

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020
**OXFORD – HEADINGTON QUARRY: PROPOSED CONTROLLED
PARKING ZONE (CPZ)**

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Headington Quarry area but, with regard to the proposals for the no waiting at any time restrictions, authorise officers to review and agree those proposals in consultation with the local member taking account of the consultation responses as detailed in paragraph 17 below and, if required, a further report be submitted to the Cabinet Member for Environment.

Executive summary

2. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents the responses to the formal consultation on a new CPZ in the Headington Quarry area.

Introduction

3. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:
 - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
 - Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
 - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.

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

Background

- Proposals for a CPZ in this area were included in a programme of new CPZs in Oxford, approved by the Cabinet Member for Environment in June 2018 and in April 2019, with it being agreed to use capital funding, together with contributions secured from development to deliver this programme.

Formal Consultation

- Formal consultation on the revised proposals as shown at Annex 1 was carried out between 1 October and 30 October 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 500 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
- 63 responses were received during the formal consultation (an approximate response rate of 13% based on number of letters sent out). These are summarised in the tables below:

CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	1	15	16 (25%)
Support	1	28	29 (46%)
Neither/Concerns	1	17	18 (29%)
<i>Total</i>	<i>3</i>	<i>60</i>	<i>63 (100%)</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	1	16	17 (27%)
Support	1	26	27 (43%)
Neither/Concerns	1	18	19 (30%)
<i>Total</i>	<i>3</i>	<i>60</i>	<i>63 (100%)</i>

- 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 local residents by road:

Road	Object	Support	Neither / No opinion	Total
Bankside	1	1	-	2
Beaumont Road	-	3	-	3
Bushnell Close	2	-	3	5
Chequers Place	-	1	2	3
Cooper Place	1	-	-	1
Coppock Close	1	2	1	4
Gladstone Road	2	1	2	5
Hedges Close	1	-	2	3
New Cross Road	1	2	-	3
Pitts Road	-	3	2	5
Quarry High Street	2	6	2	10
Quarry Hollow	3	2	-	5
Spring Lane	-	2	-	2
Toot Hill Butts	1	-	-	1
Trinity Road	-	4	2	6
<i>non-Oxford</i>	-	1	-	1
<i>unknown</i>	-	-	1	1
Total	15	28	17	60

8. The individual responses are shown at Annex 2. Copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police did not object, citing the fact that the burden on enforcement would not fall on them.
10. Friends of Quarry, a local representative organisation for residents of the area, expressed broad support for the CPZ but noted specific concerns over the extent of the proposed waiting restrictions and need to keep the impact of the signing required to a minimum. They also requested further information on the proposed eligibility for residents and visitor permits for residents of Scrutton Close, Beaumont Alley and Hedges Close and also, more generally, the provision for short term visitors especially in support of the elderly or infirm.
11. It is confirmed that all addresses in the area will be eligible to apply for resident and visitor permits. In respect of the provision for those supporting the elderly or infirm, carer permits may be issued on application, which will include verification of need by the applicants GP.
12. The Bushnell Close Management Company, while supporting in general the provision of a CPZ noted that this private road had been included in error in

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the documentation on the scheme, which it is confirmed will be addressed at the stage of making the traffic order, should the proposal be approved. The company also noted that a proposal for additional waiting restrictions to protect obstructive parking at the junction of Bushnell Close with Quarry High Street arising from approved development was not included in the current proposals. It is confirmed that this matter will be followed up but requiring a separate consultation.

13. The remaining responses were from members of the public. Those expressing an objection or citing concerns raised issues covering: the overall need for and associated effectiveness of a controlled parking scheme in the area, the cost of permits for both residents & their visitors, the number of permits residents would be eligible for, the potentially adverse effect on parking availability of residents & visitors, current and possible lack of enforcement activity as well as potential local environmental & safety concerns.
14. The majority of objections raised by residents queried the actual need for controlled parking in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above, it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from adjacent CPZs.
15. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits (specifically the visitor allocation) 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, consistent with many other CPZs.
16. Queries were also raised about the effectiveness of ‘minimum impact’ style measures, citing that the lack of signs & lines within the scheme could result in a higher level of non-compliance. With the recent implementation of a number of these sorts of scheme across the City, officers are confident that the balance has been appropriately struck, between creating an effective well-designed scheme, whilst minimising the amount of street furniture and associated costs. Officers will review & then consider any specific suggestions for minor adjustments raised during the consultation.
17. A number of the objections expressed the view that some of the proposed no waiting at any time restrictions were excessive and requested a review. It is confirmed that the detailed responses will be investigated by officers and - in consultation with the local member - adjustments made as appropriate.
18. Expressions of support were received from 28 residents for the CPZ and 26 from residents in respect of the proposed waiting restrictions.

Monitoring and evaluation

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

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

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

JASON RUSSELL
Interim Director of Community Operations





Background papers: Plan of proposed Controlled Parking Zone
 Consultation responses

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November 2020

Drawing No. _____ Revision 0

Key

-  Zone boundary
-  Proposed 'No Waiting at Anytime' (double yellow lines)
-  Proposed 'Permit Holder Only' parking Monday to Friday 9am to 5pm
-  Proposed 2 hour shared parking Monday to Friday 9am to 5pm Resident and visitor permit holders will be exempt from the time limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
HEADINGTON QUARRY CONTROLLED PARKING ZONE

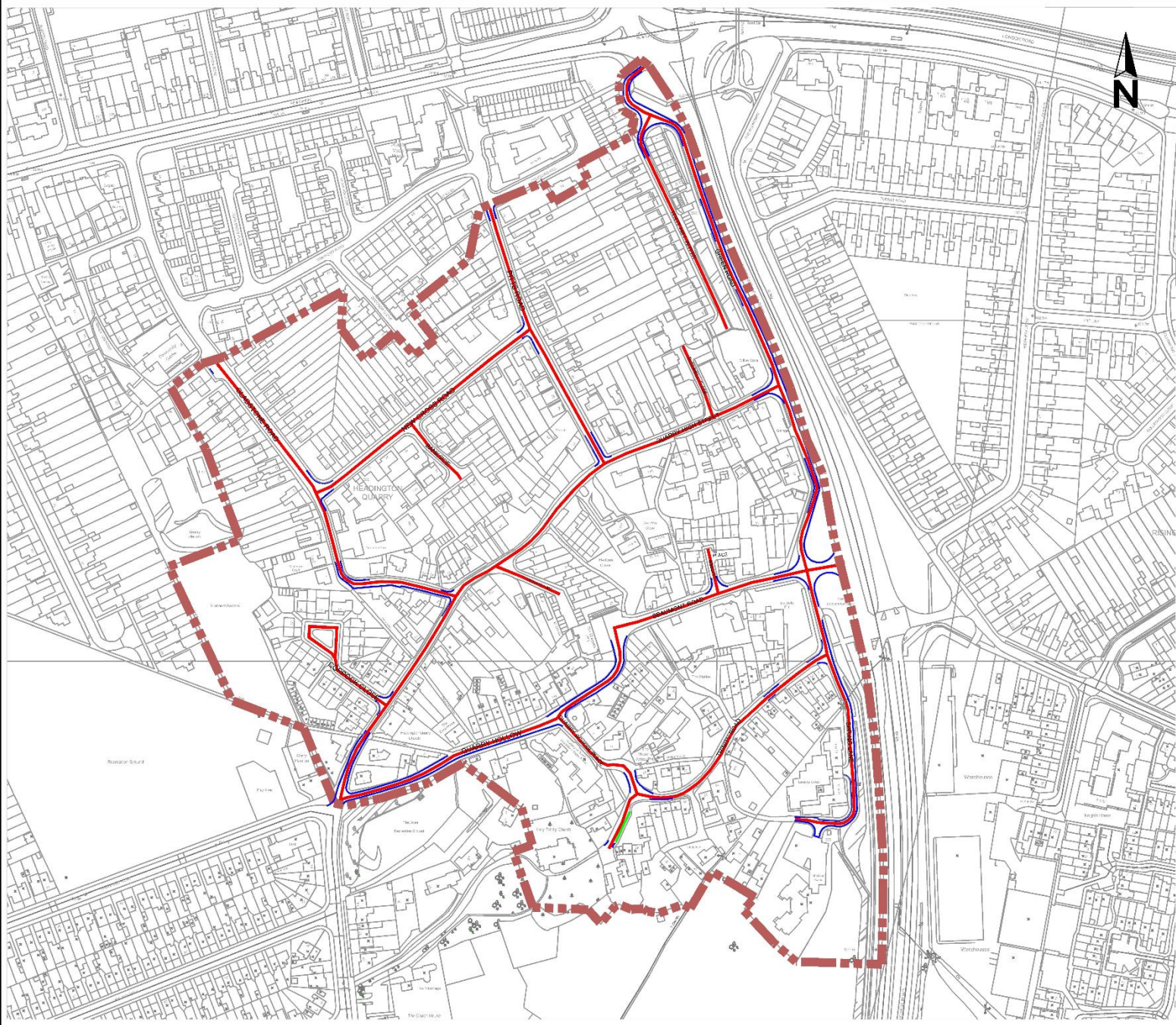
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PROPOSED RESTRICTIONS

Drawing Status

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N.T.S.	JaC		
	Date drawn 06/20	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. _____ Revision 0



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local Organisation, (Friends of Quarry)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Friends of Quarry broadly support the introduction of the Controlled Parking Zone in Headington Quarry. However, as it is a conservation area we have some concerns about how it is implemented. These are detailed below.</p> <p>The proposed extent of yellow lines strikes us as excessive and potentially the cause of problems for residents in some areas. For example in Trinity Road residents have only street parking and long stretches of yellow lines could cause them difficulties. Equally yellow lines in the descent into Quarry Hollow are unnecessary as no one ever parks there for obvious reasons. We request that the wide-spread use of yellow lines be reconsidered.</p> <p>Scrutton Close, Beaumont Alley and Hedges Close are not included in the streets for the scheme. Is this an oversight and will the residents of these areas be able to obtain residents and visitors permits?</p> <p>Given the conservation area status of Quarry there was a concern about obtrusive signage including the yellow lines mentioned above. We would hope that this will be considered carefully and that the excessive use of repeater signs be avoided.</p> <p>We note that there is limited supply of short-term parking during the day in the scheme. We wondered if there could be a limited extension of this to allow for deliveries and visits of health care workers to elderly or ill residents?</p> <p>Local garages cause significant problems with cars parked, often for extensive periods, on the streets. This is a particular problem in Pitts Road. We acknowledge that they will receive limited parking in the scheme which should help, but fear that the effect will be limited unless it is strongly enforced.</p>

<p>(3) Local Organisation, (Bushnell Close Management Company)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We (the Directors) note that although Bushnell Close is not specifically listed in the documents, it is highlighted on the plan as falling under the area for permitted parking, we assume that this is just an oversight. However, anyone referring to the plan when wanting to park may therefore mistake Bushnell Close (which is a Private Road) as part of the permitted parking zone (which it is not).</p> <p>Furthermore, we would also like to highlight that the plan does not account for the Section 106 Agreement in place, where the council have contractually agreed to prohibit the on-street car parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close.</p> <p>The lack of agreed traffic controls indicating the prohibition of parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close has been a persistent problem for the residents over the years as it regularly restricts the access of larger vehicles, such as delivery vehicles or refuse waste collection vehicles etc. and causes undue wear and tear of the entrance to Bushnell Close.</p> <p>For a number of Quarry High Street residents, the lack of parking and traffic controls also pose a significant issue, with a number of them unable to enjoy safe and full access and egress from their driveways when motorists have parked inconsiderately.</p> <p>Vehicles are constantly unable to pass each other in Quarry High Street due to insufficient space to manoeuvre and inconsiderate parking.</p> <p>Although the Directors are largely in favour of the proposed CPZ, so that residents have the opportunity to park safely and considerately, we believe that this must be implemented with due consideration. The recent lockdown due to COVID-19 demonstrated very clearly that the majority of cars parked along Quarry High Street at the Bushnell Close end were not those of residents as, during this period, parking on Quarry High Street was significantly reduced.</p> <p>In summary we are highlighting that:</p> <ol style="list-style-type: none">1. The plan needs to be updated to show that there is no permitted on-street parking in Bushnell Close2. The plan needs to be updated to reflect the area of prohibited parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close3. The Controlled Parking Zone at the Bushnell Close end of Quarry High Street needs to be amended to give suitable
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	and sufficient measures for those residents to enjoy safe and full access and egress to and from their driveways
(4) Local Resident, (Oxford, Bankside)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking on our street is not an issue. There is plenty of space for everyone and we don't seem to have anyone from out of the area parking here.</p> <p>I live in a professional household with 3 others on a HMO license - we all work unsociable hours and need access to a car and parking close by. It would be incredibly inconvenient to only be allowed 2 parking permits for our household. Being called to the hospital in an emergency on call but not having a car close by like it is now could be harmful and we would have to consider moving.</p>
(5) Local Resident, (Oxford, Bushnell Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Would like to raise an objection in relation to the plan and the proposed parking zones:</p> <ol style="list-style-type: none"> 1. The plan shows that there is permitted on-street parking in Bushnell Close when there is not, Bushnell Close is a private road and should not fall under the permitted parking zone 2. The plan shows parking is proposed along Quarry High Street and its junction with the access to Bushnell Close, this often blocks larger vehicles from being able to access the close safely
(6) Local Resident, (Oxford, Bushnell Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Would like to raise a number of objections in relation to the plan and the proposed parking zones. Points of concern:</p> <ol style="list-style-type: none"> 1. The plan does not reflect there is no permitted on-street parking in Bushnell Close 2. The plan does not reflect the area of prohibited parking in the vicinity of Quarry High Street and its junction with the

access to Bushnell Close

3. The plan does not reflect suitable and sufficient measures for Quarry High Street residents to enjoy safe and full access and egress to and from their driveways
4. The plan does not reflect a safe line of sight for certain driveways at the Bushnell Close end of the Quarry High Street
5. The plan does not sufficiently restrict commercial use of permits to a suitable proximity of the business location

Although I realise that Bushnell Close is not specifically listed in the documents relating to the zones, it is highlighted on the plan as an area for permitted parking, anyone referring to the plan when wanting to park is likely to mistake Bushnell Close (which is a Private Road) as part of the permitted parking zone (which it is not) please could this be rectified.

I would also like to object to the fact that the plan does not account for the S106 Agreement with the council. I understand that the council's duties under that agreement are to prohibit on-street car parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close.

The lack of road markings indicating the prohibition of parking in accordance with the S106 agreement is a constant problem for both my family and other residents nearby. I drive an estate vehicle, and I am regularly blocked from getting in or out of my driveway by inconsiderately parked cars. This poses a considerable issue which for me will escalate over the icy winter months if I am unable to enjoy safe access and egress of my driveway, given that I am pregnant and have a small child to look after. Not being able to enjoy the use of my driveway to its full extent is not acceptable. As such it would be very much appreciated if the prohibition of on street parking in the relevant areas is added to the plan and the proposed CPZ and due access is given for those with driveways along Quarry High Street.

My concerns do not end there: the line of sight to safely drive off from a number of the driveways in the Bushnell Close end of Quarry High Street is often restricted by inconsiderately parked cars, a number of which clearly come from the local garages on Green Road and Pitts Road. Due consideration needs to be given to how many commercial permits are allowed to be issued and how they are allowed to be used. At the same time speed control measures at this end of Quarry High Street should also be considered given the number of vehicles travelling at pace down this road especially when there are a number of school children and cyclists heading along there.

The lack of space due to parked cars in front of the entrance to Bushnell Close also causes significant problems for larger vehicles, such as delivery vans or waste collection lorries, etc. gaining access to the Close and on a daily basis. In addition, vehicles are often unable to pass each other in Quarry High Street at the Bushnell Close end due to inconsiderate parking. This also has the doubled impact of increasing wear and tear to the entrance to Bushnell Close which impacts directly on me as I understand that I am responsible for contributing to any costs relating to its repair.

	<p>I do believe that the CPZ is a good thing for those residents without their own driveways. The CPZ will also help to curb any parking by commuters working in the Headington area, as parking along the Bushnell Close end of Quarry High Street is significantly reduced on the weekends which suggests that most cars parked here are not those of local residents. However, at the same time the permitted parking should not come at the detriment to those of us who do have their own driveway and we would like to continue to use it without obstruction. As such I would request that the areas of permitted parking at the Bushnell Close end of Quarry High Street are reconsidered.</p>
(7) Local Resident, (Oxford, Cooper Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>As the proposal stands, I object. Specifically though, I object to a CPZ in Cooper Place. The only cars that park in Cooper Place are cars belonging to Cooper Place residents, or relatives/visitors of those residents (carers of the elderly etc). Thus a CPZ would have no effect on the number of vehicles parked in Cooper place, but would place an extra burden on residents.</p> <p>The CPZ may well be needed elsewhere in Headington Quarry, but I'd like to know why Cooper Place has been added to the list. In the 2 years I've lived here, I've never seen nor heard of a single vehicle parking in Cooper Place that didn't have a reason to be in Cooper Place. Given there are no 'non-Cooper Place' vehicles parking here, a CPZ in Cooper Place will not bring any benefit that I can see. What benefit to Cooper Place do you believe a CPZ here will bring?</p>
(8) Local Resident, (Oxford, Coppock Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Controlled Parking Zones reduce the available parking in an area and force people to pay to park in their local area. The impact of non-resident parking is not an issue in our local vicinity but a CPZ will result in a reduced number of parking spaces. The experience of living in another area of Oxford with a CPZ introduced was that people are in support of the proposals until they are implemented at which point they realise they will be paying for fewer parking spaces and that the reduction in non-local parking isn't sufficient to compensate for the reduced number of spaces.</p>
(9) Local Resident, (Oxford, Gladstone Road)	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>Gladstone rd doesn't have a parking problem</p>
<p>(10) Local Resident, (Oxford, Gladstone Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Your restriction on the number of permits per property to two per household gives myself and my family no alternative other than to object to the scheme.</p> <p>Our household has 4 car owners. My two adult sons live with my wife and myself - try affording anything else in Oxford on a basic wage - and we each have a car to carry on our business and get to work. We can park one car on our drive, but we will badly need an extra permit. Having lived in this local area for 30 years I am aware that there is a considerable variation of parking needs across the village, with a range of personal requirements and options, and I cannot see why there appears to be so little flexibility, when there is more flexibility elsewhere in Oxford.</p> <p>The proposed CPZ may deter commuters but the restriction on the number of permits simply means that we are almost certainly better off to stay as we are. The limited availability of parking space under the scheme also contributes to that problem. It is also a concern that by reducing the number of cars parked the traffic flow and pace is likely to increase, which will be dangerous for children and pets. Headington Quarry is a favourite 'rat run' to the Churchill hospitals and the more central areas of Oxford. So if the scheme must come in, please can it be delayed until other traffic management measures are in place that will reduce the flow of through traffic, as I understand is also being considered.</p> <p>So please, if we must have a CPZ, please be flexible and let us have an extra permit! Please, please be considerate in this matter, as our local Councillor has indicated may be possible!!! I have paid Council Tax for nearly 40 years to OCC and it would be nice to be given some positive consideration in this difficult matter.</p>
<p>(11) Local Resident, (Oxford, Hedges Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The addition of double yellow lines to the residential areas of Headington Quarry will make it harder for residents to park, which would be compounded by needing a permit to fit in one of the newly painted bays. There's never a problem passing other vehicles if you're observant and give way, but there is a problem with through traffic. This traffic is not</p>

	<p>parking here, so there isn't a problem with commuters filling up roads by parking, especially as the proposed timing wouldn't help with this. I am concerned that allocating parking wardens to police the parking zone would distract them from the more important role of ticketing people parked in bus lanes and cycle lanes, and instead they would end up fining residents who have misjudged what zone they are allowed to park in, and make it harder for people to visit friends living within the parking zone.</p>
<p>(12) Local Resident, (Oxford, New Cross Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>1. General Remarks – putting the Proposed Controlled Parking Zone into context</p> <p>I am writing to raise my doubts about the proposal to introduce parking permits in Quarry East. Having lived in Headington for the last 38 years and observed the growth of cars on our streets and the proliferation of car-parking restrictions, I have reluctantly concluded that the policy is no longer adequate for the challenges facing us now and in the future.</p> <p>As I recall, the introduction of parking permits was a response to the increasing numbers of 'foreign' (i.e. not from Headington) cars that were being parked on residential streets by workers at the hospitals and elsewhere who were no longer allowed to park at their workplace owing to lack of car-parking space. As many of these 'foreigners' were key-workers who could not afford to live in Headington, it was only right that their concerns should be addressed. The expansion of Thornhill Park-and-Ride was an attempt to do this. Commuters who parked their cars there could catch a bus that would take them directly to one of Headington's five hospitals. Such a solution seemed to provide a satisfactory solution for everyone.</p> <p>Unfortunately this success proved only temporary as the law of unintended consequences began to operate. Parking permits (and assiduous parking wardens) may have pushed unwanted 'foreigners' out of streets with parking restrictions. It also clobbered resident families who had more than one car. They soon had to pay for the privilege of on-street parking outside their own homes. So a new industry began sprouting all over OX3: removing front gardens to make way for forecourts on which a second and sometimes a third or more cars could be parked.</p> <p>With the hospitals and Brookes University continuing to grow, the conditions were now ripe for the ever-increasing forecourts to start making a profit for their owners. Using slogans like, "More bang for your parking buck", forecourt owners are invited by different websites to rent out parking spaces online. This may be a nice little earner, particularly if your forecourt can accommodate several cars. What it does for neighbourly relations and the environment is another</p>

matter.

Take the example of the former council estate that lies to the east of Gypsy Lane. With its generously sized houses and front gardens, it used to be a model of successful council planning. Today, few of its houses are council-owned and around 90% of front gardens have been turned into forecourts. Here and there one can still see the old wooden fences bordering lawns and gardens that used to be characteristic of this friendly estate where neighbours communicated with each other over the garden fence. Today this is physically impossible for the most part. Residents are more likely to be prisoners in their own homes with the prospect of driving off in the car their only escape.

Local, national and international reports and studies all show that such a solution to our transport problems is unviable in the long term. The unfettered use of the motor car not only causes chronic traffic congestion: exhausts emit toxic fumes into the atmosphere damaging our health and contributing to global warming.

Turning front gardens into hard surfaces causes loss of wildlife habitat. In contrast to the cooling effect of a front garden containing shade-giving vegetation, hard surfaces cause radiation and a rise in temperature. What had previously helped to alleviate the effects of heavy rainfall, now becomes a net contributor as water runs off the forecourt into storm drains thereby adding to the problem of flooding downstream.

In terms of aesthetics, it is difficult to know whether houses look less compromised with cars parked in front of them or when an unoccupied fore-court continues unrelieved up to the walls and front door. In both cases it is the end of the notion of nature extending its charms into residential areas in our towns and cities which has dominated planning concepts for over 200 years.

2. Quarry East proposals

In Quarry the roads nearest to London Road (Trafford Road and its feeder roads in particular) already have considerable parking restrictions. This appears to be inevitable given the high density of its post-war housing and the need to provide adequate parking arrangements. It is a different story in most of the rest of Quarry where signage is minimal and road paint restricted.

Walking through its streets about 3.30-4pm on Monday, 19th October, I saw an amazing number of parked vehicles in much of New Cross Road (some of it construction-related), Pitts Road (near the Quarry High Street end), Quarry High Street (near the Cornerstone church) and Green Road (by the Six Bells pub) and near the garage (Quarry Motoring Centre). However, the parking was always quite orderly. There was no double-banking, no obstruction to passing vehicles.

When I walked the circuit more than two hours later, the situation was broadly the same in numbers of vehicles parked except for those parked on Green Road by the Six Bells which had reduced considerably. In Pitts Road the numbers had increased as cars were now parked on the west side of the road in front of people's houses. As these houses also have garages which are pretty inaccessible thanks to the cars parked opposite (which probably belong to residents in the terraced houses on that side of the road), it seemed likely that these additional parked cars merely represented their owners wish to park as closely as possible to their own homes.

Returning the same evening after 10.30pm, there was only one car left on Green Road, more cars parked on the west side of Pitts Road and the situation broadly unchanged (i.e. cars often parked bumper to bumper) elsewhere.

A stroll in the rain at midday on Wednesday, 21st, highlighted double-banked parking at the Pitts Road end of New Cross Road, probably caused by building-workers' vans; also round the corner in Pitts Road where cars were parked directly outside residents' home – arguably because car-owners were working at home.

Although my own survey was not particularly extensive, I am not convinced that a more rigorous one would have revealed outcomes that would make me fundamentally change my opinions. These are:

1. That there are far too many stationary, unused cars on the streets of Quarry for the well-being of residents. In particular pedestrians, the disabled and cyclists pay a high price for all that metal parked on the roads (and sometimes on the pavements). Pedestrians and disabled have to contend with historically narrow pavements which reflect Quarry's village origins. They are in any case often forced onto the streets just to avoid bumping into other pedestrians. Cyclists (and to a lesser extent pedestrians and car drivers) take their lives into their hands at various intersections owing to lack of vision caused by parked cars (e.g. when turning right from Quarry High Street into Green Road). That said, I am fairly sure that most cars parked on the streets of Quarry belong to residents, rather than being left by 'foreigners', for the simple reason that most cars do not vanish from the aforementioned pinch points overnight.
2. It is hard to see that introducing a CPZ throughout Quarry would materially change this. However, it might encourage more residents to dig up their front gardens as many will resent paying for the privilege of parking their own cars in front of their homes. I daresay it will antagonise those residents in properties fronting directly onto the road (such as in Pitts Road) who will be obliged to use their garages even though – given the huge increase in cars and car usage on narrow streets– it is probably no longer safe and convenient to do so.
3. The old centre of Quarry (New Cross Road, Quarry High Street, Quarry Hollow/Beaumont Road) which stills retains some charm with its abundant stone walls, front gardens and village 'feel' about it will finally start to disappear under a deluge of yellow paint, 'foreign' cars cruising around looking for possible parking spots – not to mention traffic wardens on their scooters and (probably) the eyesore of additional forecourts with or without cars parked on them.

3. Is there another way possible?

While I think that introducing CPZ into the whole of Quarry has few benefits and is outweighed by its disadvantages, that does not mean that restrictions are not urgently needed in Quarry.

For instance it is negligent on the part of Traffic and Road Safety to allow the build-up of parked vehicles on Green Road and continuing around the corner into Quarry High Street, for example. This and similar hazards in the village (e.g. the intersection of New Cross Road and Gladstone Road) should be subject to generous applications of yellow paint and daily inspections by traffic wardens.

As far as I can see, restricting parking in Headington will not deter up to 500 motorists an hour using Quarry Hollow/Beaumont Road and, less frequently, Gladstone Road as part of a rat run. While it may not be possible to prevent commuters from doing this, it is surely reasonable that their cars are driven at only 20mph? Enforcing this would go a long way to improving the safety and sanity of villagers. If this were linked with enforcement of speed limits on the ring road, it would contribute to greater safety, less noise pollution, lower stress levels and better air quality.

Finally, we are reaching the end of 2020 which some experts have already predicted will be remembered as the first year 'AC' (After Covid). In their scenario it marks the end of 75 years of unfettered growth since the end of WW2. Covid-19 is a thoroughly man-made, modern, capitalist-era disease (thanks to the airline industry, mass tourism, global integration etc) which must be the last of its kind, they say, if humanity is to have a bright future. It also marks only twenty years before Britain (and Europe) should be living in a zero-carbon world. The alternative (rising ocean levels and unpredictable climate change) is too terrible to contemplate.

Surely introducing parking permits at this stage is sending out all the wrong signals (i.e. business as usual)? The policy has by all accounts failed in the long term as every time restrictions are introduced into one area, the problem (too many cars chasing too few parking spaces) is exported to its neighbours where parking remains unregulated.

What Oxford councillors and planners (so strong on rhetoric, so weak on real solutions!) need to do is implement policies that offer real hope and the possibility of a permanent solution to our problems, not just kick them into the long grass.

As a starter, I suggest the following:

Councillors should propose a compact to Quarry residents specifically to solve the problems created by excessive use of private vehicles. All residents should be invited to complete a questionnaire detailing their use of public and private transport over the previous year. Questions should include how many miles they have travelled and where. Their attitude to using buses and other public transport needs to be assessed. For how many is the bus simply too

expensive, etc. Could additional bus routes be usefully introduced? At what point would they be prepared to give up their cars for everyday use?

Co-Wheels should have an input into the debate. They should be sponsored to produce literature explaining how collectively owned cars (particularly if they are electric) can vastly reduce the cost of motoring for individuals. The council should indicate its willingness to install electric charging points and negotiate with the government for funding for this pioneering initiative.

It was not lost on the author that two of the biggest 'offenders' regarding parking are (in all probability) Quarry's two garages. How else can you explain a line of cars neatly parked bumper to bumper overnight outside the dealership with only a millimetre between cars? If the council's proposals go ahead, they stand to be losers. As virtually the only wealth creators in the village apart from three pubs and one retail store, I suggest they should be treated with some regard. Why shouldn't they be included in the package rather than being hounded? It's much easier to work with businesses rather than against them.

The aim would be to reduce individual car ownership within a timescale to only those who absolutely need it for work and cannot rely on public transport. Once the Quarry compact is up and running, the plan or similar could be broadened to other parts of Headington, if not further afield.

If such ambitions seem utopian, planners should ponder the fact that Britain has by far the worst record of North European countries for investment in public transport. Hamburg, Germany's second largest city (1.84m), is planning to phase out private transport by 2035. Historic, Oxford-sized cities in Germany and France run trams as well as buses with fares costing a fraction of the bus tariffs paid in Oxford. With individuals and families far less dependent on their own cars, there are fewer cars on the streets and public transport is highly reliable. As Oxford has no plans for trams, citizens are forced to rely on buses. But how can drivers ever deliver passengers on time unless the numbers of cars on the roads are drastically reduced?

To go through all the hassle of introducing parking restrictions which will be felt on every street in the village without solving any of the longer-term problems that are galloping towards us smacks of Nero fiddling and a waste of taxpayers' money. The fact that Quarry is a tiny, tight-knit community surely makes it an ideal starting point for introducing changes which every town and city will have to undergo sooner or later. Where mistakes are made, they will be more easily rectified. Not to do so now will only make the task of the next generation of planners needlessly more difficult.

<p>(13) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Very inconvenient for us and for visitors No close parking spaces for visitors We have a private car-park but sometimes parked by other people, meaning that my car has to be parked on the road, which now I am facing potential fines to do that.</p>
<p>(14) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Basic Position: Opposed to the overall CPZ. It is only the density of parked cars during the daytime that controls traffic speed in the whole of Headington Quarry – which is basically a set of narrow roads (often with no pavements) made up from tracks that lead down to the old quarry bottom. To have a CPZ is identified, in our minds, with an increase in traffic speed, traffic throughput, and an increased danger to pedestrians.</p> <p>Revised Position: We are aware that there is a very good chance that the proposed CPZ will be agreed to by the local population – in which case the following remarks and highly specific recommendations need to be added concerning the double yellow lines at the junction of Quarry High Street and Pitts Road.</p> <ol style="list-style-type: none"> 1. At the southeast corner along Quarry High Street: planned length of lines OK. 2. At the southeast corner along Pitts Road: planned length of 21 metres is too long and unkind to the garage and motor repair business at 70 Pitts Road. The length could be reduced to 8m (say). This would allow space for largish vehicles to turn into and out of the Pitts Road/Quarry High Street junction. That stretch of Pitts Road has long been used for proper parking and we think it wrong and insensitive to trample on that traditional usage. The garage business must have some parking. 3. At the southwest corner along Quarry High Street: planned length of lines too short. The length could be extended along to the junction of numbers 49 and 51 Quarry High Street – say 15m. This is suggested since ambulances and other largish vehicles occasionally have trouble turning into the private car park of Scrutton Close – said car park being just across Quarry High Street from 49 and 51 Quarry High Street. If the lines are too short then that would allow cars to park

	<p>just outside 51 – which they do at the moment – and still cause problems for largish vehicles turning into Scrutton Close (a residential home for vulnerable people – hence the ambulances). The road is also narrow on that stretch with no pavement on the south side. Recycling and waste trucks etc are often held up by cars parked outside 51. So, on this stretch, extend lines to, say, 15m, to the edge of the dropped kerb of No.49.</p> <p>4. At the southwest corner along Pitts Road: since it has not been customary for cars and vans and low loaders to park (on the pavements) along this length (not customary, that is, until the recent garage and motor repair business came along a few years ago) we agree with the long length of lines. However, we would like them to be cut off at the south edge of our dropped kerb/access way. Instead we would appreciate a white line (with end bars) being put across our access way. If you wish the double yellow lines could then be continued further – although we think this too would be unkind to the garage at 70 Pitts Road.</p> <p>5. Finally, it is not clear from the consultation documents just what the position of visiting tradesmen will be. For example, last year we had our roof re-tiled. This required two prolonged visits from a scaffolders truck, a long visit from a truck delivering tiles, the roofers (two trucks) for a day and a bit, and regular visits (another truck) from the project manager. What would we (or any resident) have to do once the CPZ is in place – and don't forget, we (specifically 'we') are to be surrounded by double yellow lines. What if the plumbers come? or the house is redecorated? What happens then? We can only accommodate one small car. What allowance has been made in the regulations for simple tradesmen that have to spend day(s) on site in a CPZ?</p>
<p>(15) Local Resident, (Oxford, Quarry Hollow)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>For me, the CPZ would be inconvenient. I have previously lived in two other CPZs (one in Oxford, one elsewhere) and have found that, on balance, I prefer the unrestricted parking arrangements in Quarry.</p> <p>We have family members who provide regular childcare. This allows both my partner and me to work. Typically, our visitors stay for one or two nights every week. This use alone would require all of our allocated visitors' permits - we wouldn't have any left for anyone else to visit.</p> <p>Whilst I acknowledge very real problems with parking and traffic exist within the Quarry, I believe there are other mechanisms (e.g., a Low Traffic Neighbourhood scheme) that would be more effective, and less of an inconvenience.</p>

<p>(16) Local Resident, (Oxford, Quarry Hollow)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There are lots of parking spaces around Quarry Hollow, that are mainly almost vacant. Almost every house has a parking space in this street, therefor the measures will affect any visitors to the house. I've been living in Quarry Hollow over 2 years now and my visitors never had any problem with parking, and I believe the parking restrictions are just a way for the council to earn more money, since I personally never had any problems parking near the house.</p>
<p>(17) Local Resident, (Oxford, Quarry Hollow)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We have frequent visitors to our house, particularly my parents, who travel here every week to look after our children, while we work. They are part of our support bubble and I feel they are entitled to park near the house. If they have to use a permit every visit, we will be left with no other permits for the year. I also do not want the extra expense and inconvenience of applying for a permit and visitor permits every year.</p>
<p>(18) Local Resident, (Oxford, Toot Hill Butts)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>It looks to me that the Council is trying to solve a problem which does not really exist. At the moment both Toot Hill Butts and Green road has quite a few empty parking places throughout the day. I don't see why we should pay 65 pound to park in front of our house given that currently we are always able to do this without any parking restrictions.</p> <p>I the council has concern about commuters parking in the city, then they should expand park and ride make it cheaper and improve public transportation. Introducing parking restrictions will not solve commuters' problems but create problems for residents.</p>
<p>(19) Local Resident, (Oxford, Bushnell Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am writing in response to your letter dated 1 October 2020 re: Formal consultation of the proposed CPZ for the</p>

	<p>Headington Quarry Area.</p> <p>While I am broadly in favour of measures to better control parking in the area, I do have two points about the current proposal that I would like to raise.</p> <ol style="list-style-type: none"> 1. Clarification on defined parking area – Bushnell Close is not one of the streets named in your letter as falling under the CPZ, however it has been marked on the related map as an area where residents can park under the new scheme. As a private road, I would not expect Bushnell Close to be included, so I am hoping that this is a clerical error and will be updated before the final plan is released? 2. Lack of markings relating to Section 106 agreement – To date, the markings stipulated in the Section 106 agreement made between the developers of Bushnell Close and the Council, prohibiting on-street car parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close, have yet to be implemented. As a new resident to the Close, I cannot speak as to why this is the case, however, given the nature of your proposal, it would seem an opportune time to complete the work. At present, the traffic flow into and out of Bushnell Close is severely hampered by parking opposite and to either side of the entranceway to the Close. This not only makes it difficult to access the close, but it also limits the visibility of traffic along Quarry High Street, which makes the junction unnecessarily dangerous to use.
<p>(20) Local Resident, (Oxford, Bushnell Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am writing to raise two points in connection with the aforementioned proposal:</p> <ol style="list-style-type: none"> 1. Parking zones - I see from the corresponding map that Bushnell Close has been included as a street as part of the CPZ, however it is a private road and therefore I would have assumed it cannot be inducted? 2. Section 106 - as part of our original agreement with Oxford Council, car parking restrictions should have put in place outside the entrance way to Bushnell Close. This has yet to be done. Can I propose that these markings are added to the revised plan so that the entrance way to the Close is made safer for all that use it.

<p>(21) Local Resident, (Oxford, Bushnell Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>While I am broadly in favour of measures to better control parking in the area, I do have two points about the current proposal that I would like to raise.</p> <ol style="list-style-type: none"> 1. Clarification on defined parking area – Bushnell Close is not one of the streets named in your letter as falling under the CPZ, however it has been marked on the related map as an area where residents can park under the new scheme. As a private road, I would not expect Bushnell Close to be included, so I am hoping that this is a clerical error and will be updated before the final plan is released? 2. Lack of markings relating to Section 106 agreement – To date, the markings stipulated in the Section 106 agreement made between the developers of Bushnell Close and the Council, prohibiting on-street car parking in the vicinity of Quarry High Street and its junction with the access to Bushnell Close, have yet to be implemented. As a new resident to the Close, I cannot speak as to why this is the case, however given the nature of your proposal it would seem an opportune time to complete the work. At present, the Traffic flow into and out of Bushnell Close is severely hampered by parking opposite and to either side of the entrance way to the Close. This not only makes it difficult to access the close, it limits visibility of traffic along Quarry High Street, which makes the junction unnecessarily dangerous to use.
<p>(22) Local Resident, (Oxford, Chequers Place)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am personally against the introduction of a CPZ, but I believe more than half the residents of Quarry favour it, so my comments relate to how it will be, on the assumption that it is certain to be implemented.</p> <p>It seems to me there are too many stretches with double-yellow lines, and there should be more places for unrestricted parking.</p> <p>I think the yellow lines will look ugly, and spoil the uniqueness of the Quarry streetscape, which is, as you know, a Conservation Area. Could the no-parking restriction not be achieved by bay divisions limited by small road markings in white paint, and clear signs on poles at the beginning and end of each bay? If this is not permitted, then is there not another less obtrusive form of road marking? If not, there should be.</p>

	<p>I am also very concerned that the charges will make it attractive for people to pave their front gardens and store their vehicles there, to avoid payment. This seems entirely wrong, and against all the 'green' policies that the council purports to support. Therefore I propose that permits should be free to one person per house within the area.</p> <p>Another concern is that, if long stretches of road are expected in future to have hardly any parked cars, then this will encourage speeding through the Quarry, which as you probably know is already a problem.</p>
(23) Local Resident, (Oxford, Chequers Place)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have concerns that there may not be enough parking for the residents.</p>
(24) Unknown, (Oxford, Coppock Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I don't understand how residents parking can operate when there are double yellow lines on the road. The weekends can be a problem due parking by members of the Cornerstone Church but the scheme does not cover the weekend.</p>
(25) Local Resident, (Oxford, Gladstone Road)	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>I don't think the CPZ needs to be 9-5pm.</p> <p>A 2 hour period in the middle of the day would be enough to deter commuter traffic and at the same time wouldn't impact residents receiving visitors too much, particularly the elderly/anyone that struggles to get out.</p> <p>That would also reduce the operational cost of the scheme and should reduce the cost of permits including visitors permits. Alternatively the money could be reinvested in establishing and maintaining a low traffic neighbourhood.</p>

<p>(26) Local Resident, (Oxford, Gladstone Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>It is imperative that no yellow lines are put outside 35 Gladstone Road at the curb which adjoins the driveway of 33 Gladstone road. there are several reasons for this! but the most pertinent one is that a parked car at that point acts as a natural traffic barrier- it prevents cars from speeding through the street. Speeding at this point of the road has become a problem since the increasing number of driveways that exist. When a car is parked at that point! it decreases drivers' ability to drive at speed! instead necessitating them to stop to let each other pass. If yellow lines are put there, it will greatly increase the chance of speeding.</p>
<p>(27) Local Resident, (Oxford, Hedges Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I very much support the overall scheme. I wanted to clarify that Beaumont Alley, Scrutton Close and Hedges Close are not mentioned in the list of street names in the consultation document and consolidation order.</p> <p>The quarry contains a number of these small alleyways that connect onto the main streets. There are probably others that I have not identified, elsewhere in the quarry.</p> <p>Beaumont alley is a footway only and therefore residents probably do park on quarry high Street. Similarly Scrutton Close and Hedges Close has a very small amount of dedicated private off street parking, but residents and visitors may still Park on the public highway.</p> <p>I would be grateful if it could be clarified that these little roads that connect on to Quarry high Street are also eligible for permits, residential and visitor.</p> <p>That is, Beaumont alley, Sutton close, and Hedges Close should be added to the list of "zone addresses" in section 3 of the consolidation order.</p> <p>Perhaps this would already be covered by the second line of their address which is likely to be quarry high Street, as that is the name of the public highway onto which they adjoin, but for the avoidance of any doubt it will be useful to get them included in section 3.</p>

<p>(28) Local Resident, (Oxford, Hedges Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I was surprised to see that Hedges Close has been omitted from the list of Zone Addresses although it was included in the initial consultation documents.</p> <p>As we are not a Zone Address it seems that we are not entitled to the 25 free 1 day visitor permits + 25 more at £1 each that our neighbours on Quarry High Street, Chequers Place etc ... are entitled to. Is this correct?</p> <p>While we do have our own parking area, the garages are too small for modern cars and so residents park in the lot. With 3 cars parked (for 5 residences) access is OK. If a fourth car uses our visitor's spot in a considerate fashion then all cars can still get in and out of the lot. Five cars can be tricky! If more than one Hedges Close resident has a visitor then our parking is insufficient and additional cars would have to block the exit of other cars if they are no longer allowed to park on the street.</p> <p>Our parking lot is just a communal driveway and many houses with driveways are included in the streets included in the list of Zone Addresses like our neighbours on Quarry High Street and Chequers Place.</p>
<p>(29) Local Resident, (Oxford, Pitts Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I currently park off road, but sometimes have needed extra parking in the road for family, visitors, and contractors/builders.</p>
<p>(30) Local Resident, (Oxford, Pitts Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am concerned that the CPZ will not be properly enforced and that the local garage will continue to use Pitts Road as a parking overflow. It is unclear from the proposal and accompanying documentation how enforcement will be implemented if spaces are taken by illegally parked vehicles so that residents are unable to park legally. The garage staff also regularly use different cars for personal use: can the garage therefore apply for a business permit if there is no permanent vehicle based at their premises?</p>

<p>(31) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>While we are broadly in support of the proposals, we are concerned that Quarry High Street is a narrow street with parking only possible on one side of the road at most points along the street. We are concerned that without clear marking of parking areas, vehicles could be parked on both sides of the road, restricting access to drives / off-street parking and affecting line of sight for residents parking in drives.</p> <p>Also, we are concerned that existing white lines preventing parking across drives may be lost with changes in street markings.</p>
<p>(32) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>We agree with a Controlled Zone but with caution. Some of the residents need parking as they do not have drives. The entrances to Bushnell Close and the entrance down from Bushnell Close leading to four houses may require yellow boxes as these are frequently obstructed.</p> <p>This area is one of our problems: i.e. when vehicles park opposite this entrance to a set of four houses the residents are unable to get in and out. We are constantly blamed and people come to the door asking us to move the vehicle when we don't have anything to do with them.</p> <p>Some delivery vans park anywhere, leave the vehicle blocking our drive. Some vehicles and vans park immediately opposite us and because of the width of Quarry High Street we are unable to come out by turning our car onto Quarry High St. Also they park either side of our drive and we are unable to see oncoming traffic from either way – we are effectively blind, unable to see from both directions – left and right.</p> <p>This is further compounded when the Refuse Van comes around to collect the rubbish, recycling, food caddies and garden rubbish.</p> <p>General events that are already seriously concerning:</p> <p>Cars tend to speed through Quarry High Street and 'Friends of Quarry' have recorded at peak times approximately over</p>

500 vehicle per hour travelling through the Street in order to avoid the traffic jams on the London Road.

Also, I have recently asked for the road signage to be repainted as they wear out so quickly due to the volume of traffic. They are now wearing out again.

We have a granddaughter who goes to the Windmill School on Margaret Road and we are worried about the volume and speed of the vehicles as the width of some pavements are small.

In addition, the use of the word Street is misleading as it has a width of a Medieval Lane but is not recognised as such. Could signage on the entrance to Quarry Hollow and Quarry High Street/Lane be erected designating the area.

This has been further compounded by the exit onto the junction of Quarry Road, Margaret Road and Quarry Hollow Road where a set of new buildings has been erected. Such buildings appear to have been erected without initial planning which because of their near completion were given retrospective permission. This was against the wishes of the people of Quarry because of the amount of buildings and their height which was above the recognised height for the area. One of the immediate dangers involved was with vehicles and the need of those residents of the six buildings to have parking with entrance and exit onto this junction area.

Could I make you aware that I have already had an accident coming out of our drive onto Quarry High St at the Green Road end at 6.30am. The car was facing forward as I always reverse into our drive. I had hazard warning lights on and ordinary headlights on but the car that hit our car was speeding without due care. The road has 20mph signs along it but that does not seem to stop people who use it as a quick and fast rat run.

Also, we have had large coaches and articulated lorries towing large trailers going through Quarry High St., at all times of the day and night. They do not take any notice of the signs at either end of the road. Consequently, the surface of the road and kerb plus pavements suffer.

In addition, we have people parking along Toot Hill Butts and along Green Road and walking into Oxford. If this area is full they start parking down Quarry High Street causing obstructions for the residents.

We have had people coming out of the Green Road entrance onto the Headington Roundabout as we were going into it placing us in a dangerous position on the roundabout.

<p>(33) Local Resident, (Oxford, unknown)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am very concerned that Holy Trinity Church will be unable to function if double yellow lines are allowed for School Place, Trinity Road, and Quarry Hollow. There are weddings and funerals taking place at different times during the week. The 4 parking spaces by the church gates are totally inadequate and the congregation need to park somewhere. They park in the roads at the moment.</p> <p>Also, the Nursery in School Place employs 20 part-time staff and have only been allocated 2 spaces. This is not right. Also, parents arrive morning, lunchtime and later in the afternoon and park their cars in Quarry Hollow and Trinity Road, so they can escort the children to the Nursery door. Where will they park if double yellow lines are everywhere?</p> <p>The village needs to live and not be continually frustrated by double yellow lines, bollards and plant boxes. Slow traffic causes more pollution.</p> <p>Also if double yellow lines are implemented please ensure they go up to the house no. 1 in Spring Lane, which is the narrowest part of the lane and if a car parks there 1_2 and 3 Spring Lane (houses) cannot get past with a vehicle.</p>
<p>(34) Local Resident, (Oxford, Trinity Road)</p>	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>Since moving here in 2019 I have been concerned about the traffic in HQ and the CPZ May help to relieve this. However, I'm concerned about the planned section of double yellow line outside numbers 30, 32, 34 and 36. Currently residents park on the pavement outside these homes. Whilst not ideal it does seem to cater for their parking needs. Without those spaces there will be extra pressure on the spaces provided and it is already quite difficult to find on street parking. (I am not aware that this difficulty is caused by people who don't live on the road - the current parking available only just provides for our section of the road).</p> <p>Quarry foundation school pick up and drop off creates parking pressure and I'm not sure how these plans address that.</p>
<p>(35) Local Resident, (Oxford, Trinity Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p>

	<p>1) This proposal is an improvement over the original proposal which was roundly rejected by the local community some years ago. However, there are the following concerns:</p> <p>2) The proposal makes no reference to the fact that Headington Quarry is a Conservation Area and what consideration has been taken into account in terms of limiting signage (I am aware that the proposal is described as low signage). The map does not show the position or number of signs that will be erected.</p> <p>3) The proliferation of double yellow lines is intrusive and unnecessary. Please reconsider this section of the proposal. Even with the current levels of commuter parking vehicles are not parked in most of the areas now proposed for double lines. The narrowness of many of the roads ensures this! I would like to propose that there are NO double yellow lines in this scheme for a trial period at least.</p> <p>4) Headington Quarry Foundation School employ approximately 20 people, many of whom work part-time. I do not know how many travel to work by car but there is no off-road parking and according to the proposal the School will only be entitled to 2 vehicle permits. This point also applies to the two garage businesses in the area.</p>
<p>(36) Local Resident, (Oxford, Bankside)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>In favour of reducing car traffic in the quarry</p>
<p>(37) Local Resident, (Oxford, Beaumont Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the idea of a CPZ but dislike all the paint and clutter that accompanies it and especially the DYLS that reinforce the street as a road exclusively for vehicles in a historic parochial setting.</p> <p>Have you looked at Manual for Historic Streets by the Historic Towns Forum for how to deploy these in Conservation Areas?</p>

<p>(38) Local Resident, (Oxford, Beaumont Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We are keen to see a massive reduction in car use generally.</p> <p>We do however want to ensure that we can have either a double yellow line or a dropped kerb in front of our access to the road. We do not have vehicular access, but we do use the cargo bike and if a car is parked across our entrance we cannot exit our property at all because the pavement is too narrow. I have previously asked the county for a dropped kerb but because we don't have vehicular access, we are not eligible. This presents us with a big problem.</p>
<p>(39) Local Resident, (Oxford, Beaumont Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>I support the CPZ because parking is a real issue for residents here e.g. when a visitor or tradesman comes there is nowhere to park, people get blocked in, big vehicles get past by driving on the pavements etc.</p> <p>My concerns are about double yellow lines painted on most roads - hideous! These would wreck this village environment. Is there no alternative? Also, we need to make sure there is space for people to park legitimately.</p>
<p>(40) Local Resident, (Oxford, Chequers Place)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>Double Yellow line request for Chequers Place, Headington Quarry Oxford I am not sure if this is the right place for this Double Yellow line request, but here goes. Chequers Place is a particularly narrow road that leads to sets of garages owned by the residents of Chequers place and Beaumont Alley. I personally use my Chequers Place garage for my car, when I am not using my car.</p> <p>I would like to request a short length of double yellow lines, to protect vehicle access to these garages. The two garages that are affected face directly face onto Chequers Place road. (This section is covered by Oxford City Council). Access to my garage is very difficult/dangerous, as any cars parked in this section of Chequers Place road in front of these garages severely restricts/obstructs safe access to these two garages with a small car.</p> <p>For this parking restriction to work, the yellow lines would have run along the curb side of Chequers Place road in front of</p>

	<p>these effected garages. This parking restriction would improve access in using these garages.</p>
<p>(41) Local Resident, (Oxford, Coppock Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Many people that work at Churchill Hospital park on our street for the entire day. If I drive my daughter to school when she has to take cello, all the parking spots on our street are often taken and I have to park next to Margaret Road Park. On a few occasions we have had people leave their car in front of our house for up to 2 weeks. I feel that people who work in the area should use the park and ride.</p>
<p>(42) Local Resident, (Oxford, Coppock Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Our street is used as a free parking for many people who work in Headington which inconveniences the residents in the street. I have also been told by people who work in Headington but live elsewhere that they used Quarry rather than the park and ride or the St. Leonard's car park as it works out cheaper for them. During school holidays at least one and often two or more cars get parked for a week or two - clearly people who park their cars and then go off on holiday - I had seen people with their suitcases arriving or leaving the car. It's completely fair enough for people to park for a few hours or overnight visiting friends and family but when the street gets used as a free car park then it becomes inappropriate.</p>
<p>(43) Local Resident, (Oxford, Gladstone Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>I am in general supportive of the move to introduce a CPZ in Headington Quarry. However, it is difficult to see how many vehicles will be able to park with some of the lengths of double yellow lines being added.</p> <p>In particular the lines being added to the junction of Gladstone Road and New Cross Road. They seem to be very long stretches and I worry this limits the availability of parking spaces. I am supportive of adding the lines however for safety concerns over those 2 corners.</p>

<p>(44) Local Resident, (Oxford, New Cross Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Happy with proposal. This will help ease parking congestion on the roads in this area. Once someone parked their car for a week and went off on holiday.</p> <p>We have a lot of large vans parking on New Cross Road and Bankside area opposite our house for a few days at a time using the road Parking as a base. They do not live locally I don't imagine. It would be good to also have weekend restrictions i.e. 9am-1pm or something so that we don't get people parking and then getting the bus into oxford but if you can't do this then weekdays is great.</p>
<p>(45) Local Resident, (Oxford, New Cross Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Currently we struggle to park close by to our house/ on our street - and would value some restrictions during working hours- to allow residents to park.</p>
<p>(46) Local Resident, (Oxford, Pitts Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Support the restrictions, however I am concerned that the zone (HQ) is the same as that for other surrounding areas such as Margaret road.</p> <p>There is talk of creating a traffic filter where Quarry High Street becomes Quarry Hollow (which I think is a fantastic idea). If the parking zone is the same either side of this filter then there is a risk that people on the side of the filter away from the ring road will start parking in the Quarry (where parking is already difficult) so that they have access to the ring road.</p> <p>I think it would be better to have the quarry as a different CPZ to that of the surrounding areas so that this does not cause issues.</p>

<p>(47) Local Resident, (Oxford, Pitts Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>We approve of the scheme which is submitted and look forward to seeing it put into practice.</p>
<p>(48) Local Resident, (Oxford, Pitts Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I would welcome these proposals, as there is a high percentage of non-residents who park their cars in this area in order to use public transport from here.</p> <p>There is also the question of the garage in Pitts Road, where they park cars to be repaired at any point in Pitts Road and surrounding roads. As has been pointed out in other questions pertaining to this, during lockdown it was obvious that our roads were clear of this parking problem, and of cars taking a 'rat run' through the area.</p>
<p>(49) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>The roads in Headington Quarry are overcrowded and dangerous due to overparking. Many people park for free here and walk to work in Headington each day instead of using the park and ride.</p>
<p>(50) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Quarry High Street, where we live, is very busy with traffic and we have a lot of commuters parking here as well as parents dropping children off at local schools. This means that the air quality is worse than it should be, and local residents are often unable to find parking spaces when they need them.</p>

<p>(51) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>There are multiple cars parked on pavements in Quarry High Street, as the road is narrow and so people do not want to park fully on the road, it is a real problem - pedestrians and those with push chairs cannot safely get by, often hidden by high vehicles that are parked for extended periods of time on the pavement. This makes it more difficult to drive safely into and out of properties on the road as well as the views are blocked by high sided or pavement parked vehicles. Cars on the road have also been damaged, clipped by other cars, refuse trucks and lorries, which makes people park further and further onto the pavements.</p>
<p>(52) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I am a resident of Quarry High Street, where we currently have problems with non-residents using our street for commuter and school drop-off parking. This means there are often not enough spaces for residents to park and the road is clogged with cars looking for a space to park, which increases pollution. Adjacent areas of Oxford have controlled parking, so it is logical to introduce it here too in order to avoid the above-mentioned problems.</p>
<p>(53) Local Resident, (Oxford, Quarry High Street)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I am strongly in favour of having a Controlled Parking Zone (CPZ) in Headington Quarry. Parking for residents can be a real problem due to many of the houses on Quarry High Street not having off-road parking and the number of commuters/non-residents parking here. The number of commuters/non-residents parking on Quarry High Street was highlighted by the lockdown earlier in year as parking for residents became much less stressful.</p> <p>I do think that it would be better for the restrictions should start before 9am and finish after 5pm. However, I am aware that other CPZs near us operate 9am - 5pm.</p> <p>With regards to the double yellow lines, I think that they should stop when they reach 2A Quarry High Street. This would help to ease parking congestion at this end of Quarry High Street, especially when there are services and events on at the Cornerstone (Headington Quarry Church). These services and events take place in the evening or at weekends.</p>

(54) Local Resident, (Oxford, Quarry High Street)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Broadly supportive of the parking restrictions, currently there are many cars parked on and blocking pavements-this should be banned. However my concern would only be that if the proposed traffic filter to block the route between quarry High St and Margaret Road is put in place (which I support as there is a lot of rat running), people who live on the Margaret Road side may leave their cars parked on the quarry High Street side for easier access to the ring road by car. To prevent this, the quarry parking restriction area should have a different code on the parking permits than the Margaret Road parking zone.</p>
(55) Local Resident, (Oxford, Quarry Hollow)	<p>CPZ - Support Parking Restrictions - Support</p> <p>This will stop people from parking here while working at the hospitals and also from parking here and going on holiday.</p>
(56) Local Resident, (Oxford, Quarry Hollow)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I hope this is the first step in sorting out the increasing traffic problems in Headington Quarry once and for all. Not just the parking, but more importantly the insane amount of through traffic (rat run) that the local residents have had to endure for many years. Let's have implementation of filters as soon as possible please.</p>
(57) Local Resident, (Oxford, Spring Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I fully support the parking restrictions in the areas above due to the large number of vehicles blocking my entry/exit from my road every day along Trinity Road. The road isn't really big enough for any parking & it would be nice to not have to</p>

	<p>squeeze through cars daily.</p> <p>I do feel for the residents using the roads to park, however. I think £65 p/a for parking outside your own home is excessively expensive, whichever way you spin it.</p>
<p>(58) Local Resident, (Oxford, Spring Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I live in the area and I want my surroundings and day-to-day experience to be improved by lessening the amount of cars in the area.</p>
<p>(59) Local Resident, (Oxford, Trinity Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the proposed zone-based approach, and especially the relatively few additional restrictions (double yellow lines) that are proposed. This should help to ensure there is still sufficient parking capacity for residents, which was a concern I had initially. I would oppose any extension of the restrictions (i.e. more yellow lines) beyond those proposed in the present plan.</p>
<p>(60) Local Resident, (Oxford, Trinity Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I am broadly supporting this because there is a problem with all-day parking by non-residents. However, I have several concerns:</p> <ol style="list-style-type: none"> 1) Are all day restrictions necessary. Would a one-hour time slot be acceptable? 2) There are too many double yellow lines proposed on Quarry Road. The parking bays are required to slow the traffic as well as provide additional parking for residents on Trinity Road. 3) Quarry Road should be included in the CPZ for these roads. Residents could park here and walk through the church. 4) I would like additional double yellow lines at the front entrance of 46 Trinity Road. This should also cover the pedestrian side gate used for forest school by Headington Quarry Foundation school. 5) Consideration should be given to the acceptability of pavement and verge parking on Trinity Road. Hopefully, this will scheme will free up additional on-street parking places especially if residents can use the Quarry Road spaces.

	6) Additional 2 hour no return spaces need to be added to this area. It is very restrictive for short term visitors.
(61) Local Resident, (Oxford, Trinity Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>In an area where parking is not plentiful, the number of commuters using the streets to avoid parking charges elsewhere has put impossible pressure on residents' parking. It has also made parking for trades people and delivery drivers extremely problematic at times e.g. workman due to complete job at my property unable to do so due to absence of parking.</p>
(62) Local Resident, (Oxford, Trinity Road)	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>Thank you for your proposals. I am very happy that the zone will consist of signs and not bay markings, as that would have made it impossible for residents to find parking. My concern is the no waiting in Trinity Road at the Quarry School Place end as parents do fetch their children. I'm a resident, not a parent, but some families have to use cars and three places in the layby opposite the church won't be adequate so this will just encourage lawless behaviour. Please find a few more limited waiting places.</p> <p>I also have a request. Please consider painting dotted lines (not bays) on the pavement in Trinity Road to show that cars may park half on the pavement. There is a lunatic locally who keeps keying cars apparently because they are parked partially on the pavement. The lines might discourage this person.</p>
(63) Resident, (Caversham)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I regularly cycle in the area and this will improve safety for cycling. Much needed.</p>