p>

<p>(36) Member of public, (Wolvercote, First Turn)</p>	<p>CPZ – Object There is suitable and adequate parking within the village already and the CPZ is not necessary to facilitate the expeditious, convenient and safe movement of vehicles and other traffic. There is ample residential parking and parking for visitors. It is not necessary.</p> <p>Parking restrictions – No opinion I do not know the specific streets well enough to comment either in support or objection.</p>
<p>(37) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Object The proposed parking restrictions do not address any problems that exist or are likely to exist in Wolvercote. The proposal applies only to parking Monday-Friday, 9am to 5pm. There is no parking congestion in Wolvercote at these times. Any parking problems that do exist are outside of these times, when visitors to Post Meadow or Wolvercote's pubs arrive by car in evenings or at weekends. The council's efforts would be better focussed on enforcing exiting restrictions at these times, rather than introducing parking restrictions that cover only times when there are no problems.</p> <p>Parking restrictions – Support These small changes will have a positive impact - especially the one by the playground.</p>
<p>(38) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Object Because you asked for them. I think this is of no benefit to local residents.</p> <p>Parking restrictions – Concerns More double yellow lines will just displace cars elsewhere.</p>
<p>(39) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Object The only time there are parking problems in Wolvercote is at weekends in the summer. The proposals put forward are for the weekdays only. With your proposals, it will just mean that visitors will all squeeze onto the roads that will not have restrictions. There is no need for the change because there is no evidence that any significant number of people park in Wolvercote and then get the bus into town.</p>

	<p>Parking restrictions – No opinion NO comment</p>
<p>(40) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Object 9-5 restrictions not needed. Weekend restrictions are.</p> <p>Parking restrictions – No opinion No opinion</p>
<p>(41) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Object Will drive Parker's onto other areas such as common land outside the play areas and greens. Will hamper visitors who regularly (weekly) stay for more than 2 hours Will not obviously improve traffic congestion and problem parking as this is mostly local volumes</p> <p>Parking restrictions – Object See above</p>
<p>(42) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Object I am a local resident.</p> <p>Parking restrictions – Object Parking restrictions are not necessary for Lower Wolvercote during normal working hours. They are only needed in the summer at weekends when crowds of people go to the bathing hole or up the river. Wolvercote is not a wealthy village and paying for parking permits would be an unnecessary expense for people who are already hard-pressed in these straitened times.</p>
<p>(43) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Object There is no need for this proposal as there is no problem with parking in Wolvercote between 9 and 5. The only times there are any such problems are in the evening and at weekends when people park in the road to visit Port</p>

	<p>Meadow or the pubs. It would be much appreciated, and more appropriate, if the council could focus its efforts instead on enforcing those restrictions (double yellow lines) which already apply.</p> <p>Parking restrictions – Support The small changes proposed to the double yellow lines do seem entirely reasonable and I would support them. They will help stop the congestion around the mini roundabout at the junction of Mill Road and Godstow Road.</p>
(44) Member of public, (Wolvercote, Home Close)	<p>CPZ – Object Unnecessary. And would be ineffective if implemented</p> <p>Parking restrictions – No opinion May be helpful, may not</p>
(45) Member of public, (Wolvercote, Home Close)	<p>CPZ – Object This is not needed. Parking in the week 9-5pm is not a problem and at a time when people are struggling financially I object to being charged for parking our car outside our house. It may also encourage more people to concrete over their front gardens in order to park their car off road and this is not good for flooding and is ugly.</p> <p>Parking restrictions – No opinion I'm not clear where the additional double yellow lines will be. I don't see a problem in Clifford place.</p>
(46) Member of public, (Wolvercote, Home Close)	<p>CPZ – Object I have lived in lower wolvercote for 25 years and never had a problem parking. By implementing this change looks to me as a way of getting more money for the council. Which is absolutely disgraceful in cost of living crisis. Totally unacceptable. By allowing natural parking it causes people to slow down as a natural speed restriction. By introducing permits, you will for people to rip up lovely front gardens and build concrete driveways. Which are NOT a benefit to the environment. I cannot think of one positive move for this introduction.</p> <p>Parking restrictions – Object</p>

	<p>Waiting restrictions are not necessary, we do not have a problem with parking in lower wolvercote. This is a waste of time and money</p>
<p>(47) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Object Parking is not a problem in lower wolvercote. Particularly Home Close. It is sometimes busy at *weekends* - Not Weekdays - due to the pubs and the meadow. Sometimes it's a problem on hot summer days. This is a money raising exercise. Extra tax to increase revenue. Why should I pay to park outside my own home when there isn't a problem with parking on Home Close?</p> <p>Parking restrictions – Object Not needed</p>
<p>(48) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Object A CPZ in Lower Wolvercote is not needed. Especially on weekdays when there are lots of parking spaces. It can get very busy on summer weekends but the CPZ is not proposed at the weekend. I have lived here for 23 years and parking Monday - Friday 9 a.m. - 5 p.m. is plentiful. I read the statement of reasons and was surprised to see that there are not any valid reasons. There is not a problem of overspill parking from other CPZs in Lower Wolvercote. Where did this information come from? I would like to see the data and evidence of this statement. Why not be honest in the statement of reasons and say 'we want you to pay more tax to OCC'. This is another stealth tax that will cost many households £65 or £130 per year plus the cost of visitor passes. There is no other reason for the proposal of a CPZ apart from raising funds for OCC. Is the OCC's vision that the whole of Oxfordshire becomes one massive CPZ? What happens to the numerous households with adult children still living at home who all have a car, if the permit limit is two per household? This also discriminates against less wealthy residents of Oxfordshire who often do not have off street parking. Or if they do, it is only for one vehicle. The massive houses in North Oxford/Summertown with Porsches, Ferraris, Range Rovers, Teslas etc. do not have to pay for parking permits as they have huge drives to park their cars.</p> <p>Parking restrictions – Object</p>

	<p>These are also not needed.</p>
<p>(49) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Object It's not necessary, and doesn't address any existing issues. There is generally no problem during the times covered, i.e. 9-5 Mon-Fri. This proposal does nothing to address the problems of obstructed pavements, and does nothing to address the problem of stupid parking on busy summer weekends.</p> <p>Parking restrictions – Object I'm happy with the minimal changes to double-yellow lines, but while changes are being made, the out-of-use bus stops on Clifford Place and Home Close should be removed.</p>
<p>(50) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Object Parking is not an issue as a general rule. I appreciate that the council needs to raise funds but this is going to cause unnecessary stress and expense for Wolvercote citizens.</p> <p>Parking restrictions – Object Clifford place provides a useful extra space for vehicles which causes no issue at all, especially now that the buses do not use this route. If it ain't broke... leave it alone!</p>
<p>(51) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Object The restrictions will only be in effect from 9 to 5 on Monday to Friday, Actually, the problems of non-residents losing parking space is much more likely at weekends and during summer evenings. This is because of the popularity of local pubs, and of Port Meadow, with restricted parking on the roads closer to the Meadow. The roads in Wolvercote are narrow, and parking needs to be restricted.</p> <p>Parking restrictions – Object 9-5 on weekdays are not the most busy times, which are evenings and weekends.</p>

<p>(52) Member of public, (Wolvercote, Meadow Prospect)</p>	<p>CPZ – Object Parking issues in Wolvercote arise only during a relatively few weekends in the summer. During these times, a serious issue is lack of enforcement of parking on double yellow lines. The proposal of controlled parking zone offers costs to residents and no apparent benefits</p> <p>Parking restrictions – Concerns Impact on residents</p>
<p>(53) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object You already consulted residents on this proposal and there was a very resounding rejection. It is very unclear why it is being proposed again?</p> <p>Parking restrictions – Object No need for then</p>
<p>(54) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object There is no need for this in lower wolvercote where we live</p> <p>Parking restrictions – Object People need to do things. We don't have a problem.</p>
<p>(55) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object Object on the grounds that residents have to pay to use a facility which should be free. It is free to anyone else, I have no confidence that parking will be policed effectively. The problems created by crowds descending on the area and parking illegally\poorly are at weekends, this proposal does nothing to resolve that problem.</p> <p>Parking restrictions – No opinion No comment</p>

<p>(56) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object</p> <ol style="list-style-type: none"> 1. There is no need for a CPZ in Rosamund Road. There is no overflow from adjacent CPZs, and there is little or no non-resident parking. I have never failed to find a parking space directly outside my house or nearby. 2. We are in a financial crisis, so introducing additional costs to household bills in the form of parking permits is outrageous 3. The restrictions will reduce the amounts of visits to households who are in need of support, and thus further alienate vulnerable members of our community <p>Parking restrictions – No opinion</p> <p>I am happy to see double yellow lines if it makes the area safer. Particularly as we have a lot of young families in Lower Wolvercote.</p>
<p>(57) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object</p> <p>I object in the strongest possible terms. For several reasons.</p> <ol style="list-style-type: none"> 1. It is irrational to have a solution to a non-problem. There is no problem in Wolvercote with commuter parking. One would have to be deranged to use Wolvercote as a parking place, it is just not convenient, and as a result no-one does it. Sure, some people come and walk their dogs, or attend the local community events. This is a good thing, not a problem, as you acknowledge by your plans for 2 hour parking spaces. This is a remedy for a problem that doesn't exist. Please, please, please, stop making peoples every day lives worse for no reason. 2. It is unreasonable to even ask us about this. We have objected once, very recently, yet we are being required to tell you again. The facts have not changed. As a result I suspect that these consultations are merely performative. But that is not the legal basis on which you can introduce these measures. We will of course challenge it, if you are sufficiently cynical to go ahead anyway. But how corrosive of trust to go again so soon. 3. My main concern is that the CPZ 'remedy' (to an imaginary problem) is environmentally damaging. The UK is in a crisis of natural systems. Your proposals will make this worse. As an example: The hedgehog is heading for extinction. (Evidence: https://www.nhm.ac.uk/discover/news/2022/february/britains-rural-hedgehogs-see-dramatic-population-decline.html#:~:text=Analysis%20from%20The%20State%20of,for%20the%20past%20two%20decades.). It's on the red list for mammals. The hedgehog. Your granparents saw them all the time, your grandchildren will regard them in the museum, stuffed, like the dodo. <p>One of the nice features of Wolvercote is the front gardens, quite a few still exist. These look nice, and provide shade and cool surfaces in summer, and relief from floods in winter. As a consequence of their existence, on</p>

summer evenings one can see hedgehogs using them. Your proposals will lead to people concreting over their front gardens. Some people have already stopped their plans to remove the concrete previous owners put down. This is very bad. How bad?

The worst extinction event in the history of the world occurred during the Permian period. During this time more than 90% of life went extinct. It is hard to imagine, so what does this look like in practice? It looks like going from a forest to grassland, or from a garden, which can support hundreds of species, to a hard-standing that can support a handful of lichens and algae. Every time a garden is paved you extend a Permian level extinction event a little further. Keep going, and you know where we are heading.

Concrete is not exactly climate friendly. You might argue you are trying to reduce car use - I agree with this aim. But this isn't going to do it.

4. There is a competence gap. I have lived in an area of Oxford with a CPZ. It was a nightmare, and one of the reasons I moved. I'm sorry to tell you that part of the reason it raised the blood pressure was Council incompetence. I don't think your parking office has the necessary skills, people, and systems in place to deal with the CPZs they are already in charge of. Why should thousands of people all spend a couple of days of their lives each year dealing with this broken system? I suspect that from the point of view of your organisation, this is an externality to which you need not attend any concern, but it is our actual lives.

5. CPZs are incredibly inconvenient for residents, and their visitors. This level of inconvenience should only be introduced for a major benefit.

As an example, yesterday an aged relative came to visit in her electric car. She got a bit lost and arrived late, after I had had to go out. Happily she could just park and have a look about whilst awaiting my return. Were we in a CPZ she would have had to hang about the car waiting to get a permit. What a waste of her life that would have been. For no benefit. Literally none. The car would still have been parked in the same place.

Another Example. My son had to have a carer (for more than 50 days per year, obviously). This would have been impossible with a CPZ. What remedy do you have for this? It involves pleading to some official. We live in a world where there are real problems. Massive problems. It's basically a series of ongoing emergencies. We don't have time for this nonsense.

Another example - a friend of mine is a cleaner. He cleans several houses in the village. He lives in Littlemore. He has to bring a carful of cleaning stuff. He can't bring a Hoover on a bike. He can't bring it on the two busses he would need. If he cleans a house every week, that's that house's visitor permits gone. It's his job and business.

What is he supposed to do? Some more wasting time appealing to officials about this? No wonder they are always overwhelmed. And you want to extend this? For no benefit?

So please a) don't impose a CPZ

b) Expect a challenge if you do

c) Stop repeatedly asking, just because you don't like the answer - it damages democracy

	<p>Parking restrictions – No opinion Don't particularly care about this tiny change</p>
<p>(58) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object There is no need for one. All your trying to do is raise money. Why don't those involved in this scheme all resign and stop wasting my fucking council tax. This is why you dont have enough money, because jobsworths like you lot are wasting it all then trying to pass the cost on to everyone else. Fuck off and die.</p> <p>Parking restrictions – Object Not needed.</p>
<p>(59) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object This is absolutely horrendous, you should be ashamed of yourselves. Nobody wants this in the village! And having to pay for yet something else at a time when no one can afford it?There is absolutely NO need for this in the village between Monday-Friday 9-5pm. It's just yet another example of a way for you to make money and for communities to have to suffer the consequences.</p> <p>Parking restrictions – Object I can't see how this is going to help anyone on Clifford Place?!</p>
<p>(60) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object I have lived in Wolvercote for 35 years and parking has never been a problem. With more and more people working from home what happens if a couple and their two adult children all need permits? Assuming they are lucky enough to have one off street parking space but are only be allowed to apply for two permits this would leave the family one space short. Now imagine that the family need to have contractors working at their property? It would be impossible for them to park. This proposed CPZ would be nothing but an expensive inconvenience. If the CPZ applied at weekends too it would make much more sense. One of the worst times for parking is on Saturdays and Sundays when Wolvercote is deluged by non-residents flocking to Port Meadow and the river causing chaos and leaving behind tonnes of litter for local residents to deal with.</p>

How on earth would this proposed CPZ be policed and how would that itself be funded? If it cannot be policed then it is even more of a complete waste of time and money which would only serve to inconvenience and cost local residents money for no reason.

Why is the new Cala Homes development on the Wolvercote Mill site (Baynams Drive, Golf Street etc.) not included in this proposed CPZ? They are just as much a part of lower Wolvercote and I am sure they will not welcome a deluge of cars parking outside their houses should the CPZ go ahead.

Surely the Council could find better things to spend our precious money on rather than proposing to cause extra hardship during these incredibly tough times? Resurfacing Rosamund Road would be a good example of where money could be redirected. Due to the double-decker buses taking that route for so long the state of the road is so bad that the huge dips cause cars to scrape their exhausts every time they drive past our house. This has been reported but nothing is done. Instead the Council propose to waste money putting up some little signs telling people how long they can park for.

For the various reasons outlined above I strongly oppose this initiative.

Parking restrictions – **Object**

I have lived in Wolvercote for 35 years and parking has never been a problem.

With more and more people working from home what happens if a couple and their two adult children all need permits? Assuming they are lucky enough to have one off street parking space but are only be allowed to apply for two permits this would leave the family one space short. Now imagine that the family need to have contractors working at their property? It would be impossible for them to park. This proposed CPZ would be nothing but an expensive inconvenience.

If the CPZ applied at weekends too it would make much more sense. One of the worst times for parking is on Saturdays and Sundays when Wolvercote is deluged by non-residents flocking to Port Meadow and the river causing chaos and leaving behind tonnes of litter for local residents to deal with.

How on earth would this proposed CPZ be policed and how would that itself be funded? If it cannot be policed then it is even more of a complete waste of time and money which would only serve to inconvenience and cost local residents money for no reason.

Why is the new Cala Homes development on the Wolvercote Mill site (Baynams Drive, Golf Street etc.) not included in this proposed CPZ? They are just as much a part of lower Wolvercote and I am sure they will not welcome a deluge of cars parking outside their houses should the CPZ go ahead.

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	<p>reported but nothing is done. Instead the Council propose to waste money putting up some little signs telling people how long they can park there for. For the various reasons outlined above I strongly oppose this initiative.</p>
<p>(61) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object Parking restrictions in Clifford Place unnecessary. Nobody lives there, parking causes no problem. For most of the village there is not a problem with parking Monday to Friday. The restrictions will limit visits from friends and tradesmen. Not good.</p> <p>Parking restrictions – Object Current yellow lines in Clifford Place adequate.</p>
<p>(62) Member of public, (Wolvercote, Rowland Close)</p>	<p>CPZ – Object proposed CPZ is not necessary. there is sufficient residential parking and parking for visitors.</p> <p>Parking restrictions – Object there is suitable and adequate parking within the village already and proposed CPZ not necessary to expedite convenient and safe movement of vehicles and other traffic</p>
<p>(63) Member of public, (Wolvercote, Webbs Close)</p>	<p>CPZ – Object I am a resident of Webbs close. The proposed parking restriction do nothing to address the problem we have with parking at the evenings and weekends. The close I basically empty during the day so all this amounts to is fund raising by the council.</p> <p>Parking restrictions – Object There is zero benefit to the residents.</p>
<p>(64) Member of public, (Wolvercote, Wolvercote Green)</p>	<p>CPZ – Object The proposals are simply a money making option for a council that wastes money left right and centre</p>

	<p>Parking restrictions – Object Wolvercote does not need any interference</p>
<p>(65) Member of public, (Wolvercote, Baynhams Drive)</p>	<p>CPZ – Object The proposal for Wolvercote would cause more harm than good for residents here. It will cause unnecessary hassle for residents and visitors. There are no parking issues in the week and when it is busy at weekends, these plans would just worsen the issue.</p> <p>Parking restrictions – Object Unnecessary plans, causing more hinderance than help. By all means check and enforce double yellows, but otherwise leave it alone. These plans worsen parking in the area I believe.</p>
<p>(66) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object There is no issue with parking in our village and I strongly object to this money making scheme being disguised as some way of helping our community</p> <p>Parking restrictions – Object It's a village, not a town</p>
<p>(67) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Object I reject these proposals very strongly. There is No need for a CPZ in Wolvercote. The residents already struggle to park and introducing these measures would make the situation unbelievably worse. Households are already struggling to pay their bills and survive without yet another added strain on the purse strings. The proposed times for permit holders Monday to Friday and hours is absolutely ridiculous. Paying to park during those times when there is no issue at present. I am disabled. I hold a disability badge. I have to park outside my home in lower Wolvercote due to mobility issues. If you introduce this i will find it incredibly difficult to find a parking space close enough for me to access on a daily basis as everyone will be scrambling for the few spaces available.</p>

	<p>There are not enough spaces for residents to apply for permits to be able to park sufficiently. So in effect they would be paying to not be able to park up over night or during the day. At present we all are able to do so. I'm disgusted that yet again this has been proposed, when we had already voiced our concerns previously over introducing a CPZ zone here! It appears to be yet another money making scheme via Oxford City Council. This scheme is not wanted and will not be practical. I know of may many residents that feel exactly the same way as myself. STOP THE PROPOSED CPZ SCHEME IN WOLVERCOTE</p> <p>Parking restrictions – Concerns This scheme will be detrimental to our residents. We do NOT need a CPZ in Wolvercote. We have NOT asked for it. It is NOT welcomed.</p>
<p>(68) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Object We need restrictions at the weekends, not on weekdays</p> <p>Parking restrictions – Support Having more double yellow lines is good on the main roads especially Godstow road</p>
<p>(69) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Object I do not in any way support the introduction of a controlled parking zone in Lower Wolvercote. I live on Home Close and there is currently no issue with finding a parking space on this road. Even during the busiest periods of the day I never have a problem parking on the road outside our house. I also strongly resent having to pay £65 per annum. If a CPZ is being enforced against the needs or wishes of residents then a free permit is the very least we should expect. I also resent the inconvenience of having to renew the permit every year, to keep on hand visitor permits and having to make sure that every person who visits our house is equipped with a permit. It is also not made clear in section 2 of the consultation how many non-permit holder max 2 hour spaces will be offered. This needs to be clarified on the document. This feels like a badly thought-out money-making exercise for the council at a time when many residents are already struggling with the cost of living.</p> <p>Parking restrictions – No opinion I am not adequately informed of the benefits or issues presented by the waiting restrictions currently</p>

(70) Member of public, (Wolvercote, Home Close)	<p>CPZ – Object I see no need for the road where I live to be have controlled parking zones. I for one don't want to pay to be able to park outside my house nor do anybody coming to visit us</p> <p>Parking restrictions – Object Same as before</p>
(71) Member of public, (Wolvercote, Home Close)	<p>CPZ – Object I don't see the point. Non-resident parking is not an issue during weekdays</p> <p>Parking restrictions – Object See previous reasons</p>
(72) Member of public, (Wolvercote, Home Close)	<p>CPZ – Object My partner and I do not feel the practical changes would impact us positively and object to the expense of the works and therefore the proposed £65 annual household fee. Furthermore the area's identity change, however subtle the signage, would, we feel, detract from the appeal to live here and reasons for others to visit.</p> <p>Parking restrictions – Object Same as previous</p>
(73) Member of public, (Wolvercote, Rosamund Road)	<p>CPZ – Object I live in one of the streets where CPZ is proposed (Rosamund road), and do not wish to have to pay to park outside my own home. I usually park on my driveway so wouldn't want to have to pay for a permit to account for the occasional times we need to park on the street. As a resident I don't feel this will have any positive impact on our ability to use our street, and will negatively affect us.</p>

	<p>Parking restrictions – No opinion I don't have an opinion either way on this</p>
<p>(74) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Object There are no issues with parking in lower Wolvercote during weekday hours when the restrictions are proposed. Weekends however when people drive from outside Wolvercote to access the meadow is another matter. This CPZ would not help that and many residents would be liable for a charge which in the current cost of living climate is unacceptable. The only place where parking is a problem is along Godstow Road, particularly coming in to Wolvercote down from the railway bridge where 2 way traffic flow is impossible. I have seen vehicles often mounting the pavement exiting Wolvercote which is danger to cyclists (particularly children cycling to Cherwell) and pedestrians. A proper cycle lane along Godstow road is what is needed to help residents of Wolvercote be safe on the roads NOT a CPZ. Resurfacing of Rosamund Road and Home Close should also be a priority for the council.</p> <p>Parking restrictions – Object Not necessary</p>
<p>(75) Member of public, (Wolvercote, Rowland Close)</p>	<p>CPZ – Object I pay road tax, why should I also pay for a permit to park outside my house</p> <p>Parking restrictions – Object It's not what lower wolvercote needs</p>
<p>(76) Member of public, (Wolvercote, Webbs Close)</p>	<p>CPZ – Object There are no reasons why CPZs should be introduced in these parts of Wolvercote. The problem does not exist. What can be an issue from time to time, is the fact that drivers park on double yellow lines, but there are no traffic wardens in attendance. In areas such as Webbs Close or other Cul-de-sacs, only residents and their occasional visitors tend to park, and there is no need to impose charges on the locals for no reason.</p>

	<p>Expecting the households to fork out money on parking permits which is very cruel in the current financial climate. In addition, the proposed restriction times are pointless, as hardly anybody keeps their car here during the day as people commute to work.</p> <p>Parking restrictions – Concerns I have concerns</p>
<p>(77) Member of public, (Wolvercote, Webbs Close)</p>	<p>CPZ – Object There is no parking issue in wolvercote during mon-fri 9-5 so this just seems like a money making exercise from the council. I wholly object to it.</p> <p>Parking restrictions – Object I don't see why we need changes</p>
<p>(78) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object A CPZ for Lower Wolvercote is not needed so the proposal sounds like just a way to raise more tax. In roughly 20 years of living in Elmthorpe Rd, I have had almost no difficulty parking, usually getting parked right outside my property. Only on rare occasions have I had to park elsewhere - even then, just a few minutes' walk away - such as when the whole of Elmthorpe Road was closed for resurfacing work. The proposed time periods (Monday-Friday day times) are the least busy for parking, making the permits thoroughly pointless. There would be more of a case for permits during evenings and on weekends, particularly hot summer weekends when there are more visitors, but even then a CPZ is not necessary. I note the proposal includes a 2m height restriction, which would bar parking for many camper vans; this does not seem fair on people who own and/or live in one. It is not clear why more double yellow lines are needed, particularly along Godstow road, where the speed of traffic going through the village is forcibly reduced thanks to the parked cars along the route. In a cost of living crisis, local residents don't need the added expense of having to purchase permits. The limit of two permits per property, whilst not unreasonable, does not take into account household circumstances, for example where many more adults live in one house. In the last consultation, in 2021, a majority of respondents from Lower Wolvercote objected to the proposed CPZ (as did the majority of respondents for other CPZs being proposed across the city), so I am not sure why Oxfordshire council is wasting money/resources revisiting this issue.</p> <p>Parking restrictions – Object</p>

	<p>Additional double yellow lines would both reduce the availability of parking and potentially speed up traffic along the Godstow Road, making the village less safe. Currently the traffic is forced to slow down to get around cars and camper vans that are parked along the route.</p>
<p>(79) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object This is a stealth tax. If you need more money, just tax everyone more. Parking permits would be inconvenient and undermine the good will of the community, who are best left to sort out parking issues for themselves.</p> <p>Parking restrictions – Object More double yellow lines would reduce parking and would contribute to faster traffic speeds.</p>
<p>(80) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Object I am a local resident in Wolvercote. The previous 'informal consultation' was objected to and rejected. This formal consultation appears to be merely a revenue raising exercise by Oxfordshire County Council by imposing a CPZ on Wolvercote. The reasons given for the proposed CPZ are unfounded. The 'Statement of Reasons' was poorly drafted and gave inadequate reasons which do not relate to Wolvercote ("..to address local parking issues'..."). There are NOT currently any parking issues in the proposed controlled time (Mon-Fri 9-5) in Wolvercote and therefore no current need to impose parking restrictions. The additional reasons given by The Transport Planning Team (upon further direct email enquiry) state that "the need for parking controls is required to prevent future residents and commuters at Oxford North from parking in nearby areas". Local Wolvercote residents should not be penalised for the nearby development of Oxford North. This is manifestly unfair and surely is not part of the transport and planning policy aims of Oxfordshire County Council to penalise residents. The parking needs of the Oxford North development are not the responsibility of Wolvercote residents - we should not have the inconvenience nor the cost of a CPZ due to a future possible event caused by an Oxfordshire County Council development outside of our control. A CPZ is not wanted nor needed. It will negatively impact on the lives of residents. It will add an unnecessary financial burden at a time when the cost of living crisis is already biting deeply. It will add unnecessary and ugly street furniture (signage), it will affect the ability of visitors to park and visit Port Meadow. It imposes a cost on family and friends visiting residents who in most cases will have to pay for visitor parking permits (adding on more expense for residents). It will impact on the free car park in Wolvercote (which is highly valued). The scheme itself is flawed with only two permits per property (where individual houses with more than 2 working adults may have more than 2 vehicles). It adds further costs to local businesses which will likely be passed on to local residents. It significantly adds on costs where house renovations will be done (contractors vehicles will be charged to residents at an additional £25 per week) which is unacceptable especially</p>

	<p>considering how this cost will multiply where several contractors' vehicles are necessary which is often the case. It is unfair and I object in the strongest terms.</p> <p>Parking restrictions – Object The current waiting restrictions 'prohibition of waiting at any time' (Double Yellow Lines) in the area are adequate and do not need changing</p>
(81) Member of public, (Wolvercote, Rosamund Road)	<p>CPZ – Object I have read the "Statement of Reasons" document which appears to be a boilerplate document and doesn't refer to any specific issues that are being addressed by this specific controlled parking zone. Parking on residential streets in lower Wolvercote isn't a problem so I'd like it explained how this is for the benefit of residents. On the face of it there is going to be an additional financial and administrative burden on residents and their visitors. The administrative burden will extend to the council although perhaps it is of financial benefit to the council? Can you please share a forecast of the financial impact on residents and on the council.</p> <p>Parking restrictions – Concerns Any existing double yellow lines are sufficient. Specifically, Clifford Place has no residences and is little used for parking. Removing it as a parking option in the limited cases it is needed seems particularly unhelpful.</p>
(82) Member of public, (Wolvercote, Rosamund Road)	<p>CPZ – Object I have yet to find anybody who thinks this scheme is necessary. On Rosamund Road it is not needed as there is not a parking problem.</p> <p>Parking restrictions – Object I have seen no evidence that this scheme is needed.</p>
(83) Member of public, (Wolvercote, Webbs Close)	<p>CPZ – Object I am at a loss to understand council logic. The only time we get problem parking is on weekends, holiday time and maybe evenings in summertime. The proposals do not cover these times (May/September). More yellow lines will push Wolvercote car owning residents without off road parking to seek spaces in places such as Webb's Close</p>

	<p>causing parking mayhem. Children will not be able to visit aged relatives causing unnecessary hardship/loneliness. Has the council seriously considered the impact of these proposals for the sake of raking in a few extra quid</p>
<p>(84) Member of public, (Wolvercote)</p>	<p>CPZ – Object</p> <p>I would like to oppose strongly to the proposed CPZ introduction in Wolvercote. This was brought up a year or two previously and as residents we opposed the introduction. It appears from letters received and notices placed that yet again the powers that be, are once again putting forward another CPZ zone.</p> <p>Having read the literature, you are charging residents to park!!! Residents should NOT have to pay to park. It should be visitors to the Village that have to pay, not those that reside here.</p> <p>I am disabled. I have a disability badge. I currently park outside my gate all day every day as I need to be able to access my vehicle close to my home due to mobility issues.</p> <p>I have applied for disabled parking outside in March 2022 and still have not heard back regarding this matter. If you introduce this CPZ zone here it will make it tremendously difficult for me to park outside my home as the other residents will have no choice but to "grab" wherever they can to park up.</p> <p>Currently we can park up and there are no issues. Introducing this will create issues. Bad feeling and hardship for residents that are already under pressure. We have a regular bus service in place. Every 15 minutes a bus enters and leaves Wolvercote so we are well provided for. Residents should NOT have to pay to park. Visitors SHOULD.</p> <p>I personally know of many residents that are furious with this proposal. You appear to be intent on money making schemes to the detriment of residents.</p> <p>I oppose this scheme. It might also help if you set out the reasoning and justification for it, as I sense you are trying to mend something that is not broken (except Summer weekends which it doesn't cover). The proposals make no sense whatsoever.</p> <p>If you want to make money, charge for visitors using the car park at Airman's Bridge. Not by punishing residents.</p>

<p>(85) Member of public, (Oxford, Wolvercote Green)</p>	<p>CPZ – Object An overwhelming majority of residents opposed the introduction of a permit scheme in Wolvercote yet here you are about to introduce it , I imagine. Are you going to abandon the scheme if a majority of respondents object ? If you want to raise money then have the guts to just tell us the truth and most residents would pay you not to introduce a parking scheme. On Wolvercote Green loads of houses don't have off road parking. Given you will also issue permits to people on boats there won't be enough places to park and then we will have traffic wardens here.</p> <p>Wolvercote Green opens up and has ample parking space now and so why are you doing this?</p> <p>You should be ashamed and you are just lucky that most residents don't have the resources to take you to court. Just go away and do something to serve the residents – like maintain the roads rather than making our lives more miserable</p>
<p>(86) Member of public, (Oxford, Meadow Prospect)</p>	<p>CPZ – Object We strongly object to the proposal to install Controlled Parking Zone restrictions in Meadow Prospect. We feel it is completely unnecessary as we do not get cars parked and used as a park & ride between 9-5, between these times in the week the only cars parked belong to Meadow Prospect residents.</p> <p>The only time parking can be a concern is in the summer when people visit the river and are unable to park in the inadequate car park. This does not occur during the week, but always at the weekend.</p>
<p>(87) Member of public, (Oxford, Elmthorpe Road)</p>	<p>CPZ – Object I write to object to the overall scheme for the proposed CPZ in Lower Wolvercote on the basis there is no problem with parking during weekdays in Wolvercote. It is clearly just designed to generate income for the Council.</p> <ol style="list-style-type: none"> 1. My husband's van on which we mount our campervan is longer than 5m. We would not, therefore, be able to legally park our own vehicle outside our own house. 2. Two of my three children in their twenties have cars and could well return to live with us given the current economic climate. Their cars are needed for their work. We would, therefore, potentially need four permits in total – disallowed under the scheme.

	<p>3. I object to paying for parking outside my own house.</p> <p>4. We receive a lot of visitors and I object to being taxed for seeing relatives.</p> <p>5. The scheme only covers those of us living in the older roads – where is Papermill Square and its surrounding streets?</p> <p>6. The local shop and community pub will suffer from not being available to passing trade.</p> <p>7. The initial consultation clearly demonstrated to you that there was no desire for a CPZ – I understand that over 60% of respondents were against - the proposed scheme is clearly not democratic.</p>
<p>(88) Member of public, (Oxford, Godstow Road)</p>	<p>CPZ – Object</p> <p>1. You state that the proposed measures are being introduced in accordance with the Councils’ policies on traffic management and parking restraint.....and to protect residential streets. Yet they are proposed to operate during the hours of 9.00am to 5.00pm, Monday to Friday only. This is precisely the time when parking problems are at their minimum – most car owners who use street parking are absent at this time. There is nothing about the times when parking is at its most difficult – during the evenings around the pubs, and at weekends, especially in the summer, when Port Meadow is popular for recreation and the car park provided overflows.</p> <p>2. The ‘casual parking’ system will cause unnecessary difficulty. There are several social organisations in Lower Wolvercote. There is a senior citizen’s lunch club in the Baptist church on Mondays, a Lady’s Fellowship meeting on Tuesdays, and a Mother and Toddler group on Thursdays, all of which are not just open to Wolvercote residents. All will be affected by the two-hour non-permit holder rule. Elderly, disabled and vulnerable groups, for whom these facilities are most often provided, will be disadvantaged.</p> <p>3. There is no mention of the use to which the money raised will be put. Assuming that 75% of the houses on the Godstow Road apply for one permit only, the income would be over £13000pa. Taking into account the other roads affected in Lower Wolvercote, this total may well double. The predictable result will be that many more front gardens will be converted to car parking – which besides being an undesirable side effect, will rapidly reduce this income. It would be unwise to rely on it to run the CPZ.</p> <p>4. The tragedy is that the existing double yellow lines would achieve nearly all of the objectives of the proposed CPZ, if they were enforced, at far less cost, and without the extra street furniture required. This enforcement rarely</p>

	<p>happens, but when it does, parking on the double yellow lines falls, but returns to previous levels within a few weeks. How is the CPZ to be enforced on a permanent basis, and without a further increase in our Council Tax?</p>
<p>(89) Member of public, (Wolvercote)</p>	<p>CPZ – Object First and foremost, I am absolutely disgusted by your proposal. I think you should be ashamed of yourself.</p> <p>There is absolutely no issue with parking in Lower Wolvercote. I see your proposal (as do the majority of residents of Lower Wolvercote) as nothing less than a blatant money-making scheme, to further extort money from the residents of Oxford. This has nothing to do with the reality of parking in Lower Wolvercote because in reality there is no problem with parking in Lower Wolvercote.</p> <p>Please give me examples and evidence of why you think the proposed CPZ's is needed in Lower Wolvercote. In your letter, absolutely no justification is given. Please also explain why proposed visitor permits for those over 70's would be free of charge. This is discrimination. I can tell you from experience that in North Oxford and Lower Wolvercote, a lot of over 70's are far better off than the average working family trying to pay off huge mortgages. Again, where is your justification? What evidence do you have?</p> <p>Your argument is to prevent an issue that currently doesn't exist and may never exist. The problem is with the Oxford North site. How about provide more parking there, and building less houses? But, am I right in thinking you would never consider such an option because it would mean less money for you? You do not care about the environment.</p> <p>Oxfordshire County Council have made an absolute mess of the transport issues in Oxford. I cite East Oxford as an example (LTN's). Considerable disruption, expense (millions spent on the Plain roundabout) and nothing but anger and resentment to show for it. In addition, the bus service is a joke. I pay my council tax, a ridiculous amount compared to other councils. What do I have to show for it... nothing.</p> <p>Leave Lower Wolvercote alone and sort out the transport mess you have created in other areas of Oxford before trying to explain to me what we do not need in terms of proposed parking controls.</p>

<p>(90) Member of public, (Stroud, Stonecote Ridge)</p>	<p>CPZ – Object It will make visiting my Dad hard for all his children, if we all need to come and see him at any one time as it will be 3 cars. My dad is 82 and it's important for us to be able to visit whenever without have to buy a permit which is unexceptional I feel.</p> <p>Parking restrictions – Object Like I said on the last page My Dad lives in Rosamund Road and he's 82. His children who visit regular and this will become hard to come altogether as we will have 3 cars as we don't live close by. It's an extra stress on him as my Dad will be worrying how we will be able to visit with the parking permits rules</p>
<p>(91) Local Group, (‘OxSwift Transport Association’)</p>	<p>CPZ – Concerns I am writing behalf of four residents of Lower Wolvercote (Home Close, Rowland Close, Rosamund Road)</p> <p>Also, on behalf of the OxSwift Operations Team (the same people) which met in Wolvercote on Wednesday 30 November 2022 when the details of the proposed order were discussed. Lower Wolvercote is the operations centre for OxSwift Transport Association, not only for the benefit of Wolvercote but all the localities in the City of Oxford. See accompanying notes.</p> <p>Without the availability of parking in the following roads in Wolvercote OxSwift could not operate three of its five vehicles. The roads are:</p> <p>Rowland Close: private off-street parking place for one minibus.</p> <p>Clifford Place: on-street parking for two minibuses using the former space reserved for the former No 6 bus route, which no longer stops at Clifford Place and Home Close.</p> <p>The Association had made enquiries of Oxford City Council regarding Clifford Place and Home Close and was referred to your authority for permission, which we now ask for. It was agreed at the meeting on Wednesday that:</p> <p>01. There is no objection in principle to the policy of CPZ and the scope of the proposed order above.</p>

02. A query was raised on how a great order could be effectively enforced to benefit local residents.

03. This approval is subject to the following additions to the order:

- The provisions of the order are extended to cover seven days per week because controlling parking at weekends is just as important as during the week. In fact perhaps more important. We have discussed this point with members of the Wolvercote Commoners Committee.

- Godstow Road at the junction with Rowland Close. The existing 'No waiting at any time' restriction is inadequate because it does not deter motorists from parking dangerously close to the yellow line and into Rowland Close. This puts their own vehicles at risk and also makes it difficult and sometimes impossible for large vehicles to turn into Rowland Close from Godstow Road.

It is proposed that yellow line is extended for at least six metres into Rowland Close on both sides of this road from Godstow Road to allow improved access into Rowland Close for all vehicles.

- The new reserved parking places for the number 6 bus along Godstow Road to the new terminal at Wolvercote Papermill Square are working well but they are still being used by large commercial coaches to pick-up and set-down passengers and we have noticed this can obstruct the operation of the number 6 route.

We are ourselves at one time used these spaces to park our minibuses to pick up and set down but we have stopped doing this after the re-routing of the number 6. Instead, we use the old number 6 bus stop at the junction of Home Close and Godstow Road and this works very well.

It is proposed that parking by coaches in the space reserved for the No 6 buses is investigated and reviewed.

- We also suggest that the old no 6-bus stop in Home Close should be modified to allow large coaches to park there. This would entail the removal of the footway extension and bollards and reinstatement of the original footway.

- We also suggest that the existing bus shelter at the corner of Homes Close and Godstow Road is removed to benefit the No 6 passengers at the stop on the north side of Godstow. Road.

- We also strongly request the provision of a permanent reserved parking place in Clifford Place to replace the existing No 6 stop. We have checked with the residents whose property has a frontage onto Clifford Place.

	<p>I raised this issue at a public meeting held on Tuesday 29 November 2022 with Councillor Andrew Gant who agreed in principle that OCC should provide reserved parking spaces for community transport across the City in the same way that spaces are reserved for car share clubs and motorised scooters.</p> <ul style="list-style-type: none"> • May we also suggest that the existing bus stop poles in Clifford Place and Home Close are retained to advertise the reserved parking spaces and also provide information about the availability of community transport? • We also request that permits for parking community minibuses are not charged for, or at least charged at the lower rates for residents? OxSwift is not a commercial enterprise.
(92) Member of public, Oxford, Godstow Road)	<p>Parking Restrictions – Concerns I live on Godstow Road Wolvercote on the corner of Home Close and Godstow Road. I have looked at your proposals and have the following questions:-</p> <p>1 When sorting out the yellow lines please take away the bus stop on Home Close including the bus shelter and most important the pavement extension jutting into the road. The bus stop is redundant And the new bus stop is on Godstow Road. At least one car parking space would be created by taking away the pavement extension.</p> <p>2 We have a vehicular access on the return frontage on Home Close and it is quite common for people to park across it which is very irritating. Can the entrance be marked on the road surface so as to aid this problem?</p>
(93) Member of public, Oxford, Godstow Road)	<p>CPZ – Concerns We appreciate that this proposal is an attempt to help the parking issues within Wolvercote, however we noticed that the proposed operational hours for the zone for 'Residents Permit Parking' is from 9-5 Monday to Friday.</p> <p>As residents we feel that we this would not address the current issues of parking. We would prefer there to be specific areas that are fully resident permit parking 24/7 to ensure that those who live in Wolvercote can park near their homes. .</p> <p>One of us works long shifts at the hospital and often finds it impossible to find parking on the Fridays and the weekend, due to the amount of non-residents parking on our street.</p>

<p>(94) Member of public, (Lower Wolvercote, Collett Drive)</p>	<p>CPZ – Concerns Resident on Mill Estate. Concerned that additional parking restrictions will drive more people to park on the estate. Unless there is proper enforcement of these schemes, very little will change. I do agree with the aim, because it will improve the bus service, because poor parking causes many of the delays. However again the scheme needs to be enforced.</p> <p>Parking restrictions – Concerns Restrictions do little unless enforced.</p>
<p>(95) Member of public, (Lower wolvercote, Webbs Close)</p>	<p>CPZ – Concerns It doesn't cover weekends in webbs Close which is very bad in the summer with visitors to the meadow bathing place.</p> <p>Parking restrictions – Concerns I have my parking over the highway boundary so that space could be used by people that are not residents</p>
<p>(96) Member of public, (Oxford, Home Close)</p>	<p>CPZ – Concerns As individual: I would be concerned if carers for my mother were not able to obtain a permit to park in front of our house</p> <p>Parking restrictions – No opinion No opinion, as stated</p>
<p>(97) Member of public, (Wolvercote, Dove House Close)</p>	<p>CPZ – Concerns I am objecting to the proposal. I am a resident of Dove House Close (DHC) and currently need to use my car to get to my place of work and to care for my elderly mother. Currently the only people who park in DHC are residents of DHC and their guests. Making us pay for a permit is unjustified. We currently have a system that works well for the residents of DHC, and I can see no evidence from your proposal as to a) why a CPZ is needed and b) how it would create any benefits to the residents of DHC and the residents of Wolvercote. In fact, it is very clear from the facts in your document that your proposal will actually cause multiple issues such as the following:</p>

1. A CPZ will displace parking into DHC. Residents will struggle to park in their usual spots, whereas currently residents are able to park easily in DHC.
 2. DHC is a close and friendly community. Many people live here feeling safe because it is very private. People leave their doors open in the summer and the gardens are communal so we enjoy spending time on the lawns in front of our flats. The CPZ will mean more strangers will enter DHC and we will lose our valued privacy and community/safe feel. The council's proposal presents an intrusion on our privacy.
 2. The cost is unjustified, especially at a time when people are already struggling, are financially squeezed, with unaffordable energy bills etc. The CPZ is of no benefit to the residents of DHC and the cost of annual and 24-hour permits for something that is currently free is totally unjustified and discriminatory for anyone with houses with 3+ adults.
 3. If the CPZ goes ahead then parking signs will have to go up on our lamp posts, and the current DHC "Private Parking" sign will have no effect. Residents will have to enforce "DHC resident parking only" on the lay-by which IS private and not public highway. We will also have to enforce resident only parking on the garage forecourts, which means the additional cost of road markings.
 4. The expensive annual permits are for permission to park 9-5, Monday to Friday. This is pointless as parking in Wolvercote during this time is not an issue. The real issue is at the weekend when people visit the meadow, local pubs etc. Again, the proposal makes no sense, does not reflect a response to actual parking issues in Wolvercote and is therefore, again, completely unjustified.
 5. The bus service into Wolvercote is hugely unreliable and often cancelled. Many people here therefore rely on their cars.
 6. The scheme is unethical and will create big inequality at a time when people should be receiving support from the government and local council, not being asked to shell out more for something that has been ill-considered and is totally impractical.
 7. Anyone either dealing with disability, being a carer, having some medical issues, which reduce their sustainable transport options to a virtual 0.
- I OBJECT WHOLEHEARTEDLY! Find other ways to improve Wolvercote that the residents actually need and is of benefit to them, not something that only benefits the Council and its bank account.

Parking restrictions – Object

I am objecting to the proposal. I am a resident of Dove House Close (DHC) and currently need to use my car to get to my place of work and to care for my elderly mother. Currently the only people who park in DHC are residents of DHC and their guests. Making us pay for a permit is unjustified. We currently have a system that works well for the residents of DHC, and I can see no evidence from your proposal as to a) why a CPZ is needed and b) how it would create any benefits to the residents of DHC and the residents of Wolvercote. In fact, it is very clear from the facts in your document that your proposal will actually cause multiple issues such as the following:

	<p>1. A CPZ will displace parking into DHC. Residents will struggle to park in their usual spots, whereas currently residents are able to park easily in DHC.</p> <p>2.DHC is a close and friendly community. Many people live here feeling safe because it is very private. People leave their doors open in the summer and the gardens are communal so we enjoy spending time on the lawns in front of our flats. The CPZ will mean more strangers will enter DHC and we will lose our valued privacy and community/safe feel. The council's proposal presents an intrusion on our privacy.</p> <p>2. The cost is unjustified, especially at a time when people are already struggling, are financially squeezed, with unaffordable energy bills etc. The CPZ are of no benefit to the residents of DHC and the cost of annual and 24 hour permits for something that is currently free is totally unjustified and discriminatory for anyone with houses with 3+ adults.</p> <p>3. If the CPZ goes ahead then parking signs will have to go up on our lamp posts, and the current DHC "Private Parking" sign will have no effect. Residents will have to enforce "DHC resident parking only" on the lay-by which IS private and not public highway. We will also have to enforce resident only parking on the garage forecourts, which means the additional cost of road markings.</p> <p>4. The expensive annual permits are for permission to park 9-5, Monday to Friday. This is pointless as parking in Wolvercote during this time is not an issue. The real issue is at the weekend when people visit the meadow, local pubs etc. Again, the proposal makes no sense, does not reflect a response to actual parking issues in Wolvercote and is therefore, again, completely unjustified.</p> <p>5. The bus service into Wolvercote is hugely unreliable and often cancelled. Many people here therefore rely on their cars.</p> <p>6. The scheme is unethical and will create big inequality at a time when people should be receiving support from the government and local council, not being asked to shell out more for something that has been ill-considered and is totally impractical.</p> <p>7. Anyone either dealing with disability, being a carer, having some medical issues, which reduce their sustainable transport options to a virtual 0.</p> <p>I OBJECT WHOLEHEARTEDLY! Find other ways to improve Wolvercote that the residents actually need and is of benefit to them, not something that only benefits the Council and its bank account.</p>
<p>(98) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Concerns Concerned at the proposed time limits. Day time is not usually the problem. It is between 5pm and 8am. Also the cost for households over 70 years is high when living on a state pension.</p> <p>Parking restrictions – Concerns</p>

	<p>The real parking problems are between 5pm and 8am on weekdays and all day at weekends. Parking is fine during the day. In addition the cost for people living on the State Pension is high. Perhaps 1 vehicle should be free for OAPs.</p>
<p>(99) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Concerns I am a resident of Elmthorpe Road with a car and will be directly affected by the proposals. I am strongly objecting to them.</p> <p>Parking restrictions – Object 1, The proposals will cost me a significant amount of money annually in costs of permits. 2. Critically there will be NO gain as a result. Elmthorpe Road is not a road that attracts non-resident parking (for commuters etc). If you park here, you are a resident or a visitor. There IS extreme pressure on parking here, but it cannot be resolved by the proposals since residents with one or two cars will be able to purchase permits. The situation will become worse for elderly residents or residents with domestic/care needs. 3. I am extremely worried that controlled parking will mean an entitlement to part ONLY in Elmthorpe Road OR in a small zone. Currently it is sometimes necessary to park in streets quite far off. I can envisage a situation in which I am simply unable to park in my own village, let alone in my own street.</p>
<p>(100) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Concerns 1. The best time to have controlled parking in Lower Wolvercote is at the weekends, when many people visit the village to gain access to the Thames and to Port Meadow. Otherwise most people seem happy with the way things are 2.£65 is a lot to pay for poorer members of the community, plus the cost of extra permits for those who depend on visiting carers.</p> <p>Parking restrictions – No opinion I have no opinion</p>
<p>(101) Member of public, (Wolvercote, Godstow Road)</p>	<p>CPZ – Concerns I live in the area and don't want to have to pay for parking permits for our cars. We have no driveway. You offer no electric car charging. You spend millions on a roundabout that not only doesn't work but actually makes traffic</p>

	<p>work. You grant planning for huge developments and don't support the local residents or environment. It feels like you're actually against us.</p> <p>Parking restrictions – Object I just told you that on the previous page.</p>
<p>(102) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Concerns I do not see any reason for a cpz on Home Close. Very few households have more than 1 vehicle and there is very rarely any problem with parking</p> <p>Parking restrictions – Concerns This is going to create problems for visitors to households</p>
<p>(103) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Concerns I am very opposed to have a controlled parking zone in wolvercote. There is very rarely a problem with parking in wolvercote - the only time we have problems is occasionally on sunny weekends when lots of visitors come to use the river. The proposed controlled parking zone wouldn't even address this as it only covers week days, not weekends, and even if it did cover weekends, it would negatively impact residents far more than it would benefit them. The times the parking is a problem is so rare and would easily be solved by clearer yellow lines on dangerous corners, enforced by parking officers, not a CPZ. A CPZ would not stop this problem as the problem is the visitors parking on inappropriate roads rather than where they can safely park.</p> <p>I work from home regularly and during the day, and parking in lower wolvercote is not a problem during the working day. There are roads where it is full of cars but that is because there isn't enough space for residents anyway, and allowing each resident 2 parking permits if a CPZ was introduced would not address this problem.</p> <p>Introducing a CPZ would massively negatively impact local residents while not benefiting them in any way and I am therefore strongly opposed.</p> <p>Parking restrictions – No opinion The proposed no waiting zones are very small and I believed they were already no waiting zones, so I don't really have an opinion on these</p>

<p>(104) Member of public, (Wolvercote, Rosamund Road)</p>	<p>CPZ – Concerns Parking in Lower Wolvercote is currently not a problem for residents, except in certain locations at certain times.</p> <p>Parking restrictions – Concerns Parking in Lower Wolvercote is currently not a problem for residents, except in certain locations at certain times.</p>
<p>(105) Member of public, (Wolvercote, Webb’s Close)</p>	<p>CPZ – Concerns Why should residents have to pay for the privilege of parking where they live? You are also introducing 2 hour bays into an area that was meant to be for residents only- in Webb’s Close. We barely have enough parking for the residents on a normal day but in busy periods (holidays/summer/weekends) your now proposing to offer 2 hour bays/no restrictions for members of the public to use us as the overflow car park for Port Meadow. For years the residents of Webb’s Close have found it almost impossible when the public use us as an alternative car park and now your essentially saying that this is ok? There is no support here for the residents-just another money making scheme for Oxford City Council!</p> <p>Parking restrictions – Concerns Concerned for the negative effect on residents. This was meant to help us not make life more difficult</p>
<p>(106) Member of public, (Wolvercote, Webbs Close)</p>	<p>CPZ – Concerns I am all for parking restrictions - they are needed in a huge way throughout the village. But, we don't have issues for the time frames you are proposing, quite the opposite. We have problems during the evenings and weekends - during the day time and mid week... there's no issues with parking, as all the cars are elsewhere. I won't want to be applying to pay to park my car during daytime hours Monday to Friday as I won't be here. We do need some parking restrictions in certain areas. So i support things being changed - but they need to be for different times.</p> <p>Parking restrictions – Support Waiting restrictions are needed in certain areas - double yellow lines to assist the busses coming into the village would be very welcome.</p>

<p>(107) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Concerns I am a single parent caring for a child with severe anxiety and Autism. Money is very tight. I am very worried about another bill when things are so difficult financially at the moment anyway. I am also worried about what happens when Wolvercote is flooded with cars in the summer with everyone trying to visit Port Meadow. The weekends can be awful with cars parked and blocking driveways etc. I cannot see how this scheme would help that at all.</p> <p>Parking restrictions – Concerns Financial cost to me is a huge worry. Lack of resolving the problem we have with so many visitors parking badly on weekends visiting the meadow.</p>
<p>(108) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Concerns I do not agree. There is not an issue with parking. I have lived at the address for 3 years and never had a problem. This is yet another tax on working families who are on the breadline at a time when they can least afford. It is enough that our council tax is excessive without more annual fees to pay to the council. Why are residents over 70 able to get endless supply of visitor permits for free yet struggling working families have to pay? Why are the council not doing more to protect vulnerable working families at a time of austerity rather than creating schemes and policies to children further into poverty.</p> <p>Parking restrictions – No opinion I don't have issue with current yellow lines</p>
<p>(109) Member of public, (Wolvercote, Rowland Close)</p>	<p>CPZ – Concerns I feel that the residents of wolvercote can manage the parking situation without the council getting involved. Feels like a money making scheme to me.</p> <p>Parking restrictions – Support There should be places where people cannot stop</p>

<p>(110) Member of public, (Lower Wolvercote, Godstow Road)</p>	<p>CPZ – Support It is getting more difficult for residents to park anywhere near their homes.</p> <p>Parking restrictions – Support Parking should not be unrestricted in Lower Wolvercote.</p>
<p>(111) Member of public, (Lower Wolvercote, Rosamund Road)</p>	<p>CPZ – Support I have been concerned about parking spaces in our street with non-residents parking and some residents having more than 2 cars</p> <p>Parking restrictions – No opinion Not sure what problem is being addressed. Enforcement, however, is an issue, especially on the corner of Rosamund Road and Godstow road (near corner store) with people frequently parking on the double yellow lines.</p>
<p>(112) Member of public, (Lower Wolvercote, Webbs Close)</p>	<p>CPZ – Support Parking in Lower Wolvercote is very limited with regular illegal and dangerous parking taking place. I support proposals to limit parking. I don't think that residents should be allowed a second permit. At the very least there should be a charge for a second permit to discourage multiple car ownership. Can a space be provided for a car-club? I am a member of Co-wheels and have asked them to position a car in Lower Wolvercote where there should be good demand for one. The nearest car they have is in Summertown.</p> <p>Parking restrictions – Support Double yellow lines are needed at the entrance to Webbs Close in particular (at least on one side). There have been occasions when emergency vehicles would not be able to access the Close because of cars parked around the entrance. The number of vehicles parking often leads to people parking on footpaths or place where they cause an obstruction. Can something be done about the numerous garages in Webbs Close that lie empty while parked cars clog up the road?</p>

<p>(113) Member of public, (Lower Wolvercote, Godstow Road)</p>	<p>CPZ – Support As a resident of Godstow Road I have experienced the chaos caused by inconsiderate parking near to my home.</p> <p>Parking restrictions – Support Visitors to the area regularly park with a total lack of consideration for my neighbours.</p>
<p>(114) Member of public, (Lower Wolvercote, Godstow Road)</p>	<p>CPZ – Support Parking should not be uncontrolled since many commuters and others like owners of vans, leave their vehicles here for extended periods.</p> <p>Parking restrictions – Support It is getting more difficult for residents to park anywhere near their homes</p>
<p>(115) As part of a group/organisation, (Oxford, Apsley Road)</p>	<p>CPZ – Support For parking consult Cyclox is the cycle campaign group for Oxford. We campaign to put cycling at the heart of Oxford's future. Our mission is to get more people cycling, more often, and more safely. Car parking affects cycle safety in several ways, including visibility at junctions and the risk of being hit by car doors being opened into the path of cyclists, as well as routes in and out of parking areas crossing cycle routes.</p> <p>Parking restrictions – Support We support restrictions on parking to improve visibility for and of cyclists and pedestrians.</p>
<p>(116) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Support Parking in my road is a nightmare as some residents have up to 5 cars. I'm hoping that permits may make them review this situation.</p> <p>Parking restrictions – Support Wolvercote is a popular destination for day visitors who sometimes park indiscriminately so restrictions may control this.</p>

(117) Member of public, (Wolvercote, Godstow Road)	<p>CPZ – Support I live in Godstow rd and trying to find somewhere to park is very difficult, especially at weekends.</p> <p>Parking restrictions – No opinion As long as they don't reduce the amount of parking I don't mind</p>
(118) Member of public, (Wolvercote, Godstow Road)	<p>CPZ – Support It will reduce the volume of traffic in Lower Wolvercote - Many people avoid the Park&Ride by parking in the village for free - leaving less parking space for local residents</p> <p>Parking restrictions – Support Reduce Traffic Volume</p>
(119) Member of public, (Wolvercote, Godstow Road)	<p>CPZ – Support to regulate parking in the area - it should not be free to leave one's private property in urban space. There has also been a limited amount of cars being long-term left/'dumped' in the area which this would address</p> <p>Parking restrictions – Support for broadly the same reasons to do with regulating parking</p>
(120) Member of public, (Wolvercote, Goose Green Close)	<p>CPZ – Support There are too many cars in lower Wolvercote!</p> <p>Parking restrictions – Support There are too many cars in lower Wolvercote!</p>

<p>(121) Member of public, (Wolvercote, Goose Green Close)</p>	<p>CPZ – Support Parking is out of control in some areas of Wolvercote. At times there has not been enough room for emergency vehicles to pass and also vehicles becoming hazardous to cyclists</p> <p>Parking restrictions – Support The parked vehicles are a hazard to cyclists</p>
<p>(122) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Support Wolvercote area near Home Close is too congested with parked cars, increasing inconvenience and traffic risks for walkers and residents</p> <p>Parking restrictions – Support It becomes a necessity to reduce unconsiderate parking, so I fully support the proposal.</p>
<p>(123) Member of public, (Wolvercote, Collett Drive)</p>	<p>CPZ – Support Too many cars in lower Wolvercote, including evening and weekends, often illegally parked. Would like more safety/priority for pedestrians and cyclists</p> <p>Parking restrictions – Support As previous</p>
<p>(124) Member of public, (Wolvercote, Elmthorpe Road)</p>	<p>CPZ – Support Too many cars on the road, reducing to 2 per household (minimum) would be welcome.</p> <p>Parking restrictions – Support Too many cars.</p>

<p>(125) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Support Too many people driving to Wolvercote and parking for long periods - to commente or even go off on holiday - making parking for locals a problem.</p> <p>Parking restrictions – Support People need to use the park & rides or travel wholly by public transport to get to central Oxford.</p>
<p>(126) Member of public, (Wolvercote, Home Close)</p>	<p>CPZ – Support We frequently find it difficult to park in our own driveway due to cars blocking the entrance because there is so much on road parking by non residents</p> <p>Parking restrictions – Support Support as many cars are parked on the godstow road for days</p>
<p>(127) Member of public, (Wolvercote, Rowland Close)</p>	<p>CPZ – Support Difficult to park for residents</p> <p>Parking restrictions – Support Cars parked everywhere at present with no restrictions</p>
<p>(128) Member of public, (Wolvercote, Webbs Close)</p>	<p>CPZ – Support Parking is becoming difficult</p> <p>Parking restrictions – Support Difficulty in parking</p>



Oxfordshire County Council
Equalities Impact Assessment

Lower Wolvercote – Controlled Parking Zone (CPZ)
January 2023

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Section 1: Summary details

Directorate and Service Area	Highways and Operations – Network Management
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Lower Wolvercote – Controlled Parking Zone (CPZ)
Is this a new or existing function or policy?	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county’s recently adopted Local Transport and Connectivity Plan.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>CPZs are areas where on-street parking is subject to restrictions. In deciding on whether to introduce a CPZ both residents support and policy implications are considered. CPZs give residents preferential treatment when parking in the street around their home. Permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, usually for up to two hours. Disabled badge holders may park free of charge in CPZs.</p> <p>Large parts of Oxford are already covered by CPZs and where these have been implemented, they have been extremely successful in removing commuter parking. CPZs help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in CPZ areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor’s vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits.</p> <p>Households that don’t have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.</p>
Completed By	Vicki Neville – Technical Officer

Authorised By	Jim Whiting – Parking Manager
Date of Assessment	January 2023

Section 2: Detail of proposal

<p>Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county’s recently adopted Local Transport and Connectivity Plan (adopted in 2022) and Oxford City Council’s Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives:</p> <ul style="list-style-type: none"> ▪ 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; and ▪ 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; <p>Demand management measures being developed by the County and City Councils – particularly a workplace parking levy – also means further expansion of CPZs is required in the city to ensure that parking is not just displaced to residential streets.</p>
<p>Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Officers at the County Council have worked with the local County Councillor to develop the proposed CPZ for Lower Wolvercote. The proposed operational hours of the CPZ are Monday – Friday 9am – 5pm Permit Holders or 2 hours no return within 2 hours Monday – Friday 9am – 5pm for non-permit holders.</p> <p>The proposed CPZ would be subject to a formal public consultation and approval of a Traffic Regulation Order by the Council following formal consultation.</p> <p>The proposed scheme has been designed as a Permit Parking Area (PPA) which uses entry and repeater signs to inform motorists of the restrictions in place (e.g. no bay markings). This affords residents the flexibility of where they can park and reduces the amount of sign and line clutter.</p>
<p>Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make</p>	<p>Informal consultation has been carried out (Feb 2021) on the proposed CPZ for Lower Wolvercote. Several factors are considered when deciding whether to approve and implement a CPZ including local support and existing and future parking pressure and other policy considerations. All CPZs are subject to formal consultation. Outcomes of formal consultations will be used to update this interim assessment. Any objections to the formal consultation will be reported to the Oxfordshire County Council Cabinet Member for Highways Management’s decisions meeting – these are public meetings, which members of the public may apply to address.</p>

<p>about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>Targets to reduce private car travel form part of the county’s Local Transport and Connectivity Plan.</p> <p>Controlled parking zones work alongside other strategy proposals (see Central Oxfordshire Travel Plan) to manage travel by private car (traffic filters, workplace parking levy) and encourage more sustainable modes of travel (for example public transport, cycling or walking) by managing the availability and demand for parking. This is traditionally achieved by on street parking schemes with controls on who is able to park, for how long and a charge to do so.</p> <p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p> <p>Doing nothing is not an option because existing parking issues would remain and potentially worsen, because of housing and economic growth, and displaced parking is likely to occur with the roll out of other recently introduced CPZs and should proposals for a city-wide workplace parking levy be approved and implemented.</p>

Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children.</p> <p>No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.</p>	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC Project Team	Post implementation engagement including with Local Member

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in CPZs unlimited.</p> <p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.</p>	OCC Project Team	Post implementation engagement including with Local Member
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			

Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and with infants may require home support from a medical or other professional who need to park on street.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.</p>	<p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property.</p> <p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p>	OCC Project Team	Post implementation engagement including with Local Member
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately in terms of sexual orientation.			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any religious groups.			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Removes free on-street commuter parking in the city, which is mostly likely to impact on those travelling from outside the city. Most parts of Oxford are highly accessible by public transport including Park & Ride.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any armed forces groups.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property.	OCC Project Team	Post implementation engagement including with Local Member
Areas of deprivation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Parking permit charges may affect low-income households. The most deprived LSOA in Oxford is Northfield Brook (Blackbird Leys). Areas of The Leys, Rose Hill, Barton, Carfax and Littlemore are amongst the		OCC Project Team	Post implementation engagement including with Local Member

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				<p>most deprived 20% in England. Nationally, those on lower incomes have lower levels of private car ownership, with 40 per cent of those in the lowest income households having no access to a car or van.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution. This is important as deprived areas can also have the worst health outcomes. Where CPZs have been previously introduced, including in places where deprived residents live, they have improved on street parking for local residents and businesses. CPZs can also help to boost active travel and public transport modes which also benefit from less traffic.</p>			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff will not be disproportionately impacted.			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders. Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £25. A cap is applied of a maximum of 100 visitor permits per property.	OCC Project Team	Post implementation engagement including with Local Member
Providers	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value ¹	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.		OCC Project Team	Post implementation engagement including with Local Member

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	December 2023 – as part of post implementation scheme monitoring
Person Responsible for Review	Vicki Neville
Authorised By	Jim Whiting