



Delegated Decisions by Cabinet Member for Highway Management

Friday, 24 September 2021 at 10.00 am

Council Chamber, County Hall, New Road, Oxford OX1 1ND

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with related reports attached. Decisions taken will become effective at the end of the working day on Monday 4 October 2021 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Please note that Council meetings are currently taking place in-person (not virtually) with social distancing at the venue. Meetings will continue to be live-streamed and those who wish to view them are strongly encouraged to do so online to minimise the risk of Covid 19 infection.

If you wish to view proceedings, please click on this [live stream link](#). However, that will not allow you to participate in the meeting.

Places at meetings are very limited due to the requirements of social distancing. If you still wish to attend this meeting in person, you must contact the Committee Officer (see Item 3 below for details) by 9am four working days before the meeting and they will advise if you can be accommodated at this meeting and of the detailed Covid-19 safety requirements for all attendees.

Please note that in line with current government guidance *all* attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

A handwritten signature in blue ink, appearing to read 'Yvonne Rees'.

Yvonne Rees
Chief Executive

September 2021

Committee Officer:

Graham Warrington

Tel: 07393 001211; E-Mail:

graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 14 October 2021

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declaration of Interest**
2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time

3. **Petitions and Public Address**

Currently council meetings are taking place in-person (not virtually) with social distancing operating in the venues. However, members of the public who wish to speak at this meeting can attend the meeting 'virtually' through an online connection. Places at the meeting are still being managed to try and respect the requirements of social distancing and while you can ask to attend the meeting in person, you are strongly encouraged to attend 'virtually' to minimise the risk of Covid-19 infection.

Please also note that in line with current government guidance all attendees are strongly encouraged to take a lateral flow test in advance of the meeting.

Normally requests to speak at this public meeting are required by 9 am on the day preceding the published date of the meeting. However, during the current situation and to facilitate these new arrangements we are asking that requests to speak are submitted by no later than 9am four working days before the meeting i.e. 9 am on 20th September 2021. Requests to speak should be sent to graham.warrington@oxfordshire.gov.uk. You will be contacted by the officer regarding arrangements for speaking.

If you ask to attend in person, the officer will also advise you regarding Covid-19 safety at the meeting. If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9 am 2 working days before the meeting i.e. Wednesday 22nd September 2021. Written submissions should be no longer than 1 A4 sheet.

4. **Oxford: Temple Cowley Area - Proposed Controlled Parking Zone (CPZ)** (Pages 1 - 50)

Forward Plan Ref: 2021/096

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Jim Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM4**).

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 and 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.

On 25 April 2019 and following an informal consultation on possible additional CPZs in Oxford late 2018 the former Cabinet Member for Environment approved proceeding to formal consultation on new CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Lamarsh Road, Old Marston (south), Sandhills and Waterways and – subject to funding – Hollow Way South, Florence Park and Temple Cowley. Following formal consultation, CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Old Marston (south) and Waterways were approved and implemented in 2020 and 2021 with schemes at Lamarsh Road and Sandhills being deferred due to lower levels of support. These deferrals, together with the lower-than-expected costs for implementing the approved schemes, has enabled proceeding with formal consultation on schemes at Hollow Way South, Florence Park and Temple Cowley. This report presents consultation responses to the CPZ proposals for the Temple Cowley area.

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

5. **Oxford: South Oxford Area - Proposed Controlled Parking Zone (CPZ)** (Pages 51 - 166)

Forward Plan Ref: 2021/095

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Jim Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM5**).

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 and 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.

Following an informal consultation on possible additional CPZs in Oxford in February and March 2021 the former Cabinet Member for Environment on 25

March 2021 approved proceeding to formal consultation on a CPZ in the South Oxford area. This report details the responses received and recommended amendments to the scheme taking account of those responses

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the South Oxford (ext.) area, with the following amendments:

- (a) with regard to the submission by New Hinskey School, to provide for the allocation of business permits at the approved annual fee for staff, with the maximum number of such permits to be determined in consultation with the school.***
- (b) with regard to the proposed limit of 1 permit per property in Abingdon Road, Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road being amended so as to align with the proposed limit of 2 permits per property in the other parts of the CPZ.***
- (c) with regard to the residential moorings on the Oxford Canal in the vicinity being included for eligibility for resident and visitor permits.***

6. Oxford: Hollow Way South: Proposed Controlled Parking Zone (CPZ) (Pages 167 - 204)

Forward Plan Ref: 2021/086

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Jim Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM6**).

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 and 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.

Following an informal consultation on possible additional CPZs in Oxford late in 2018 the former Cabinet Member for Environment on 25 April 2019 approved proceeding to formal consultation on new CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Lamarsh Road, Old Marston (south) , Sandhills and Waterways and – subject to funding – Hollow Way South, Florence Park, and Temple Cowley. Following formal consultation, CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Old Marston (south) and Waterways were approved and implemented in 2020 and 2021 but with schemes at Lamarsh Road and Sandhills deferred due to lower levels of support. These deferrals, together with the lower-than-expected costs for implementing the approved schemes, has enabled proceeding with formal consultation on schemes at Hollow Way South, Florence Park and Temple Cowley. This report presents the consultation responses to the CPZ proposals for the Hollow Way South area.

The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Hollow Way South area.

7. Oxford - Old Marston: Proposed Controlled parking Zone (CPZ)
(Pages 205 - 240)

Forward Plan Ref: 2021/087

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Jim Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM7**).

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 and 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.

Following an informal consultation in October and November 2020 the former Cabinet Member for Environment on 17 December 2020 approved proceeding to formal consultation on a CPZ in Old Marston village (the part of Old Marston accessed from Oxford Road north of the Marston Ferry Road and from Elsfield Road from the A40 slip road) also approving implementation of a CPZ in the adjacent roads within Old Marston which had been the subject of previous consultations; this latter scheme was implemented in June 2021. This report now presents the consultation responses to the CPZ proposal for Old Marston village.

The Cabinet Member for Highway Management is RECOMMENDED to approve:

- a) the proposals as advertised for a Controlled Parking Zone (CPZ) in the Old Marston village area;***
- b) the proposed additional no waiting at any time restrictions at Oxford Road, Gordon Close and Rylands within the recently implemented CPZ in Old Marston outside the village area.***

8. Oxford: Florence Park Area: Proposed Controlled Parking Zone (CPZ) (Pages 241 - 314)

Forward Plan Ref: 2021/097

Contact: Tim Shickle, Group Manager – Traffic & Road Safety Tel: 07920 591545/Jim Whiting, Principal Officer – Parking Tel: 07584 581187

Report by Corporate Director Environment & Place (**CMDHM8**).

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 and 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.

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

The Cabinet Member for Highway Management is RECOMMENDED to approve:

- (a) proposals as advertised for a Controlled Parking Zone (CPZ) in the Florence Park area;***
- (b) proposed additional no waiting at any time restrictions on Rymers Lane.***

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Division(s) affected: *Cowley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 SEPTEMBER 2021

OXFORD – TEMPLE COWLEY AREA: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

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

Executive summary

2. On 25 April 2019 and following an informal consultation on possible additional CPZs in Oxford late 2018 the former Cabinet Member for Environment approved proceeding to formal consultation on new CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Lamarsh Road, Old Marston (south), Sandhills and Waterways and – subject to funding – Hollow Way South, Florence Park and Temple Cowley.
3. Following formal consultation, CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Old Marston (south) and Waterways were approved and implemented in 2020 and 2021 with schemes at Lamarsh Road and Sandhills being deferred due to lower levels of support. These deferrals, together with the lower-than-expected costs for implementing the approved schemes, has enabled proceeding with formal consultation on schemes at Hollow Way South, Florence Park and Temple Cowley.
4. This report presents consultation responses to the CPZ proposals for the Temple Cowley area.

Introduction

5. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:

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

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

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

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

Formal Consultation

9. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 5 August and 3 September 2021. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. A letter was sent directly to approximately 1660 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
10. 137 responses were received during the formal consultation (an approximate response rate of 8% based on the number of letters sent out) and these are summarised in the tables below:

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CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	5	68	73 (53%)
Support	1	42	43 (31.5%)
Neither/Concerns	2	19	21 (15.5%)
<i>Total</i>	<i>8</i>	<i>129</i>	<i>137</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	5	61	66 (48%)
Support	1	37	38 (28%)
Neither/Concerns	2	31	33 (24%)
<i>Total</i>	<i>8</i>	<i>129</i>	<i>137</i>

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

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

Road	Object	Support	Concerns	Total
Agnes Court	1	-	-	1
Badgers Walk	2	2	2	6
Bennett Crescent	2	1	1	4
Campbell Road	3	-	-	3
Cowley Road	-	-	1	1
Crescent Road	9	6	1	16
Don Bosco Close	1	4	2	7
Fairfax Road	2	-	-	2
Hollow Way	2	-	-	2
Hundred Acres Close	-	-	1	1
Junction Road	-	7	-	7
Kirby Place	-	4	1	5
Leaffield Road	8	3	-	11
Lytton Road	-	1	-	1
Marlborough Close	-	1	-	1
Marsh Road	-	2	-	2
Mayfair Road	1	-	-	1
Owens Way	3	1	5	9

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Oxford Road	2	-	-	2
Purland Close	1	-	-	1
Rescent Road	-	1	-	1
Rymers Lane	-	1	-	1
Salegate Lane	3	-	-	3
Shepherds Hill	1	-	-	1
Silkdale Close	-	-	1	1
St Christopher's Place	10	-	-	10
Temple Cowley	1	-	-	1
Temple Mews	-	-	1	1
Temple Road	10	5	-	15
Three Corners Road	-	-	1	1
Turner Close	6	3	1	10
unknown	1	1	-	2
White Road	2	-	-	2
William Morris Close	1	-	1	2
Total	72	43	19	134

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

13. Thames Valley Police did not object.

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

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

15. The City Councillor for the Temple Cowley ward expressed some concern in terms of additional waiting restrictions and requested that the existing double

yellow lines at the top of Crescent Road where it meets Holloway are extended on the grounds of obstruction to traffic flow. Noting that concern, it is agreed that this area will be reviewed and amended if considered necessary as part of any future amendment orders.

16. A large majority of responses expressing an objection or concerns queried the actual need for controlled parking in any form, citing that parking pressures such as commuter parking or displaced parking in the area are not severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above, it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from adjacent CPZs. With the potential introduction of CPZ's in the Florence Park and Hollow Way South areas, the effects of displacement parking will likely move into the Temple Cowley area. The proposal will also help support the delivery of wider transport initiatives, such as Connecting Oxford and work towards meeting a carbon neutral environment thereby reducing traffic levels and helping boost use of non-car modes.
17. Concerns regarding the need for residents (and their visitors, specifically trades persons) having to pay to park outside their house were raised by a number of residents. While accepting that this will impact on some residents more than others depending on their specific circumstances and noting, in particular, concerns raised by occupants - permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and in respect of the proposed limit of 2 vehicle permits per property consistent with many other CPZs.
18. Concerns were also raised in respect to the proposed additional parking restrictions, double yellow lines and their potential impact on parking availability for residents and their visitors. The proposed restriction changes and additional double yellow lines provide protection in terms of visibility and safety to both motorists and pedestrians. The impact of introducing further restrictions on parking has been carefully considered as part of the scheme design. The lengths of new restrictions have been kept to the minimum in some areas to ensure a balance is maintained between promoting safer passage but allowing amenity parking to be retained.
19. The remaining responses from residents and members of the public expressing an objection or citing concerns raised issues covering the negative impact and financial burden the proposal has on residents and the affect the proposal has on those who commute into the area for work. Whilst noting these concerns, it is important to re-iterate the existing and future issues that the proposal seeks to alleviate and prevent. Furthermore, following any implementation of such a scheme officers monitor the effects of the CPZ to ensure that it is meeting expectations and during this 'bedding in' process accumulate any requested or required changes to be included as part of a future amendment order for the area.

Monitoring and evaluation

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

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

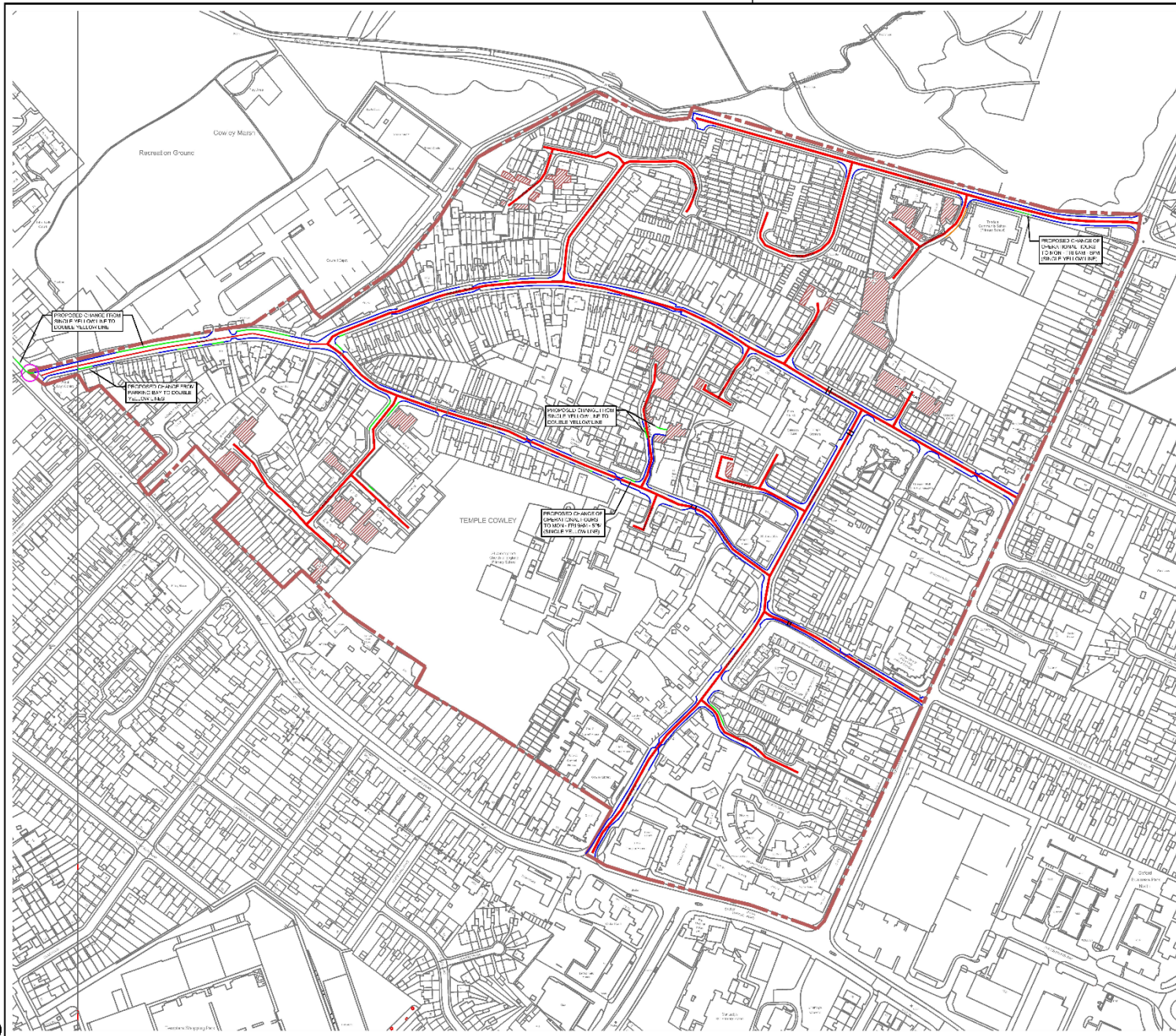
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Jim Whiting 07584 581187

September 2021



Drawing No.	TC/CPZ/2021/001	Revision	v3
KEY <div> <div>Zone Boundary</div> <div>Existing 'No waiting at anytime' (double yellow lines)</div> <div>Proposed new 'No waiting at anytime' (double yellow lines)</div> <div>Proposed change of operation hours for the existing single yellow line to Mon - Fri 9am - 5pm</div> <div>Permit holders (Zone addresses's) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am to 5pm Monday to Friday with No return within 2 hours</div> <div>Proposed school keep clear Mon - Fri 8am - 5pm</div> </div>			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION <small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small> <div> <div>CONSTRUCTION</div> <div>(ENTER 'NONE' IF APPLICABLE)</div> <div>MAINTENANCE/CLEANING</div> <div>(ENTER 'NONE' IF APPLICABLE)</div> <div>USE</div> <div>(ENTER 'NONE' IF APPLICABLE)</div> <div>DECOMMISSIONING/DEMOLITION</div> <div>(ENTER 'NONE' IF APPLICABLE)</div> </div>			
© Crown Copyright and Database rights 10023343 2017			
Rev.	Date	Purpose of revision	Drawn Checked/Approved
V5	27.07.21	Additional changes	V.N J.W
V4	22.07.21	Additional changes	V.N J.W
V3	08.06.21	Additional changes	V.N J.W
V2	07.06.21	Kirby Place changes	V.N J.W
V1	25.05.21	Original	V.N J.W
<div> Oxfordshire COUNTY COUNCIL </div> <div> <small> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111 </small> </div>			
Project title <div> TEMPLE COWLEY PERMIT PARKING AREA (OXFORD) </div>			
Drawing title <div> PROPOSED PERMIT PARKING ZONE </div>			
Drawing Status <div> <div>Scale @ A3</div> <div>Drawn by VN</div> <div>Checked by J.W</div> <div>Approved by J.W</div> <div>N.T.S</div> <div>Date drawn 27.07.21</div> <div>Date checked</div> <div>Date approved</div> </div>			
Oxfordshire Project No. & File Ref			
Drawing No.	TC/CPZ/2021/001	Revision	v5

ANNEX 1

RESPONDENT	COMMENTS
(1) Thames Valley Police	No objection - The Police have no objection .
(2) Oxford City Cllr (Temple Cowley Ward)	<p>Concerns - I have one comment to make and I would like the double yellow lines to be extended top of crescents road junction with Holloway.</p> <p>Over the years when ever cars are turning into crescent road, parked cars always obstructing the traffic. Residents have asked me before, my reply was wait till the CPZ and we will address this issue. Can you please extend the double yellow lines taking the two parking spots away.</p>
(3) Local Resident (Oxford, Agnes Court)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Stop wasting time on stupid things and do something about things that really matter....like lowering the extortionate council tax bills for once. I do not want yet another stupid parking/traffic scheme in my area that will disrupt things like the LTNs have already</p>
(4) Local Resident (Temple Cowley, Badgers Walk)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I live in badgers walk and currently residents around that area have allocated parking spaces, I don't see why I should have to pay £65 a year to park in my allocated space, I have people come to my house to help care for my child on a regularly basis and that is going to use all my visitors permits, my life is already hard enough as a single parent and making my journey twice as long due to LTN and now this. I already pay council tax and road tax. It just all a joke.</p>
(5) Local Resident (Temple Cowley, Badgers Walk)	<p>CPZ - Object Parking Restrictions - Object</p>

	It feels like one more rule to follow and obey and one more expense.
(6) Local Resident (Temple Cowley, Bennett Crescent)	CPZ - Object Parking Restrictions - Object These proposals are discriminatory, divisive and unnecessary.
(7) Local Resident (Oxford, Bennett Crescent)	CPZ - Object Parking Restrictions - No opinion As a house/ residence located in Bennett Crescent subject to Council Tax and within or surrounded by the geographical area adjacent or proposed to be covered by the CPZ and whose occupants would be subject to its regulations it is submitted that the Notice sent under the above reference on 28 July 2021 containing the intended regulations is flawed. The regulations are unfair and discriminatory against residents of Bennett Crescent. They exclude and do not permit residents of Bennett Crescent to apply for Residents Parking Permits under the CPZ. Accordingly, paragraph 3 of the Notice containing the proposed regulations should be amended accordingly to permit applications from residents in Bennett Crescent. Unless and until that amendment is made the CPZ is opposed and should not be implemented. To do so would be unlawful and cause hardship and great inconvenience to the 'council tax paying residents' of Bennett Crescent who would be denied the fair opportunity to park their vehicles within the CPZ enjoyed by others.
(8) Local Resident (Oxford, Campbell Road)	CPZ - Object Parking Restrictions - Object We will lose front gardens - the environmental impact will be too much. This is a money-making exercise for the council.
(9) Local Resident (Oxford , Campbell Road)	CPZ - Object Parking Restrictions - Object

	<p>I have to go Monday to Friday to that area because i work in that area, there is not public transport from my home to that area and also i start to work at 6am. Most of the time it is very dark and unsafe to go walking at that time on my own. For me it is very scary and if this is happening i will be forced to look for different job and i don't think that is fare.</p>
<p>(10) Local Resident (Oxford, Campbell Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Fail to see what the goal is here. It is NOT a rat run as Between Towns road is right next door. Despite what you say online, taxi drivers are refusing to go through the gates resulting in higher fares for us and more pollution as they have to travel further.</p> <p>If I want to leave Florence Park I now have to sit at one of two junctions on a busy road waiting for a gap. I cannot clearly see either way due to parked cars blocking the view which makes pulling out dangerous and causes more pollution from waiting for a large enough gap. I cannot now get out of Flo park any other way. If I wanted to go to Crowley road, rather than going down Rymers lane, I now have to do 3 sides of a square resulting in more traffic on the main roads and more pollution as I have to travel further.</p> <p>How are you going to judge if it's successful? "Less cars" is NOT a criterion for success as all it means is that traffic has moved elsewhere. Every single car on Florence Park is now being put down two exits meaning more pollution there as the roads are busier. I would expect to see pollution sensors at various points around the park AND on Between Towns Road with before and after readings showing a difference in particulate levels. But as this seemed to be introduced without any consultation with the people that lived here, then how could you have got your "before" readings??</p>
<p>(11) Local Resident (Temple Cowley , Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object on the grounds that living in the area for 40 years, I feel that we do not have a commuter problem in this area, the fact is there is just not enough spaces for the residents, due to the continuing building within the area. And to expect the residents to pay £65 for a non existent space especially in the evenings when everyone is home from work is just not on. And this CPZ will never have my support. You will be making Temple Cowley a no go area for tradesmen and visitors</p>

<p>(12) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The issues with parking in Crescent Rd and Temple Cowley generally is largely NOT due to parking by non residents during working hours it is a function of the house styles, lack of off road parking in the area and levels of car ownership As such I view this as purely a money making scheme for the council : an additional tax on residents at a time when many households are struggling financially due to the pandemic A further point would be that it is already a nightmare to get trades people to work up here because of the road width..... add on a cost of £25 a week (which will no doubt end up being passed on) and the reluctance will be greater. I view the CPZ as a NIGHTMARE</p>
<p>(13) Local Resident (Oxford - Temple Cowley, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>With the LTN in place it is not needed. These are residential areas and if you have friends who want to come and stay from out of town they need to be able to park near your house. You are effectively cutting off people from having their distant friends and family from being able to easily visit. After such a long time away from out family and friends we are finally being able to drive and meet up with them but this effectively puts a block on that. Where will my elderly mother be able to park when she comes to visit? For these reasons I strongly object.</p>
<p>(14) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking controls and restrictions are neither necessary nor desirable on the western segment of Crescent Road, at least in my location at the top of the hill near the LTN planters. The combination of the availability of off-road parking options for many of my neighbours, a total absence of through-traffic (due to the effective LTN measures), and distance from both commercial areas and its sole access point on Cowley Road, means that there is presently no pressure on parking spaces at this location to warrant additional controls or the cost of maintaining them; indeed, in my experience there are always at least a couple of spaces free close to my home. I cannot comment on the other locations targeted for this scheme, who may be having different experiences.</p>

<p>(15) Local Business (cowley, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>causes chaos on surrounding road and is killing my business</p>
<p>(16) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't see reasons to introduce cpz on a street I'm living on. Parking isn't that much of a problem. I don't want to pay parking permit. I'm paying local taxes and road tax, why should I pay for parking in front of the house I'm living in. I don't own a house, I rent a room in one, as well as few other people living in that house with me. Every one of us has a car and when I read you want to limit a household to 2 parking permits it makes me angry. Where are we supposed to park if there are 3 cars on this address?</p>
<p>(17) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We have never had any issues with parking on our road (Crescent Road) and have found that the vast majority of parked cars belong to residents. The success of the LTNs means that there is less chance of parking problems ever occurring here in the future. I would like to understand why this CPZ is considered to be needed on Crescent Road? It does appear that under this scheme we will be charged for something we currently have access to easily and free of charge, and for apparently no reason.</p> <p>I would also like to add that I am alarmed at the timing of this - many households are struggling with basic needs at this time because of the pandemic and associated issues, so to fabricate an extra charge is frankly disgusting. This extra cost would cause stress and worry and could push some family's budgets over the edge, resulting in pressure on charities and services locally. I also think it's worth noting that some of the larger properties on the street will not have to contribute to this scheme, whilst those without the luxury of their own driveway will have to pay.</p> <p>This scheme is not needed, it is shamefully timed, and it is unfair on residents.</p>

<p>(18) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>This is not needed. I have lived in Crescent Road since 1993 and have had a car throughout the whole of these 28 years. I have to park on the road and have never had any particular problem finding a space. This proposal is just a way to extract money out of drivers for a proposed draconian measure that is totally unnecessary and a waste of time and money.</p>
<p>(19) Local Resident (Oxford, Crescent Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Costs for continuous parking outside my own property, however as these restrictions are between 9am and 5pm anyone can park from 5pm until the following 9am without charge. If a property is entitled to 50 visitor parking permits why are these not all free. In fact if it's only 25 free then why is there a limit of another 25 at a cost - if you want to charge, there should not be any restriction on any in excess of 25. Change of 'One Hour Parking places' on Marsh Road changed to double yellow lines must have an impact on the garage business referred to, if customers cars cannot be accommodated in the garage and need to be parked in the street temporarily. However, I DO SUPPORT the fact that a temporary resident for study purpose does not qualify for a resident's permit. There are students living in Crescent Hall who bring cars into the city (in contravention of their tenancy agreement) and park them in Crescent Road. A subsidiary problem also exists in that planning permission for Tyndale School was passed with the proviso that parents from that school would not use local streets for parking however that is ignored. This proposed controlled parking zone will not stop that happening. How will residents be reassured that parking warden patrols will regularly take place.</p>
<p>(20) Local Resident (Oxford, Don Bosco Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is always lots of space to park, cars are left in sensible areas. It will cost even more money to live in Oxford than it already does</p>
<p>(21) Local Resident (COWLEY, Fairfax Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

	PEOPLE SHOUHHLD BE ALLOWED TO PARK OUTSIDE OF THEIR OWN HOMES AND NOT HAVE TO PAY.
(22) Local Resident (Oxford , Fairfax Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Frequently visit family with health issues</p>
(23) Local Resident (Oxford, Hollow Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We are residents in the Hollow Way South CPZ, living on Hollow Way right by the Horspath Road and Barracks Lane junction, on the zone boundary with the Temple Cowley CPZ.</p> <p>We park our car on Barracks Lane, after our car was severely damaged twice when parking on Horspath Road. Under the current proposals we would no longer be able to park on Barracks Lane which, given that our parking is already heavily limited by the double yellow lines and other parking restrictions on Hollow Way, is unacceptable. Especially as parking space is abundant on the road and it's not directly in front of any residential properties.</p> <p>If we were still able to park on Barracks Lane we would fully support the CPZs in the area. However, under the current proposals we are fully apposed. An obvious solution to this is to allow properties directly on the zone boundary to have access to both of the zones it borders.</p>
(24) Local Resident (Oxford, Hollow Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We are residents in the Hollow Way South CPZ, living on Hollow Way right by the Horspath Road and Barracks Lane junction, on the zone boundary with the Temple Cowley CPZ. We park our car on Barracks Lane, after our car was severely damaged twice when parking on Horspath Road. Under the current proposals we would no longer be able to park on Barracks Lane which, given that our parking is already heavily limited by the double yellow lines and other parking restrictions on Hollow Way, is unacceptable. Especially as parking space is abundant on the road and it's not directly in front of any residential properties. If we were still able to park on Barracks Lane we would fully support the</p>

	CPZs in the area. However, under the current proposals we are fully apposed. An obvious solution to this is to allow properties directly on the zone boundary to have access to both of the zones it borders.
(25) Local Resident (Temple Cowley, Leaffield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Adding parking restrictions will make no difference. With the LTNs, the area is residential, with residential parking only. No commuters park here. It would inconvenience visitors to those living in the area. I've never seen a traffic warden in the area, so I can't see this being policed even if it is enforced.</p>
(26) Local Resident (Oxford, Leaffield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not support any measures that mean residents must pay to park at their own home. No matter what the charge, parking at your own home should not require payment. I would not object to residents parking if permits were issued for free, however, a charge makes the scheme seem less about the residents and more about making money for the council.</p>
(27) Local Resident (Oxford, Leaffield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no issue with parking in the area and so there is no requirement for expensive parking permits. This is an unwelcome cost for residents.</p> <p>In addition, I would like to record strong objection to the LTNs in our area. This is incredibly counterproductive, creating huge amounts of traffic on other roads, causing inconvenience and pollution. It is also restricts police cars and ambulances.</p>
(28) Local Resident (Oxford, Leaffield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking is not an issue around here - the roads are not congested and nor are the parking spaces - therefore the</p>

	<p>proposed controlled parking zone is unnecessary and will come at a cost to the community who live here.</p> <p>I also object to the low traffic neighbourhoods - all they have achieved is to move traffic elsewhere, creating bottlenecks on Cowley road, Hollow Way and Iffley Road. This just concentrates pollution elsewhere it does not alleviate it. Furthermore, it is dangerous for emergency services to not be able to access certain roads.</p>
(29) Local Resident (Oxford, Leafield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no parking problem in this area. We shouldn't have to pay for parking at home.</p>
(30) Local Resident (Oxford, Leafield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The only problem with parking is council workers from the depot using the surrounding roads to park for work. They need to have somewhere else to park or more needs to be done to encourage the workers to cycle, use the bus or car share.</p>
(31) Local Resident (Oxford, Leafield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is not enough parking for residents, especially in the Badgers Walk cul de sac and we often have cars parking in the area where our garage is (which is private area) next to our house which impacts our ability to park. With restrictions coming in it is highly likely that more cars would try and park in that area because it will be restriction free, increasing already existing tensions around parking. The previous owner of our house actually had a physical fight with a neighbour about this issue, so we very strongly object to restrictions that will ramp this up further.</p>
(32) Local Resident (Oxford, Leafield Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The CPZ and the additional parking restrictions bring the same kind of issue that the LTN does. While in theory, it is a great idea, no thought has been given to how it impacts the bigger picture, and how it affects daily usage. A prime</p>

	<p>example for us in Leafield Road is the fact that Badger's Walk already suffers from lack of enough parking spaces, so they have to park in private areas (at the end of Leafield Road/joining Badger's Walk) which belong to residents. The fear is that adding CPZ as well as restricted parking in the area will only increase more people using the private areas. It only really adds an extra cost for the residents to park outside our own homes, without giving us any joy/protection. If anything, this might encourage people to park in private areas that belong to residents, blocking usage for residents from their own garages/private areas. If anything, more parking needs to be added to the area, especially for the residents of Badger's Walk.</p>
<p>(33) Local Resident (Cowley, Mayfair Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Not needed, will push cars onto other areas</p>
<p>(34) Local Resident (Cowley, Owens Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As resident , it is part of our contract from the housing provider in our place that I had allocated designated parking . It is included in our monthly services payment . It is not fair for resident of Owens way to be included in having given annual parking fee .</p>
<p>(35) Local Resident (Oxford, Owens Way)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no clear benefit to residents of Owens Way in the CPZ as currently proposed being implemented and insufficient detail has been provided on the proposal, such as the exact location and number of the parking spaces and the precise location of double yellow lines.</p> <p>Based on the information that has been provided the CPZ would potentially not prevent non-permit holders parking on the street immediately outside our house (our front door is literally 0.5m from the pavement where cars are often parked with two wheels on the pavement right outside our front door and two on the road).</p> <p>The CPZ as proposed would also not prevent the issue of the parents from St. Christopher's School on Temple Road</p>

	<p>using Owens Way as a drop-off point for their children and as a de facto car park for the school which has been a problem since the recent implementation of the school street on Temple Road. Under the CPZ as proposed these parents would still be able to park on Owens Way for up to 2 hours at a time.</p> <p>All properties on Owens Way already have "off street" allocated parking spaces so there is absolutely no need for any "up to 2 hour" spaces whatsoever. The whole street should either be double yellow lines or 24/7 "permit holders only", or simply left as it currently is.</p> <p>We also strongly object to having to pay £65 a year to park on the street outside our house when any other non-residents would still be able to do so for up to 2 hours at a time completely free of charge.</p> <p>We do not want our street to be turned into a short stay car park to generate additional revenue for the council at our expense.</p>
(36) Local Resident (Oxford, Owens Way)	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>1. My understanding of the information below is that under this proposal anyone without a permit could still park on the street immediately outside our house on Owens Way for 2-hours at a time free-of-charge, even during the hours of 9am and 5pm Monday to Friday. On the other hand, as residents we would need to pay a fee of £65 a year to be able to park in the same place for more than 2-hours at a time. Is this correct?</p> <p>2. Could you confirm if the area marked in green below at the entrance of Owens Way would also be subject to the same rules?</p> <p>If my assumptions are correct then it would seem that there would be no benefit to us at all in the CPZ being implemented, as it would not prevent non-permit holders parking on the street immediately outside our house (our front door is literally 0.5m from the pavement where cars are often parked with two wheels on the pavement and two on the road). It would also not prevent the issue of the parents from St. Christopher's School on Temple Road using Owens Way as a drop-off point their children which has been a problem since the implementation of the school street on Temple Road.</p> <p>The only issue it would solve is that of Oxford City Council (Oxford Direct Services) workers from the Marsh Road depot parking their cars on Owens Way whilst they go to work, but since the Marsh Road car park was redeveloped this is</p>

	much less of a problem and has never affected us directly.
(37) Local Resident (OXFORD, Oxford Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There will not be sufficient parking available for the business and visitors to this area, if this goes ahead, and essential trade work will not be possible. There is a high degree of transient population in this area</p>
(38) Local Resident (Cowley, Oxford Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We don't need parking restrictions in Cowley or be a part of the council's money making scheme, we already pay road tax</p>
(39) Local Resident (Oxford, Purland Close)	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>I am afraid that I see no benefit to my household in this proposal. It will make it difficult or impossible for my friends to visit, unless I engage in yet more paperwork and I suspect will incur substantial costs. Thus the downside is a good part of my social life being lost together with tens of pounds.</p>
(40) Local Resident (Oxford , Salegate Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need for it. Parking is available and we are not close enough to the city centre to warrant charging or restricting parking</p>
(41) Local Resident (Temple Cowley, Salegate Lane)	<p>CPZ - Object Parking Restrictions - Concerns</p>

	There are currently no problem parking cars in Salegate lane for residents. No point of changing a system which is working.
(42) Local Resident (Oxford, Salegate Lane)	CPZ - Object Parking Restrictions - Object We have no problem parking in our street. We will be charged for no benefit or reason.
(43) Local Resident (Oxford, Shepherds Hill)	CPZ - Object Parking Restrictions - Object I am living in Greater Leys and our area is already like small ghetto. Building another restriction to get to the other parts of the city will only make more worse the feeling that we do not belong any more to Oxford. Our area is lacking many important things required to recognize us as separate city and we cannot be just cut out of the City Centre and Cowley Road.
(44) unknown (Oxford, St Christopher's Place)	CPZ - Object Parking Restrictions - Object Unnecessary and the use of the current LTN in the area, will be dangerous in winter with snow and ice due to steep sloping areas. Currently in winter driving down to enter St Christopher's Place is accessible. Driving up will cause car accidents, due to the inability to turn in.
(45) Local Resident (Oxford, St Christopher's Place)	CPZ - Object Parking Restrictions - Concerns It is hard to tell why this CPZ is deemed necessary, as in this area there are few shops or businesses that attract "non-resident" cars. As such, it seems that this CPZ would not cause any measurable reduction in street parking, as the majority of parked cars are already resident cars - it would simply result in an increase in inconvenience for residents. Additionally, since the introduction of LTNs in the area, road space is at less of a premium - it's not a problem that most

	<p>roads are single-lane, as there isn't much traffic in the first place.</p> <p>The fact that the first permit costs money makes this appear as a cynical revenue generation scheme, rather than something designed to protect residents. I would also note that (from past experience) it is easier for me to apply for a drivers' license or passport, than it is for me to apply for a parking permit in Oxford - the degree of required documentation is excessive, and in some circumstances, concerning, as (for example) the V5C is a sensitive document.</p> <p>There must also be clarification on how these permits apply to residences that already have allocated parking bays that are not directly joined to the property, such as St. Christopher's Place - on the street there are parking bays, which are numbered and assigned per-property. A lot of these properties are sold or rented with these parking bays as a feature, and if these bays are, in fact, controlled by the council (as opposed to a component of the title plan), this must be clarified with residents, landlords and lettings agents. I would guess that St Christopher's place is not the only street where this would be an issue (for example the parking spaces opposite St Joseph's Hall on Temple Road).</p> <p>Before these plans go ahead, the County Council must justify why these changes are necessary, by stating their current perceived views on the state of parking in the area, what level of street parking they would deem acceptable, and what level of reduction in parked cars they would expect to see.</p>
(46) Local Resident (Temple Cowley, St Christopher's Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is absolutely no need for parking controls in St Christopher's Place and the lower stretch of Temple Road. There is already ample parking available, and there is no inconvenience from parking to residents.</p> <p>Properties in the Place have driveways, garages, designated parking spaces, and there is a small general car park. We have lived here for 26 years and there has never been a problem. There is occasional very short term parking by visitors on the road, but this causes no problems at all. most of the time, the road itself is empty.</p> <p>There is a very brief period of congestion at school times, which the School Street plan alleviated. Even without the School Street, we do not need a CPZ to deal with this situation for such a short period in the working week in term time.</p> <p>We do not need the single yellow line changed to a double line, Cars very rarely park on the single line anyway.</p> <p>We also do not need the added inconvenience of visitor permits for this quiet area. We have managed perfectly well without any interference, since the Place was built 26 years ago.</p>

	<p>People from other streets or businesses do not park here.</p> <p>There is adequate parking in the lower stretch of Temple Road for the terraced houses with no driveways or garages. houses on the southern side of the street have driveways. The only other people who park in this area of Temple Road are workers from the Council depot in Marsh Road. I thought these workers were supposed to park in the recently extended car-park on Cowley Marsh in Marsh Road?</p> <p>If the CPZ is imposed on us, it can only be seen as a money-making venture, as it is unnecessary and I am strongly opposed to it.</p>
(47) Local Resident (Temple Cowley, St Christopher's Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am really at a loss to see why a CPZ is proposed for Temple Cowley other than a continuation of Oxford City Council's current attack on car owners using them as cash cows. We think that maybe the proposal was drawn up to prevent the use of these roads as park and rides and to stop people from the new development at the old Murco garage from parking locally.</p> <p>My road, St Christopher's Place has virtually got a secured parking spot or a driveway for every house and those that don't are able to park quite easily on the available spaces in the road. Did anyone check this before including us in this proposal?</p> <p>Parking on the current single yellow lines rarely happens at any time of day (except some parents picking up from St. Christophers school) or night so I cannot see why it is that is proposed to turn these into double yellow lines. What it this achieving?</p> <p>Going on to Temple Cowley more widely: parking spaces are finite, this proposal would not bring any extra slots for residents, only to charge them for what they currently do, i.e. park outside their house, or close by. There are perhaps a couple of spots where parking is tight, in Leafield Road and the bottom of Temple Road but most of the latter certainly, is caused by workers from the OCC depot in Marsh Road. It is noticeably quieter after around 3pm - certainly in Temple Road, when they leave for home.</p> <p>People do find parking spaces, perhaps not easily but in the close vicinity, this would still happen only they will have been charged £65 to do so. We are not an area that sees people use these roads as a park and ride, and as mentioned above the only people in competition for parking is the council's own workers. Even with these I have not noticed any parking problems and I have lived in Temple Cowley for 40 years.</p> <p>A couple of points to mention on these workers. I understand (from a worker) just as this consultation was sent that</p>

	<p>council workers received a memo asking them not to park in the pay and display at Cowley Marsh. Is this to put pressure on the local roads to make them seem even more congested with OCC workers.</p> <p>I also heard at local election time that if CPZs were introduced in the area that depot workers would not be affected by the issue and they could continue to park on these roads for free. These two things, if true, make a mockery of this proposal.</p> <p>Until I retired I worked at Oxford Brookes and had to pay for an annual permit and then a daily fee to come to work. Why, if the Eastern Arc proposal regarding parking should the depot workers not have to pay to park in Marsh Park. Locals see this as a council workers car park anyway since it was enlarged a few years back.</p> <p>Thanks for this opportunity to raise some points, I trust that this proposal will not go through as it does not give the Temple Cowley residents any benefits.</p>
(48) Local Resident (Oxford, St Christopher's Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I feel this is not needed here and unfairly penalises (council tax paying) residents that do not have off-street parking. As I understand it, the proposal includes changing single yellow lines to double yellow lines in St Christopher's Place and at the top of Temple Road (opposite St Christopher's School) - the single lines should be retained for residents who have friends and family visitors, or even scrapped.</p> <p>There should be space for workmen to park during the day. There will also be legitimate visitors to St Christopher's School to be considered. My house fronts onto Temple Road (opposite St Christopher's School) and your proposals do not adequately address this</p>
(49) Local Resident (Oxford, St Christopher's Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We do not have a driveway on our property so would have to pay for permits, as both myself and wife need our cars for work while also working from home some days in the week due to flexible working. This proposal to charge for permits is wholly and grossly unfair. There is not a problem with parking on St Christopher's Place (other than during school pickup time which the "school zone" is addressing) so permit parking is unnecessary, especially with the charges proposed and also all the LTN measures already making life incredibly difficult for car drivers.</p> <p>It is also not clear if the CPZ and permits apply to properties with allocated parking spaces instead of driveways, e.g. 16,18,20,25,27,29 St. Christopher's Place.</p>

(50) Local Resident (Cowley, St Christopher's Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need for the controlled parking zones. All it will do is make people park elsewhere. This is as ill thought out as the LTN road blocks. All those have done is make the traffic worse everywhere else and increased all journey times. Controlled parking zones are completely unnecessary. Please don't cause further inconvenience.</p>
(51) Local Resident (Cowley, St Christopher's Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Will create more problems than it will solve. Not well thought out or considered.</p>
(52) Local Resident (Oxford , St Christopher's Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking is already at a premium in the area and adding a cost to vehicles parking outside their own homes is another penalty for drivers in the city. In our road we have no issue with non residents parking for extended periods, but many of the residents have to park in the road as there are not enough allocated spaces to go round. This proposal would add unnecessary cost and restrictions to an already tricky situation. In addition, if residents have frequent visitors eg for childcare, they will then have additional cost to purchase more permits and limited to only 50 per year which is not nearly enough.</p> <p>These new measures would introduce complication and expense that do not serve residents. The end result is that the very few non residents that park in the area just find somewhere else to park, and all residents are charged to park outside their own homes.</p>
(53) Local Resident (Temple Cowley, St Christopher's Place)	<p>CPZ - Object Parking Restrictions - Object</p>

	Because of the ill thought out LTNs, no one can drive here anyway, so why introduce parking restrictions- particularly when parking is not a problem anyway
(54) Local Resident (Temple Cowley, Temple Road)	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>Since I am being asked to pay for this service I would like to know what's in it for me? Do I get 24hr security to stop anyone stealing my cat/com or a guaranteed parking place within sensible running distance of my home when it's raining? I also note that since I am now a sole occupier I only get one parking place, this means that if I were to start business again (Which I have considered) I would have to get rid of my exceedingly environmental gas powered car in order to use my exceedingly unenvironmental petrol Land Rover. I also notice that the CPZ would only be in effect while I was at work, so people would be prohibited from parking in the area while I'm out, but the free-for-all would have resumed by the time I got home to unpack my gear.</p> <p>I think I can safely predict that you cannot answer my concerns to my satisfaction, so I object to the proposals pending further information or modifications to the plan.</p>
(55) Local Group/Organisation (Cowley, Temple Cowley)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I currently work in the Temple Cowley area and park on the street, arriving and leaving outside of the times residents use the parking spaces. I travel from Swindon and there is no practical public transport alternative. If controls/restrictions were imposed I would not be able to work in this area which would reduce income to local shops and businesses.</p>
(56) Local Resident (Oxford, Temple Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>It's unnecessary and another means to charge residents</p>
(57) Local Resident (Oxford, Temple Road)	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>I do not feel the controlled parking is needed on Temple Road. I think it is too restrictive as well. For shared households it will make it impossible to park if each person has a car and each household is only allowed two cars permitted to park. It is unfair for those without driveways - penalising those who live in lower value houses (without driveways) and therefore presumably potentially lower earners as they live in/own a lower value property. I think you will be inflicting all these problems onto people for no reason as there is currently not a problem with parking on Temple Road! We won't gain anything but we will lose out.</p>
<p>(58) Local Business (Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>As I work in Temple Road - in a school and live in Faringdon such restrictions would have a great adverse effect upon my ability to continue to travel to, thus continue to, work in Oxford.</p>
<p>(59) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I Live in Temple Road and have no access to off street parking. There is no problem parking outside my house. As I already pay road tax I think this is a tax by stealth where it is not necessary. If there are controlled parking spaces it will limit the parking space which currently works well. As a household we limit ourselves to one car. Since the implementation of the LTN the traffic has greatly reduced in Temple Road and the surrounding neighbourhood, once again proving that a Controlled Parking Zone is unnecessary.</p>
<p>(60) Local Resident (Oxford, Temple Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>inequality: The proposed area features larger houses with driveway parking and terraced houses that require street parking. If the goal is to raise revenue then this is a stealth tax that disproportionately affects people of lower incomes in smaller houses or HMOs. The restriction to 2 permits per household is particularly galling as this prevents HMOs from owning the vehicles that they may require for commuting.</p>

(61) Local Resident (Oxford, Temple Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>It means that I will have to pay to have visitors come and see me; I typically have visitors multiple times a week and the permits allocated would be less than one a week. This is a massive disincentive. I am not sure who benefits from this scheme apart from the council.</p>
(62) Local Business (cowley, Temple Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>As someone who works in a business in this area I and several of my colleagues have no choice but to drive to this location and this would seriously impact my colleagues and I, particularly during the working week.</p>
(63) Local Resident (Temple Cowley, Oxford, Temple Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to these proposals because they are not necessary in this area. The County will create problems for us if CPZs are implemented here or nearby. Many dwellings in Temple Cowley have no off-street parking, so residents have no choice but to park in the street. It is most unreasonable to implement CPZs unless permits for residents and visitors are FREE and GUARANTEE a parking space. Of course, this won't happen. All a CPZ will do is make residents pay for a parking space, but without any guarantee of getting a parking space. BAD IDEA FOR RESIDENTS. We manage quite nicely as we are, so stop interfering and leave things as they are - NO to CPZs in Temple Cowley.</p>
(64) Local Resident (OXFORD, Temple Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Residents have managed cooperatively for those obliged to park on the street and taxing them seem quite unnecessary.</p>
(65) Local Resident (Temple Cowley , Turner Close)	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>As a permanent resident of Turner Close in Temple Cowley, one of the streets included in the plans for a new CPZ, I was shocked to read about these plans and strongly object the move. While I cannot speak for other streets included there is no justification for this CPZ on Turner Close. The current situation of course requires a lot of very necessary on-street as is common with terraced houses with no driveways. However, at no point in my 3 years living on this street have I not been able to get a space due to either commuters parking there or even visitors for other properties. There is an element of give and take with the parking which everyone in the Close adheres to very amiably and I see no reason at all for changing this to be a CPZ where residents who currently park for free will have to pay an annual fee to now park on the street where they live and to apply for extra permits for people like family members visiting. Indeed, Turner Close needs to be treated as a case in its own right rather than grouped together with a range of other streets in the vicinity where the parking situations and pressures on parking are completely different. This kind of blanket approach to a CPZ is not acceptable and does not do anything to help the residents of Turner Close. Since moving here 3 years ago my wife and I have found it an incredibly friendly and neighbourly Close and this is reflected in how everyone lives in harmony with the parking. There is an unwritten system in place currently which works perfectly well. Not once in 3 years have I been unable to park my car safely with the current non-CPZ system. I therefore wonder what the reasons would be to introduce it on this street? I must say the 'statement of reasons' in the consultation pack offers very little in the way of specific reasoning for why the CPZ is appropriate for Turner Close. It rather refers vaguely to 'local issues' and supporting wider initiatives like the LTNs. The latter is surely not relevant for a Close which people can't and don't use as a shortcut and is rather tucked away from the main Temple Cowley traffic hubs.</p> <p>I would close in saying that I have parked on Turner Close for 3 years and have come to recognise the cars which belong to my neighbours. It is very rare for me to see cars I don't recognise parking there regularly, either in the daytime or at night. I must conclude that issues like commuter parking are simply not a real issue on my street and therefore not an acceptable justification for a CPZ. I would ask for a much fuller statement of reasons for this proposed change than is currently given. In addition, each street proposed to be included should be considered as a unique case in its own right and I believe this would lead to the conclusion that it is not necessary on Turner Close. It cannot be imposed on all of these streets which are so different without much fuller reasoning.</p> <p>Finally, we have a free parking system that works fine on Turner Close and a friendly neighbourhood and sense of community which makes it a great place to live. I believe this would be put at risk by the proposed CPZ and don't believe it would make a positive difference. I would ask in closing that you reconsider the inclusion of Turner Close in these plans and speak to local residents to understand how things work at the moment and whether they feel there is a genuine issue which would be improved by a CPZ.</p>
(66) Local Resident (Oxford, Turner Close)	CPZ - Object

	<p>Parking Restrictions - Object</p> <p>There are no daytime parking problems in Turner Close therefore a CPZ provides no benefit or improvement</p>
(67) Local Resident (Oxford, Turner Close)	<p>CPZ - Object</p> <p>Parking Restrictions - Object</p> <p>Make the area parking impossible to use! Right now there is absolutely no issue but with controlled parking there will be much less space in Turner Close meaning people can't find an space to park!</p>
(68) Local Resident (Oxford, Turner Close)	<p>CPZ - Object</p> <p>Parking Restrictions - No opinion</p> <p>As a permanent resident of Turner Close in Temple Cowley, one of the streets included in the plans for a new CPZ, I was shocked to read about these plans and strongly object the move. While I cannot speak for other streets included there is no justification for this CPZ on Turner Close. The current situation of course requires a lot of very necessary on-street as is common with terraced houses with no driveways. However, at no point in my 4 years living on this street have I not been able to get a space due to either commuters parking there or even visitors for other properties. There is an element of give and take with the parking which everyone in the Close adheres to very amiably and I see no reason at all for changing this to be a CPZ where residents who currently park for free will have to pay an annual fee to now park on the street where they live and to apply for extra permits for people like family members visiting. Indeed, Turner Close needs to be treated as a case in its own right rather than grouped together with a range of other streets in the vicinity where the parking situations and pressures on parking are completely different. This kind of blanket approach to a CPZ is not acceptable and does not do anything to help the residents of Turner Close. Since moving here 4 years ago my partner and I have found it an incredibly friendly and neighbourly Close and this is reflected in how everyone lives in harmony with the parking. There is an unwritten system in place currently which works perfectly well. Not once in 4 years have I been unable to park my car safely with the current non-CPZ system. I therefore wonder what the reasons would be to introduce it on this street? I must say the 'statement of reasons' in the consultation pack offers very little in the way of specific reasoning for why the CPZ is appropriate for Turner Close. It rather refers vaguely to 'local issues' and supporting wider initiatives like the LTNs. The latter is surely not relevant for a Close which people can't and don't use as a shortcut and is rather tucked away from the main Temple Cowley traffic hubs. I would close in saying that I have parked on Turner Close for 4 years and have come to recognise the cars which belong to my neighbours. It is very rare for me to see cars I don't recognise parking there regularly, either in the daytime or at night. I must conclude that issues like</p>

	<p>commuter parking are simply not an issue on Turner Close and therefore not a reasonable justification for a CPZ. I would ask for a much fuller statement of reasons for this proposed change than is currently given. In addition, each street proposed to be included should be considered as a unique case in its own right and I believe this would lead to the conclusion that it is not necessary on Turner Close. It cannot be imposed on all of these streets which are so different without much fuller reasoning. Finally, we have a free parking system that works fine on Turner Close and a friendly neighbourhood and sense of community which makes it a great place to live. I believe this would be put at risk by the proposed CPZ and don't believe it would make a positive difference. I would ask in closing that you reconsider the inclusion of Turner Close in these plans and speak to local residents to understand how things work at the moment and whether they feel there is a genuine issue which would be improved by a CPZ.</p>
<p>(69) Local Resident (Oxford, Turner Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking is not an issue for our small private close which is used only by residents and their guests. Parking permits would serve no purpose and incur additional costs for residents.</p>
<p>(70) Local Resident (Oxford (Temple Cowley), Turner Close)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>This proposal represents a completely unnecessary administrative burden and visitor charging system for a community with minimal to no outside traffic or parking pressure. We are not near a commercial area and most homes have good private/communal parking with ample, safe on-street additional spaces locally where required. It feels that the principal driver for this proposal are the significant demands on council finances (due to the deep cuts imposed by central government these last years) rather than community priorities or demand. I therefore object to the proposals in full - as do all of my immediate neighbours here in Turner Close.</p>
<p>(71) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>As a resident of Temple Cowley I must inform you of my disgust of the proposed cpz in the Area, this area does not have a commuter problem, could someone tell me what I would be paying for? Since it's long been known of the lack of parking spaces for the residents and the cpz will not help in the slightest. It seems I will be paying for a parking space</p>

	<p>that does not exist. It seems with the LTN and CPZ that Temple Cowley will be an area to avoid at all cost.</p>
(72) Local Resident (Oxford , White Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The parking restrictions are less effective way to control the traffic. On the other hand it gives rise to annual bills that are already mounting on a working families. Also not all families have two cars as there are more than two family members. Also it's not fair for local residents to pay for something that wasn't formally in expense list. I do believe strongly that it would bring the life quality for working people down to right poor as there's more expenses needs sorting off plus a parking war will be started as everyone will be trying to get a space. Also the introduction of LTNs and CPNs will cause more traffic load and hence give rise to CO2 which's big no no for cleaner Oxford. The bottom line is I strongly object the idea as it wouldn't solve the problem but give rise to further problems.</p>
(73) Local Resident (Oxford, White Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have lived in White Road for 15 years and have never had any problem with parking. During the day the road is empty and is not used by anyone outside of the area. In fact parking is very limited as most people use their own driveways. This plan may actually encourage the rest of the street to drop their drive, pave their drives and/or remove much needed vegetation, thus contributing to climate change. I would suggest double yellow lines at the junctions to prevent the terrible parking we currently see, blocking the view and creating a danger to cyclists. Making the whole street to pay for the privilege of parking outside their own homes adds no value to us as homeowners, creates an eyesore with the extra signage and quite blatantly is another money-making scheme by the county council.</p>
(74) Local Resident (Oxford, William Morris Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We currently have no parking issues and fear that the proposed CPZ will do nothing besides increasing household costs which are already suffocating</p>

(75) Resident (Moreton in Marsh,)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am concerned with any parking limitations in the area as I commute an hour each way to work at the school on Temple Road, and then need to be able to park. There were days where parking was already difficult, and that was before the road blocks went in. If further limitations are introduced, it would have a serious impact on the school and the other businesses in the area.</p>
(76) Local Resident (Oxford, Badgers Walk)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have not noticed any need for restrictions so far (lived here 13 years). This just seems additional measures by OCC to penalise people who NEED to drive. Maybe money should be better spent on improving the terrible public transport instead, which might make it easier to live without a car?</p>
(77) Local Resident (Oxford, Badgers Walk)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live in Badger's Walk and I'm sure you are aware that the majority of the car parking spaces are privately owned. As a result, from a CPZ point of view it's a relatively straightforward situation for the residents of the road as they will continue to be able to park on their parking spaces as they currently do.</p> <p>However, there are a number of unallocated visitor spaces. The introduction of the CPZ could mean that these spaces become sought after as you wouldn't need a permit. I was wondering whether they could please be considered to be included in the CPZ? I understand that this is a bit different from typical CPZ areas where the on-street areas are sign posted as permit only. But if the visitor spaces in our development were marked as permit only then this would prevent them from being used by non-residents (or residents who don't have allocated parking and don't want to purchase a resident's permit). This has been successfully implemented in other parts of Oxford including at the end of Hayes Close in Marston (where most people have private parking on their land but there are a limited number of visitor bays),</p>
(78) Local Resident (Oxford, Bennett Crescent)	<p>CPZ - Concerns Parking Restrictions - Concerns</p>

	<p>I am concerned living in Bennett Crescent that you will push the issue of parking onto our crescent and as it is a private road leave it as our problem and there is no acknowledgment or plan to support us when this happens. We already have issues with the local school parking in people's spaces or blocking the entrance and parents are rude and even aggressive when asked to not too. Here there is no support from the school or anyone else so hard to see with this scheme we would get support in this situation.</p>
<p>(79) Local Resident (Oxford, Cowley Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>This will mean that more people will try to park on the Cowley Road - it's already close to impossible. There doesn't seem to be a problem currently in the Temple Cowley area (I also work there) so I can't see a strong need for the council to spend money on this.</p>
<p>(80) Local Resident (Temple, Cowley, Crescent Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Closing the crescent road and a temple road does not solve the area's problems. They should leave the streets open with only one direction for each street the traffic circulates better only in one direction. Close access to non-residents at certain times, allow traffic to flow and not block the Cowley Road with so much traffic. Remove companies such as Colorful Coffins (they use a lot of vans and lorries, block traffic and pedestrian walks), from the Crescent road and excess parking council employees in the area. Improve circulation and car park and facilitate the movement of pedestrians and cyclists. I ride my bike to work at BMW. To go shopping or go elsewhere in the car before it took 10 minutes to get to Tesco or Sainsburys, now it takes 30 minutes or more depending on the traffic. Bring benefits to the population without making life difficult for the population.</p>
<p>(81) Local Resident (Oxford, Don Bosco Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I find on this road that parking mainly becomes an issue at school drop off and pick up times. The proposal allows people</p>

	<p>to park for up to 2 hours still which does not help this issue. Parents will park anywhere and dangerously to access the school.</p> <p>It is good that residents will get 25 free visitor permits a year but it seems unfair that they have to pay annually for a permit for themselves.</p>
<p>(82) Local Resident (Temple Cowley, Don Bosco Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Residents at 31, 32 and 33 Don Bosco Close have assigned parking spaces on a tarmac area behind the multi dwelling block. This is shown as a brown shaded area on drawing TC/CPZ/2021/001 (Revision v3). The drawing does not define the meaning of the shaded area.</p> <p>These parking spaces are not officially marked as reserved for the properties and residents, such as myself at 31 Don Bosco Close. I had to put a homemade sign on the fence to advise it is a private parking space.</p> <p>As the three spaces are behind the multi dwelling block, separated by a fence and tall growing vegetation. For those unfamiliar with the area I have to assume they get the impression they are general parking spaces. Residents often find other cars parked in their spaces when returning home.</p> <p>While I support the CPZ scheme, I have concerns that the signs and zones will make the situation worse for 31, 32 and 33 Don Bosco Close as it will tempt drivers to use the tarmac area reserved for the properties.</p> <p>As I've had to resort to on street parking when another vehicle has taken my space, I'll be forced into having to pay for a permit to cover myself despite having a single vehicle and an assigned parking space for the property.</p> <p>Can the scheme provide official signage for these parking spaces or allow the residents at 31, 32 and 33 Don Bosco Close to apply for a free permit in case they have to resort to on street parking?</p>
<p>(83) Local Resident (Headington Oxford, Hundred Acres Close)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>As a disabled driver who has to drive to work and park the Parking Restrictions have a detrimental impact on my commute and for parking</p>

(84) Local Resident (Oxford, Kirby Place)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live in Kirby Place and I agree with all the new restrictions but I'm a bit concerned since there will be no bay marking or lines. How will the new restrictions prevent vehicles from parking on the pavement in Kirby Place between numbers 2 - 7?</p> <p>I strongly believe that bay markings are required to indicate to vehicles where parking is allowed otherwise the new measures will not stop pavement parking which is a major issue in our area. It's really difficult or impossible for pedestrians to safely use the pavements</p>
(85) Local Resident (Cowley, Owens Way)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I am concerned as no one from the Council or Catalyst has clearly explained how this impacts our privately-owned parking spaces on Owens Way. We have been asking Catalyst to repaint the lines on our spaces for almost 2 years but as the council was due to adopt the road they won't do it. None of the consultation documents explains what will happen in regard to this. My parking space is a part of my title deed and is owned by me, not the council, and I do not understand if the lines cannot be repainted how others with permits will know they cannot park in my space, as it is privately owned land.</p> <p>Please can the council explain how this will be managed for residents of Owens Way, as our spaces are numbered and OWNED privately.</p>
(86) Local Resident (oxford, Owens Way)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>concern that the area - junction of Temple Road /Owens Way is not fully covered by double yellow lines. Double yellow lines are needed on both sides from the start of Owens Way to the end of the first house (number 3). I have been campaigning for this for some time as visibility is poor and it impacts on the school street plus access is needed to</p>

	<p>number 3 where people with physical disabilities live.</p> <p>No clear explanation that our allocated spaces (as part of lease with Catalyst) will not be affected.</p> <p>Other than that I support the CPZ and the restrictions.</p>
(87) Local Resident (Oxford, Owens Way)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have no objections about parking restrictions being put on parts of the street. However, I am concerned that our residents parking spaces will be taken away and we will be charged for them. These spaces are on the deeds to our houses and therefore I feel that they shouldn't incur charges. When speaking to Catalyst housing association, they said that this was a possibility. With the mortgage, rent and service charge I already pay, it wouldn't be ok to then charge me extra on top of this for a space which I am entitled to. Myself and my neighbours have repeatedly asked Catalyst, over the past two years, to repaint the lines and numbers to make these spaces more obvious (and avoid disputes in the street) and they have replied that the council will be making the street into a CPZ. There doesn't seem to be any clarity from them, or on the council documentation, about what will happen with these allocated spaces. This is a huge concern for me.</p>
(88) Local Resident (Oxford, Owens Way)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Some residents here have an allocated space with their property. Some of which are in little car parks off the road, some are on the road.</p> <p>We are unsure how the CPZ scheme will work in Owens Way. I know the road is owned by the council but I am not sure what that covers in terms of road on the development.</p> <p>My parking space is allocated to me under the terms of my lease. I own some of my property also.</p> <p>It would be good to see some suggested maps or any further detail about plans for Owens Way if possible. Residents have allocated numbered spaces here on/off road. My parking space is off the road in a parking area behind my flat. I am also disabled so could get a disabled space I expect if needed.</p> <p>We do have issues with excessive parking. OCC depot workers park in our street a lot. I am hoping double yellows and</p>

	cpz will stop this. Sometimes their parking is dangerous.
(89) Local Resident (Oxford, Owens Way)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I would like to point out the following regarding Owens Way and the cpz. We as catalyst housing tenants have car parking spaces allotted by catalyst therefore the council can't charge for these as they are catalyst owned. Also please note we do not want double yellow or yellow lines in Owens Way ruining the brick road that actually looks nice and while you are at it get rid of those useless LTN'S that are ruining Temple Cowley.</p>
(90) Local Resident (Oxford, Silkdale Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have a flat in Lizmans Court, Silkdale Close and I am enquiring whether I would be eligible for visitors' permits in Temple Road</p>
(91) Local Resident (Oxford, Temple Mews)	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>I am in favour of the CPZ but I have some concerns about the eligible properties. We live on Temple mews and have two cars but only one allocated parking space. We're currently parking our second car on Temple road but there is no mention about the properties on Temple mews in the proposed scheme. I'm just worried we won't be eligible for a parking permit.</p>
(92) Local Resident (Oxford, Three Corners Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>concerns about the effect to local businesses in surrounding areas to the proposed parking restrictions, that their customer parking will be used by non customers who would usually park elsewhere before additional parking restrictions</p>

(93) Local Resident (Oxford, Turner Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>This seems to be unnecessary in Turner Close, where residents do not receive much competition for people parking in order to use other amenities in the area. Adding double yellow lines to some of the road will also reduce the space for residents to park. I recently bought on this road with no permit parking being an asset - I do not support the introduction in this road of a CPZ or permitted parking. Speaking with other residents, this view seems to be widely shared.</p>
(94) Local Resident (Oxford, William Morris Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Our property was purchased with allocated parking from the Housing Association A2Dominion. I assume that we will not have to pay the residents parking fee of £65 per annum that you propose to make?</p> <p>The location of our parking space is around the back of the flats accessed by the spur off William Morris Close. If the CPZ goes ahead it will have a major impact on residents living on William Morris Close, as non-residents, including parents who drop off, wait and pick up their children from Tyndale school, are more likely to use our allocated parking spaces, as happens at the present time. This is likely to become worse if the proposal is implemented and goes ahead. There are likely to be more vehicles (the school has been expanding and a new housing development is underway in this area at the present time) which will result in less free parking spaces in this area, this will put even more pressure on us. Do you have any plans to regulate parking along this spur of William Morris Close? Will you provide a barriers or signage to stop non-residents from parking in our spaces? We are very concerned that our parking area will be used by others not entitled to use it and make it even more difficult than it is now to drive in and out of our parking area.</p>
(95) Local Resident (Oxford, Badgers Walk)	<p>CPZ - Support Parking Restrictions - Support</p> <p>We are generally in support of this initiative. Many people from outside the area use roads in Temple Cowley for parking before going to work in Oxford by bus or on foot, others park in the streets when using Marsh Park & as a result Leafield Road is sometimes full of cars which don't belong to residents, making parking for residents & their visitors difficult. I do however want to query sections 2-3 of the CPZ consolidation order information that has been sent to my home. It states that in the roads affected (which includes my road, Badgers Walk) residents will need to apply for permits. Badgers Walk has a car park with allocated spaces for residents; our home is privately owned & our parking space is shown on</p>

	the deeds to our property & we have installed a lockable bollard to prevent unauthorised parking. As we have 2 vehicles, I understand that we would need to purchase a permit to park in any space other than own, but I would strongly object to paying to park in my own space.
(96) Local Resident (Oxford, Badgers Walk)	CPZ - Support Parking Restrictions - Support I would like to see reduced fly parking in the area and fewer journeys made into the area by non-residents.
(97) Local Resident (Oxford, Bennett Crescent)	CPZ - Support Parking Restrictions - Support Streets are overcrowded
(98) Local Resident (Oxford, Crescent Road)	CPZ - Support Parking Restrictions - Support
(99) Local Resident (Oxford, Crescent Road)	CPZ - Support Parking Restrictions - Support I live in Crescent Road and I gave up my car. There are some rented places with more than 2 cars and some people coming to the shop are parking outside my house or neighbours.
(100) Local Resident (Oxford , Crescent Road)	CPZ - Support Parking Restrictions - Support I have concerns for the local business, particularly Kumar's at 39 Crescent Road whose business has already been hit by the LTN (which I do support). It relies a lot on passing vehicles who park in the spaces directly outside the shop or on the yellow lines around it - this will presumably continue but therefore slightly negates the impact. Overall though, there are a lot of cars and not many spaces so this is a good idea. As with the LTN it would be good to have parallel programs

	looking at helping people to utilise other modes of transport so they don't need their cars such as cycle confidence classes etc....
(101) Local Resident (Temple Cowley, Crescent Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>We need to manage car use in support of cyclists and children's safety and to tackle Climate Emergency</p>
(102) Local Resident (Oxford, Crescent Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>We are lucky enough to have a drive, so can park there, but often the road is very full of parked cars</p>
(103) Local Resident (Oxford, Crescent Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Any measure that helps reducing the amount of traffic in Oxford is welcome.</p>
(104) Local Resident (Oxford, Don Bosco Close)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I strongly support the proposal as described. I live in Don Bosco Close (in proposed Temple Cowley CPZ) and the road is heavily used for commuter parking Mon-Fri daytimes. Cars are parked up all day during working hours meaning visitors, tradespeople etc can often never park during working hours. There are also a number of HMO properties in the vicinity, which exacerbates the problem. The amount of pressure from the commuters looking to park can lead to dangerous and inconsiderate parking, for example leaving cars in turning circles and blocking residents driveways and footpaths. This can also make it dangerous for pedestrians, cyclists and larger delivery vehicles. I have lived here for almost 15 years and love the road and community but in recent years it has started to feel more like a carpark for commuters than a residential cul-de-sac. The costs for permits and visitor permits is very reasonable and fair. I would hope that the limit of 2 permits for businesses within the CPZ is strictly enforced to encourage them to promote active travel amongst employees.</p>

(105) Local Resident (Temple Cowley, Oxford, Don Bosco Close)	<p>CPZ - Support Parking Restrictions - Support</p> <p>will relieve parking congestion in area and enhance community environment.</p>
(106) Local Resident (Oxford, Don Bosco Close)	<p>CPZ - Support Parking Restrictions - No opinion</p> <p>Seems ok idea</p>
(107) Local Resident (Oxford, Don Bosco Close)	<p>CPZ - Support Parking Restrictions - No opinion</p> <p>I think the proposed CPZ for Temple Cowley is AMAZING! There is a huge amount of commuter parking in the area, which is steadily getting worse. It may also be worth knowing that a lot of commuter travel and parking is currently generated by St.Joseph's Hall (Kings) on Junction Rd. Their staff all seem to commute in by car and park in the neighbouring streets. I live in Don Bosco Close next to the college and during term time it is not uncommon for every single available space on the road to be occupied by their staff. I would hope that the introduction of a CPZ would encourage them to promote active travel with their employees. I would also like to add that the proposed 2 permit limit for businesses within the zone should be strictly enforced.</p>
(108) Local Resident (Oxford, Junction Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>In view of the climate crisis I support everything which can be done to minimise vehicle use. In addition, I strongly support the LTN initiative to minimise traffic movement through residential neighbourhoods and regard the CPZ as a highly desirable, complementary initiative.</p>

(109) Local Resident (Oxford, Junction Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the national aim to reduce the amount of car journeys and the local aim of reducing the number of car journey's into and in Oxford.</p>
(110) Local Resident (Oxford , Junction Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Quieter and safer on our residential road.</p>
(111) Local Resident (Oxford, Junction Road)	<p>CPZ - Support Parking Restrictions - No opinion</p> <p>I support the CPZ because I hope it will stop commuters from parking all day and students at Crescent Hall for parking for weeks on end, thus preventing residents from parking. It will not, however, address the problem of school drop off and pick up, which needs urgent action. I would also like to see the three parking spaces at the top of Junction Road, which were removed without consultation when the LTN was installed, reinstated to give a little extra capacity, since the two hour window may at times still mean residents have difficulty finding a space.</p>
(112) Local Resident (Oxford, Junction Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Parking has been an issue over the last few years and as a resident it has become more and more difficult to park. Parking spaces are used by local businesses, Oxford Brookes students and people commuting to work in the centre of town.</p>
(113) Local Resident (Oxford, Junction Road)	<p>CPZ - Support Parking Restrictions - Support</p>

	<p>On balance, I think it will ease parking issues for local residents to have a CPZ in place. Although the LTN has improved things, a number of individuals use Junction Road to park in as they go to work nearby or commute into Oxford. Additionally, a lot of Brookes students from the nearby Halls of Residence leave their cars in this area as the University does not allow them to park them at their place of residence. I think the number of visitor permits is sensible and only object to the cost of the scheme for householders.</p>
(114) Local Resident (Oxford, Junction Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support this Proposal and its introduction as a PPA considering that the few parking spaces available in Junction Road and its environs have been historically monopolised by employees of Kings, Temple Road, leaving residents frustratingly unable to park anywhere near their homes which I know isn't their right but residents should be afforded this ability.</p> <p>I understand that the removal of the disabled bay outside 17 Junction Road was considered a while ago. The resident at 21 Junction Road no longer has need of this space and it has only used by an employee of Kings for many months.</p>
(115) Local Resident (Oxford, Kirby Place)	<p>CPZ - Support Parking Restrictions - Support</p> <p>There are persistent problems with anti-social parking in the area, including commercial vehicles which are parked in the same spot for weeks on end. There is also a growing problem of residential streets being used as overflow car parks for local employers and the introduction of CPZs in other areas can only exacerbate this as the amount of on-street parking elsewhere is reduced.</p> <p>The proposal should solve the problem of anti-social parking, whilst accommodating people with short term requirements, such as visitors to the Health Centre and library in Temple Road as well as casual visitors.</p> <p>The CPZ can't come too soon.</p>
(116) Local Resident (Oxford, Kirby Place)	<p>CPZ - Support Parking Restrictions - Support</p>

	I agree with the proposed parking restrictions. I'd like to point out that Kirby place is a cul-de-sac and double yellow lines opposite number 18 required to allow vehicles to make a U-turn at the bottom of the cul-de-sac. Unfortunately, people often park in the turning circle and there is insufficient space for residents and delivery vans to turn around.
(117) Local Resident (Temple Cowley, Oxford, Kirby Place)	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>The restriction should be 24/7, otherwise someone could park there from Friday evening until Monday morning. Also, shouldn't resident permits be free?</p>
(118) Local Resident (Oxford, Kirby Place)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Police staff from the nearby Thames Valley Police station and people who visit Temple Cowley Health Centre park their cars in Kirby Place which leaves local residents with no parking spaces. In my opinion it would have been even better if only residents were allowed to park at all times.</p>
(119) Local Resident (OXFORD, Leaffield Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>To prevent drivers in the future from parking in the area to avoid other parking restrictions</p>
(120) Local Resident (OXFORD, Leaffield Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>There is a need to control parking in this area. Though I would resent paying for my permit because I have a driveway and rarely need to park in the road, I generally support the proposal.</p>
(121) Local Resident (Oxford, Leaffield Road)	<p>CPZ - Support Parking Restrictions - Support</p>

	Reduce the number of people who park here who work at the refuse site. Reduce traffic levels.
(122) Local Resident (Oxford, Lytton Road)	CPZ - Support Parking Restrictions - Support Need to encourage active transport, discourage cars
(123) Local Resident (Littlemore, Oxford, Marlborough Close)	CPZ - Support Parking Restrictions - Support I support the proposal because I think parking in the Temple Cowley area is unsustainable - there's too much pavement parking as well as parking on double yellow lines etc
(124) Local Resident (Oxford - Cowley , Marsh Road)	CPZ - Support Parking Restrictions - Support I find difficulty parking my car near my house. Usually I finish work at midnight but can't park my car. It's frustrating.
(125) Local Resident (Oxford, Marsh Road)	CPZ - Support Parking Restrictions - Support We can never find parking. The council workers as well as random people visiting near places park and leave. Most don't even live on the near roads. We have to park on Cowley Road so far from home.
(126) Local Resident (Cowley, Owens Way)	CPZ - Support Parking Restrictions - Support I hope the proposals will reduce congestion, stop ODS staff from using the neighbourhood as a car park, and make the roads safer for all users.

(127) Local Resident (Temple Cowley, Crescent Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Things do need tightening, especially Marsh Road.</p>
(128) Local Resident (Oxford, Rymers Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>All residential areas should have CPZ to discourage commuter parking. However there needs to be a rule to enforce that people don't end up buying a permit and rent out their drives! this would defeat the purpose. We also need secure bike storage especially for apartment buildings that HAS TO BE CHEAPER than the fee for parking. All these comments are true for ALL the areas with CPZ, not just the Temple Cowley one.</p>
(129) Local Resident (Temple Cowley, Temple Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Good idea</p>
(130) Local Resident (Oxford, Temple Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I feel my street is used by businesses, commuters and School run parents too often as a place to dump their car and on occasion as a resident I cannot get parked. I welcome parking permit scheme</p>
(131) Local Group/Organisation (Oxford, Temple Road)	<p>CPZ - Support Parking Restrictions - Support</p>

	People visiting Cowley Library often find it difficult to park in the area. These proposals may free up some short-term parking to make this easier for them
(132) Local Resident (Oxford, Temple Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support this so it will be easier for residents to park and to reduce the number of cars in the area in general</p>
(133) Local Resident (Oxford, Temple Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>We are supporting the proposed CPZ because at the present time we are finding parking in our road a disaster. We have staff from the Council in Marsh Road parking all day, plus the printing shop in Crescent Road parking working vans and staff cars and we have no place to park. I am partially disabled and have difficulty walking distances and have received parking tickets as there is no place to park near our property.</p>
(134) Local Resident (Cowley, Turner Close)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Since the building of the new student housing on the Cowley Barracks site/old BT premises plus the opening of the school in William Morris Close ad hoc parking has been causing many problems. There will be a further increase in pressure on local roads when the new Cantay Development in William Morris Close is occupied. We would be very appreciative of a resident only parking zone.</p>
(135) Local Resident (Temple Cowley, Turner Close)	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>'Key points-</p> <ul style="list-style-type: none"> - I support the CPZ as parking is difficult but think two permits per house in Turner Close is too many - I would like further restrictions on Barracks lane for issues of safety as well as reducing traffic.

	<p>I am supporting the proposed introduction of a CPZ to my area as it is currently almost impossible to park outside my own home. I hope this introduction will encourage my neighbours to use their designated off-street parking spaces and garages that come with each property in the estate. I only object to the proposal that each property gets permits for 2 vehicles. I would prefer this to be one vehicle only in Turner Close, as all properties have a parking space/garage that should be sufficient to house the second car. It is a very narrow road and with cars and vans parked on both sides it can be nigh-on impassable. We have extra issues in the mornings during school terms from Tyndale Primary on William Morris Close. Our road is used as a turning point or drop off by parents making it difficult to even drive out of the street to get to work.</p> <p>I would also like to see double yellow lines on Barracks lane, especially between William Morris Close and Turner Close. I would like parents of children at Tyndale school to be actively discouraged from driving their children to school and feel this would help. We are about to get hundreds of new residents in the area due to the development on William Morris Close, I know one of the main objections to this development was insufficient parking spaces for the number of properties being built. These extra cars will park on and block Barracks lane. We already see Students from Paul Kent and Parade Green parking here and will see more as students are denied permits. The south side of Barracks lane near the school is usually nose to nose parking, this means it is single lane traffic and causes issues due to the steep slope of the road. As you drive in from Hollow Way you cannot see if someone is driving up. There is NO visibility from Turner Close up towards Hollow Way because the double yellow lines stop far too close to the corner allowing cars to park very close and blocking line of sight. This part of Barracks lane is a very steep hill and is rightly used by cyclists to avoid busy Oxford Road and Cowley road. However, this means that bikes travelling down the hill come very fast and drivers leaving Turner close cannot see them before pulling out. I'm amazed that no-one has been hit yet. Runners also use this stretch of road. I hope you will at least extend the double yellows on the corner of Turner Close into Barracks lane by a car length as it is currently very dangerous to pull out of our street.</p>
(136) Local Resident (Temple Cowley, Turner Close)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I am broadly supportive of the proposals to regulate parking as Turner Close is very congested and it can often be challenging to park however I am not sure the proposed plans will make a huge amount of difference as the overcrowding generally happens outside of business hours (when the restrictions of the CPZ would not apply) and also as there is not a limit to the number of permits this is unlikely to change the number of cars on the street (due to the densely packed housing there is probably only enough space to accommodate one car per household). As a single car household we would appreciate having certainty of a parking space by our house but without limits to the number of permits I cannot see how the CPZ will achieve this.</p>

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(137) Local Resident (Oxford, unknown)	<p>CPZ - Support Parking Restrictions - No opinion</p> <p>I wish to confirm that I am in support of the CPZ for Temple Cowley.</p>

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Division(s) affected: *Isis*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 SEPTEMBER 2021

OXFORD – SOUTH OXFORD AREA - PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the South Oxford (ext.) area, with the following amendments:
 - (a) with regard to the submission by New Hinskey School, to provide for the allocation of business permits at the approved annual fee for staff, with the maximum number of such permits to be determined in consultation with the school.
 - (b) with regard to the proposed limit of 1 permit per property in Abingdon Road, Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road being amended so as to align with the proposed limit of 2 permits per property in the other parts of the CPZ.
 - (c) with regard to the residential moorings on the Oxford Canal in the vicinity being included for eligibility for resident and visitor permits.

Executive summary

2. Following an informal consultation on possible additional CPZs in Oxford in February and March 2021 the former Cabinet Member for Environment on 25 March 2021 approved proceeding to formal consultation on a CPZ in the South Oxford area as shown on the plan at Annex 1. This report details the responses received and recommended amendments to the scheme taking account of those responses.

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.

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

6. No equalities on inclusion implications have been identified in respect of the proposals.

Formal Consultation

7. The formal consultation on the revised proposals as shown at Annex 1 was carried out between 29 July and 27 August 2021. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 1400 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.
8. 263 responses were received during the formal consultation (an approximate response rate of 19% based on the number of letters sent out), and these are summarised in the tables below:

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CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	4	98	102 (39%)
Support	-	88	88 (33%)
Neither/Concerns	5	68	73 (28%)
<i>Total</i>	<i>9</i>	<i>254</i>	<i>263</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	3	76	79 (30%)
Support	-	79	79 (30%)
Neither/Concerns	6	99	105 (40%)
<i>Total</i>	<i>9</i>	<i>254</i>	<i>263</i>

1 permit per property	Businesses / Other	Residents	Overall Total (Percentage)
Object	6	85	91 (35%)
Support	-	65	65 (25%)
Neither/Concerns	3	104	107 (40%)
<i>Total</i>	<i>9</i>	<i>254</i>	<i>263</i>

9. 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, and 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 residents & local groups by road:

Road	Object	Support	Concerns	Total
Abingdon Road	3	4	8	15
Bertie Place	2	-	-	2
Boat Mooring	-	-	2	2
Canning Crescent	5	-	1	6
Chatham Road	5	2	-	7
Donnington Bridge Road	-	-	1	1
Fern Hill Road	1	-	-	1
Fox Crescent	5	-	-	5
Gordon Street	-	2	-	2
Green Place	-	1	3	4
John Towle Close	-	-	1	1
Lake Street	6	11	10	27

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Lincoln Road	-	8	3	11
Manor Road	-	1	-	1
Marlborough Road	-	1	-	1
Monmouth Road	-	5	2	7
Norreys Avenue	13	9	8	30
Northampton Road	-	4	2	6
Oliver Road	-	1	-	1
Oswestry Road	5	1	2	8
Peel Place	2	1	1	4
School Place	-	2	1	3
Stewart Street	-	3	-	3
Summerfield	4	9	4	17
Sunningwell Road	17	2	4	23
Turner Close	1	-	-	1
Varsity Place	-	1	-	1
Vicarage Lane	9	1	-	10
Vicarage Road	2	11	6	19
Weirs Lane	5	-	2	7
Weirs Lane (Boat Moorings)	1	-	1	2
Weirs Orchard Moorings	1	-	-	1
Western Road	-	1	-	1
White Road	-	-	1	1
Wytham Street	8	7	7	22
unknown	5	-	-	5
Total	100	88	70	258

10. The individual responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
11. Thames Valley Police and Oxford Bus Company did not object or express concern regarding the proposals.
12. County Councillor Baines was contacted for his views and comments based on the responses received during the public consultation and confirmed that he is generally supportive of the advertised proposals but requested the following amendments: the advertised permit limit of 1 per property is amended back to 2 per property and that New Hinskey School are allocated a sufficient permit allowance in order for their staff to park within the proposed CPZ.
13. New Hinskey School expressed strong concerns on the impact of the scheme on members of staff, with 8 of the current 23 directly employed staff currently driving to work due to the distance from their home addresses and lack of convenient public transport. In addition, two kitchen staff also require parking in the area. Noting these concerns, it is recommended that – in line with a

number of other schools in existing CPZ areas in Oxford – business permits are made available to the school, at the approved annual fee, for the use of the staff, with the maximum number of such permits to be determined in consultation with the school.

14. A large majority of responses expressing an objection or concerns 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. The proposal will also help support the delivery of wider transport initiatives, such as Connecting Oxford.
15. Several of the objections or comments raised by residents - in particular those raised by occupants of properties currently with more than 2 vehicles expressed extreme concern over the limitation of 1 permit per property in the following streets: Abingdon Road, Gordon Street, Green Place, Lake Street, School Place, Stewart Street, Summerfield, Vicarage Lane, and Vicarage Road. The current permit limit applied in the majority of all the other CPZ's across Oxford is 2 vehicle permits per property and, therefore, noting these concerns it is recommended that this is amended to align with those for the other parts of the proposed CPZ.
16. Concerns have been raised by those who currently reside on boats at the moorings of Rope Ham Island and Weirs Orchard, citing that they use the roads nearby the moorings (Fox Crescent, Canning Crescent and Chatham Road) as parking for their personal vehicles or visitors and have not been included as part of the consultation or for permit eligibility. Following discussion with the local County Councillor, an amendment to the proposal would be considered to allow narrowboat residents in the vicinity to be able to apply for permits on the same basis as other residential properties within the proposed CPZ area.
17. A number of residents also highlighted the issue that due to the current covid19 pandemic; a larger percentage of residents – who would 'normally' drive to work - would in fact now be remaining at home during the day (i.e. during the hours of operation) and would therefore be required to purchase a permit. This raised concern amongst residents over the financial impact it would have on them.
18. Concerns were also raised in respect to the proposed additional parking restrictions, double yellow lines, and their potential impact on parking availability for residents & their visitors. The proposed addition of double yellow line around junctions continues the theme of the existing restrictions already in the area and provides protection in terms of visibility and safety to both motorists and pedestrians. The impact of introducing further restrictions on parking has been carefully considered as part of the scheme design. The lengths of new restrictions have been kept to the minimum to ensure a balance is maintained between promoting safer passage but allowing amenity parking to be retained.

19. Queries were also raised about the area being subject to adequate enforcement. Enforcement concerns are noted, and residents will be encouraged to report vehicles contravening the restrictions. Noting the concerns raised about enforcement of the proposed restrictions, any new CPZ will see levels of enforcement similar to that of existing areas, with patrols at least twice daily and extra resource during the early periods of implementation or when required.
20. The remaining responses from residents and members of the public expressing an objection or citing concerns raised issues covering: the proposed operational hours and days of the proposed CPZ, additional waiting restrictions and the current proposed 2 hours no return within 2 hours parking for non-permit holders. Noting these concerns, following any implementation of such a scheme officers monitor the effects of the CPZ to ensure that it is meeting expectations and during this 'bedding in' process accumulate any requested or required changes to be included as part of a future amendment order for the area. This includes changes in operational hours, changes to the parking limit for non permit holders and additional double yellow lines.

Monitoring and evaluation

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

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

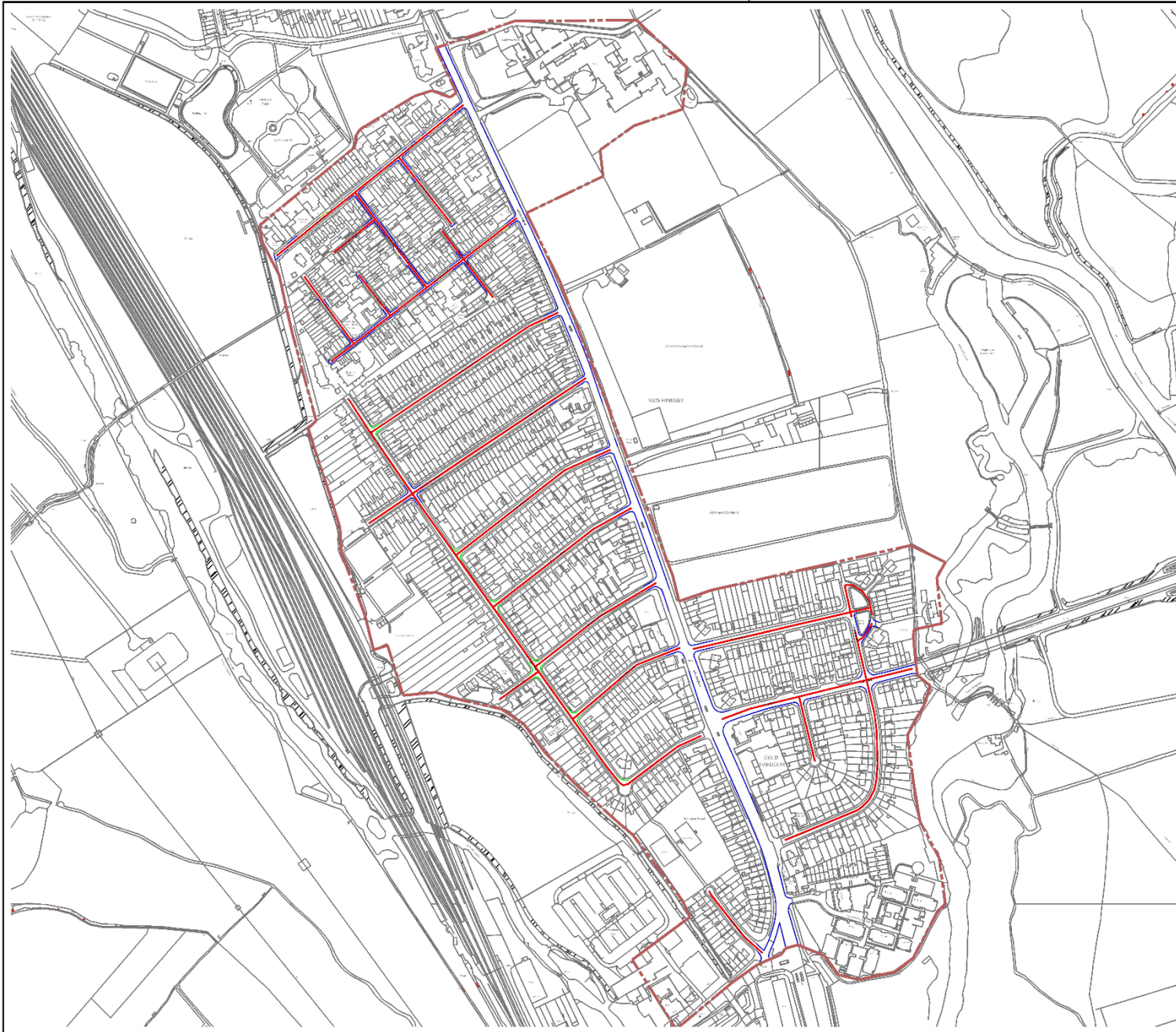
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Jim Whiting 07584 581187

September 2021



Drawing No. SO/CPZ/2021/001		Revision v1	
KEY Zone Boundary Existing 'No waiting at anytime' (double yellow lines) Proposed new 'No waiting at anytime' (double yellow lines) Existing disabled parking bays Permit holders (Zone addresses's) between 8am and 6.30pm Monday to Saturday and non-permit holders restricted to 2 hours parking between 8am to 6.30pm Monday to Saturday with No return within 2 hours.			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION <small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small> CONSTRUCTION (ENTER 'NONE' IF APPLICABLE) MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE) USE (ENTER 'NONE' IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)			
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Rev.	Date	Purpose of revision	Drawn Checked/Approved
OXFORDSHIRE COUNTY COUNCIL <small>Owner: Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>			
Project title SOUTH OXFORD (EXT) PERMIT PARKING AREA (OXFORD)			
Drawing title PROPOSED PERMIT PARKING AREA (PPA)			
Drawing Status ANNEX 1			
Scale @ A3	Drawn by VN	Checked by JW	Approved by JW
N.T.S	Date drawn 22.06.21	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No. SO/CPZ/2021/001		Revision v1	

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - The Police have no objection.
(2) New Hinksey School	<p>Concerns - "As a school we are very keen to promote environmental issues and actively discourage families from driving to school. However, there are some staff who need to drive to school as they live too far away to rely on public transport. Of a staff of 23, there are 8 who regularly require parking spaces. In addition, our kitchen staff of two (not employed by ourselves) also require parking.</p> <p>How do we proceed in relation to the CPZ? Are we considered a business, although we are a local authority school? If so, there is a limit of two so what happens to the other staff? It would be really useful to have clarity as it is causing some anxiety to our staff members.</p>
(3) Oxford Bus Company	No objection - No concerns on this one from us.
(4) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>There are three points which need attention:</p> <p>1: The web site (https://letstalk.oxfordshire.gov.uk/southoxfordcpz2021) states: Abingdon Road (Nos.158-430) can apply for a parking permit, however OCC letter, ref CM/12.6.320_SE and accompanying Order 20** fail to mention the availability of permits to residents of Abingdon Road (Nos.158-430). This omission from paper letter and attachment needs to be corrected so that it aligns with the proposal on the website. To not offer residents of this adjoining section of Abingdon Road parking permits would make it impossible for these residents to have use of a car.</p>

	<p>2: Further, the size of residence should also be a factor in determining if two permits are permitted. Our house is a three storey five-bedroom family house (bought to accommodate our family of two parents and four grown up children). The criteria for two permits should allow for the number of storeys or rooms in a single dwelling. We note that the streets which are allocated two permits per household are all two storey houses.</p> <p>3: Many houses in streets which have been allocated two permits per household already having in curtilage parking as well as utilising the street parking over the white line adjacent to the dropped kerb adjoining these houses. It follows that with an allocation of two permits these two particular houses will be able to have four cars per household, three of which are on street.</p> <p>The solution is to simply permit ALL houses in the Controlled Parking Zone, including Nos.158-430 Abingdon Road, to have equal entitlement to TWO permits per household. If the proposals are amended to reflect this, we will happily withdraw our objections.</p>
(5) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I am concerned to read that some properties will be entitled to apply for 1 permit whilst others can apply for 2. We have only 1 car parking space outside our house but are a 3 car family! All households differ, in terms of how many bedrooms and how many adult drivers live there. I strongly feel all houses should have the opportunity to apply for the same amounts of permits per household. If this is not to be the case then households should be advised as to the reason for the discrepancy in parking permits and what this decision is based upon.</p>
(6) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - No opinion</p> <p>Because parking is not a problem in the majority of the proposed CPZ, and where it is a problem (eg north end of Wytham Street) it's caused by households having several cars. Pool users/school pickups can add to problem but free two-hour parking means that they will still come.</p>

<p>(7) Local Resident (Oxford, Bertie Place)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Controlled parking is designed to create more parking spaces for residents. Bertie Place does not have parking issues. Therefore, it would not create any more spaces just cost residents more money and greater inconvenience. Furthermore, it will cause issues as we have more than 2 cars and would therefore not be able to have permits for the household. Lastly, I completely object to any restrictions at all on the weekend or after 6pm as this would completely inconvenience many residents. This house was purchased with free road parking and no restrictions and it should be kept that way.</p>
<p>(8) Local Resident (Oxford, Bertie Place)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am objecting to this proposal because I cannot see how this will help the residents. Our road is not normally used by commuters, the cars parked on the road are from residents, families with adult children who live at home because of the housing issues but need the car to go to work, generally you will see the cars parked on the road after 5pm, when people come home from work and weekends when they might have friends and families visiting for a few hours. If this proposal will go ahead, this will only cause an extra expense for these families. Also, I feel that the Monday to Saturday and to 6.30 pm it's really unnecessary as most people finish to work at 5pm and they are at home for the week end, If the proposal is really to help residents and to try to stop commuters then I feel that the restriction should only be from 8.30am to 5pm and only Monday to Friday, but I would rather to see this proposal withdrawn.</p>
<p>(9) Local Resident (Oxford, Canning Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>As a small business owner having a vehicle is absolutely critical and these parking restrictions would make it impossible for me to keep my work vehicle. Like 4 other people on Canning Crescent I drive a long wheel base van that is the</p>

	<p>backbone of my business and I am now being told that I have no options but to get rid of my vehicle and therefore lose business because of it. I can understand that a larger vehicle may be subject to additional parking charges but we are being told that this is not an option.</p> <p>Plumbers, builders, sparkies, delivery drivers and carpenters all live on the surrounding streets and they will all lose work unless they are able to keep their work vans.</p> <p>Is this really the case or have the council not yet released their plans in full? It would seem unfair and irrational to put working people out of business for the sake of a poorly thought out parking plan.</p> <p>Please can you tell me if there will be an option to keep long wheel base vehicles?</p>
(10) Local Resident (Oxford, Canning Crescent)	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I object to larger vehicles being able to park in the bays, why not just have a larger fee for larger vehicles? We have a campervan and would have nowhere else to park it. It is a vehicle I use when my partner has driven to work. Otherwise I approve of the cpz.</p>
(11) Local Resident (Oxford, Canning Crescent)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I've lived on Canning Crescent for five years and I don't feel that the parking is an issue. It does get busy mainly when there is something on at the Church but many people have driveways and parking is never fully maxed out. It feels more like revenue-generating exercise by the council. One resident permit per household seems unfair too as two cars per household is pretty standard. It's a stealth tax.</p>
(12) Local Resident (Oxford, Canning Crescent)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>There are many streets in New Hinksey where parking is not an issue many of these streets have off street parking</p>

	<p>including my street. having a permit will not change the parking situation.</p> <p>The roads that have no off-street parking are congested whether or not commuters are parking there day and night, That problem is mainly down to other residents in other congested streets parking there as everyone who buys a house there seems to have 2 or more cars even though they are warned about no off street parking. The only streets that seem to have this problem is Lake Street, Vicarage road, Norreys Avenue, Sunningwell Road, top end Wytham Street and a couple of dinky side streets off Vicarage Road, I feel this permit situation doesn't represent New Hinksey as a whole.</p> <p>I think there are other factors that you could look at before charging local residents, like making parking free at the park and ride ,make it cheaper to use ride the p & r to dissuade commuters and day trippers from parking closer to town.</p> <p>As all my cars are on a drive, should I now then get a drop kerb outside my house as people will feel they can park Infront of my house as they have a permit the other half of my drive has a fire hydrant outside of it so no one can park Infront of that .</p> <p>99 percent of my street have driveways, I feel most of us are basically going to be conned from the pocket for parking in our own street if we want to park kerbside and that includes inviting friends and family up with those scratch cards you only dish a few out then charge the rest.</p>
(13) Local Resident (Oxford, Canning Crescent)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - No opinion</p> <p>The evidence for the need of scheme is either lacking or not convincing. It appears to be a stealth tax attempting to solve a problem that is not demonstrated to be one.</p>
(14) Local Business (Oxford, Chatham Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am objecting to the above because as I am small growing business this wouldn't work. I live with my family which have 2 cars and 2 work vehicles. I feel this is just another way of gaining more money from us taxpayers. I believe our road is a close community which doesn't have a high demand of vehicles due to the fact it has bollards and leads to a dead end.</p>

(15) Local Resident (Oxford, Chatham Road)	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>**We have never been shown evidence that parking space in the area in and around Chatham Road have been misused by others than the residents.</p> <p>** The information letter does not explain sufficiently whether off street parking (that we are able to do) will be affected. There is or shortly will be a second car within the family unit. It's not clear to us whether the CC expects us to pay for a permit, even if that car will be parked in front of our driveway. It would be good to be able to ask such questions at a public hearing, for example.</p> <p>** We would like to point out that our street (Chatham Road), is predominantly an area where 'working class' families live. These families are dependent on more than one car, as they are usually in key workers jobs, like nurses, supermarket workers, community care workers, public services jobs etc. These families live here, as they cannot afford to live anywhere else in the city (anymore), as the house prices have become too expensive. These persons/families would be punished by paying for permits (and there is a limit of 2 permits only!), if they, in addition, don't have the option of off-street parking in their drives/front gardens.</p> <p>** We assume areas in Oxford where people can park all their cars in front of their big properties and off street as their driveways are huge, will not have to pay for residents' permits? Where is the fairness in that?</p> <p>** City and County council have the aim, under the pressure of environmental groups, to make the usage of cars less and less attractive. This is all well and good for people who are not "key workers", and can work from home, or do not have complicated commutes to do with their car to go to work. Apart from that, the future are electric powered cars, and the space we all use now for petrol cars will need to be provided for the e-cars in the future. Therefore, a scheme that wants to wean people off cars, doesn't make sense to us. Especially when parallel to facilities and shops being far away from residential areas, the provision of public transport is so sketchy in Oxford and would need a lot of improvement (fares, waiting times, areas that are not served, i.e. University's science area).</p> <p>Please do indicate where we can get more information about front of a drive parking and street parking for residents, as</p>

	<p>this is not clear.</p> <p>And we would be very grateful if our concerns, especially the ones we have what a scheme like that will mean to the majority of the community in our streets.</p>
(16) Local group/organisation (Oxford, Chatham Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We are a family of 5 in a household who have more than one car.</p>
(17) Local Resident (Oxford, Chatham Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am a single mother and would the additional cost every year too much as I am on a low income. I also rely on a lot of family support who drive to my house to visit and offer childcare.</p>
(18) Local Resident (Oxford, Chatham Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - No opinion</p> <p>We do not need this scheme in Chatham Road & Fox Crescent and it will be an unnecessary expense and interfere with the relaxed neighbourly way of life here, which many in these streets - including me - have enjoyed for 2-3 decades or longer. If it is needed in other streets and the residents there agree, that's fine, but it should not be imposed in the whole area where it is not needed. Many here cannot afford the expense of permits either.</p>
(19) Local Resident (Oxford, Fern Hill Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p>

	<p>The majority of parking in this street is of residents and visitors to the shops. There is no evidence that people are parking in this street to commute into Oxford. Therefore, there is not a parking problem on this street and we feel that we should not have to pay for a permit to park in our street. Also my husband has a van for work and because of the size restrictions you are proposing he will not be able to park his van in the street during the day if he needs to return home or if/when we go on holiday.</p>
<p>(20) Local Resident (Oxford, Fox Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - No opinion</p> <p>I do not support your idea of controlled parking we already pay enough council tax now you are charging us just for living in Oxford both me and my wife work to pay all our bills and need two cars so I have to pay another £130 per year just to park where I live even though there are no parking bays and most residents have to park on footpaths. I cannot park in garden as I do not have a dropped curb like everyone else in the block of terraced houses where I live</p>
<p>(21) Local Resident (Oxford, Fox Crescent)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <ol style="list-style-type: none"> 1. Forces people to pay to park outside their homes. They already pay Car Tax and Council Tax. 2. Encourages people to tar/concrete their front gardens to avoid paying. This adds to the environmental issues for protection of wildlife. 3. Maximum limit of visitors permits, 50 per year, this is less than 1 visitor a week? Lonely, isolated elderly and vulnerable residents ONLY ALLOWED 50 visitors per year? 4. It discourages communities from working together to discuss matters and cooperate with each other. 5. Takes away our democratic right to make our own decisions. 6. The consultation is just another "tick box" exercise, residents' opinions are never taken into account. 7. The decision has already been made as part of OCC's plan to raise money, causing more hardship on residents.
<p>(22) Local Resident (Oxford, Fox Crescent)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p>

	<p>The community, and my household, does not agree with the plans for the Fox Crescent cul-de-sac in which we reside.</p> <p>The 25 free visitor permits (and 25 permits for £25) is also not enough - we should not have to limit guests to one per week</p> <p>The community is happy with the way in which the parking system in the cul-de-sac currently works; we have no qualms so do not understand why these changes are being made as they only propose restrictions to an otherwise already-satisfactory system to residents. We do not struggle to find parking in our area and no problem arises to the current residents as a result of any commuter parking or displaced parking from adjacent CPZs.</p> <p>The new proposal seems rather unnecessary and poses more problems for current residents than it does solve problems. If anything, we feel that the narrow roads should be widened so as to allow more households to make use of their driveways - many are currently obsolete due to the inability to park into them as a result of the narrow roads - for houses with unusable driveways to then have to pay £65 per year for a permit to park outside the home, the price of which may even increase (and an extra £25 for 25 more visitor permits) is simply absurd. Furthermore, many of the houses in the area are provided by the council - this increases the financial burden on families who may already be struggling economically. In addition to this, it seems ridiculous to have to buy a permit for any children at university who visit for only a few weeks per year - for whom the visitor parking would not be enough, but a year pass would be far too much.</p>
(23) Local Resident (Oxford, Fox Crescent)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I am writing to register my formal objection to the inclusion of Chatham Road and Fox Crescent in the inclusion of the above, as I can see no reason at all for them to be included in it.</p>
(24) Local Resident (Oxford, Fox Crescent)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>In talking with my neighbours and many residents in Cold Harbour I have put together a list of some concerns on the CPZ</p>

	<p>proposal. I have appealed to them to write to the Officers and Councillors themselves to voice their concerns. The parking permits scheme only allows a maximum of two residents permits per property. If there are several adults in one household who need a car each for their work e.g. Taxi drivers, carers, voluntary drivers for disabled, reps, gardeners, mobile mechanics, what are they supposed to do?</p> <p>Resident parking permits cost £65 per annum but there is no guarantee that residents can park in the road where they live, let alone outside their own home.</p> <p>Several residents have a family member as their voluntary carer, who need to visit, daily/weekly for long hours, this would use up the 50 visitor permits and not allow for other visitors, other than only a 2 hour permit free visit.</p> <p>The Council closed High Street, (to cut noise for the University instead of them simply putting in double glazing) residents fought against this because we knew it would load more traffic onto Abingdon Road and Weirs Lane/Donnington Bridge Road. We breath the pollution from so much traffic caused by the Council's decision. Now we are expected to pay for that bad decision by being charged to Park near our own homes, due to another bad decision by the Council who wrongly believe that, by introducing Controlled Parking in residential streets, this will cut pollution, discourage commuters from driving/parking in our roads and persuade them to walk, cycle, use public transport, park at Redbridge Park & Ride. It will not. All this does is cause distress, inconvenience and expense to the residents.</p> <p>Many visitors cannot walk, cycle or use public transport, need to park close and stop longer than 2 hours, this will use up visitor permits.</p> <p>Relatives who live a long distance away/abroad, travel by car because it is cheaper and takes less time. They generally only visit 2 or 3 times a year and naturally want to stay for several weeks. This would use up the supply of visitor permits or they would have to park at Redbridge Park & Ride, this adds to the cost, is inconvenient and, for those who are visiting the Grandpont area, is a considerable distance to walk, especially for less able-bodied visitors.</p> <p>Why are the Council doing this? We told them years ago that we did not want controlled parking.</p> <p>Many residents were not even aware of an 'informal' consultation.</p> <p>Several residents are on long holidays and will not have a chance to respond to the consultation.</p> <p>Note: this is just a small sample of the comments.</p>
(25) Local Resident (Oxford, Lake Street)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>1. Many houses on this street are HMO properties for which a 1 permit limit is not appropriate. Permits should be issued in line with the expected household occupancy - under current council recommendations, HMOs operate as multiple households sharing one property.</p>

	2. The two hour limit does nothing to reduce parking for the community centre, park or lake. A large part of the lack of parking is caused by people attending activities at the community centre.
(26) Local Resident (Oxford, Lake Street)	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>We believe this scheme offers no advantages to residents of Lake Street. It further complicates parking for families/HMOs who may have two cars, both needed for work. People will chance it with the 2 hour parking slots unless there is CCTV or very regular patrols by Traffic Wardens. There is no change at weekends in this proposal & visitor permit fees (£25) are grossly unfair for people with low wages. What about people working from home and using their car for business? What if a houseowner has a major house renovation with many contractors over months? What about skips that may be in the street for weeks?</p>
(27) Local Resident (Oxford, Lake Street)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>Overall, I am against the plans to put in parking restrictions in this area. It would cause a lot of hassle and stress without a significant gain in parking places.</p> <p>I do not want any more admin in my life, admin is hell!</p> <p>Most of the cars parked are residents already. (I checked at 3am during lockdown, Lake street was pretty much full).</p> <p>I do not want my neighbours to be penalised by the ONE car policy (they all have their own individual circumstances and needs).</p> <p>I do not want visitors to the area to accidentally go over the 2 hour limit and get fined. And I feel users of the community centre occasionally need more than 2 hours.</p> <p>The parking restrictions would feel like restrictions to life.</p>

	<p>The times I personally find most difficult to park are late in the evening (which would not be covered by the parking restrictions anyway).</p> <p>Generally I find we all somehow muddle through, which I find preferable to putting in restrictions.</p> <p>It is quite likely that residents north of Hinksey park (who already have parking restrictions) sometimes run out of spaces and so may migrate south of the park to park, just as (possibly causing) Lake Street residents to also occasionally go a few streets south to park.</p> <p>I am happy for the GP surgery to mark the two spaces in Lake Street as "Patients Only", as I think it important that people can park for the surgery (currently the sign allows any user of the park or community centre etc to park for 2 hours).</p> <p>Suggestion: Parking restrictions and fines are an "unfriendly" method. Could we creatively come up with a "friendly" method, something equivalent to the electronic smiley signs in villages when one drives less than 30 mph?!</p>
(28) Local Resident (Oxford, Lake Street)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - Object</p> <p>I live on Lake Street and welcome the possibility that some alleviation to the congestion there may be possible. However, as the scheme stands, I do have serious objects and would request that adjustments are made. My comments are as follows:</p> <p>PPA proposal to limit non-permit holders to parking for 2 hours max: if the aim is to reduce parking congestion – particularly on Lake Street - this is completely inadequate. The only type of non-residential parking that it will reduce is the commuter traffic. All other short-term users will continue their business unaffected: people will still park to use the pool, the park and the lake, and to walk in the green spaces across the bridge; they will still park to make shopping trips to town. Only a really restrictive policy (30 mins and no return) would be of benefit in this regard. Lake Street remains very busy on Sundays, and these restrictions should be extended to Sundays.</p> <p>One car policy for Lake St to Vicarage Rd/two car policy for the rest of the zone: this is profoundly discriminatory against the residents of the proposed one car zone. This will make life impossible for two-car households where, for example, two partners or parents both work in different places; it will lead to people from the rest of the zone using the one-car</p>

	<p>zone as extra parking space for their second cars; it will negatively affect house prices in the one-car streets. It will create a serious imbalance of rights within the community.</p> <p>No rationale has been given for this policy, and no compensation has been offered to residents of Lake Street to Vicarage Road. I believe that the number of cars registered to individual properties should be the same across the whole zone. There should be no discrimination against residents of Lake St to Vicarage Rd. If the decision is to limit this to one car per household, then I believe residents should be offered alternative parking space as part of their annual membership of the scheme. This could be, for instance, one additional free parking space at the Redbridge Park and Ride car park.</p> <p>50 visitor permits per year: this is completely inadequate. I am visited by my son who lives in London and by my partner who lives in Wales, both of whom travel by car and need to park in the area. These family needs for parking mean that there would be little if any flexibility for other visitors or tradespeople. It would therefore disrupt the right to family life. I would suggest making 100 visitor permits available per year. Alternatively, since the visits which my son makes are primarily for work purposes, he may be eligible for temporary residents permits (currently proposed at 25) which would ease the problem.</p> <p>Charges: While I think the charges for the scheme as a whole (£65 per year) are reasonable, I object as follows: Operators of a hotel or guest house located within a Zone address may apply for visitors permit. The charge for each will be £1 for 24hours. : Congestion on Lake Street is made worse by the traffic and parking generated by the guest houses there, and it is not acceptable for this business simply to continue unaffected (with the proposed permission to apply for unrestricted numbers of visitor permits at £1 per permit). This would be particularly unfair if households themselves are restricted to 1 car per household which then facilitates parking for this business. I object strongly.</p>
(29) Local Resident (Oxford, Lake Street)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - Object</p> <p>I would like to begin by saying the proposed controlled parking will disadvantage the residents of Lake Street. The initial request (from PALS) for controlled parking was to discourage non-residents from using Lake Street, not to penalise the existing residents. I do not know any "PALS" who support this proposal as it is. Having just 1 permit for residents in Lake street is massively unfair when you may grant 2 permits for other streets close by. This proposal does not stop the problem with excessive parking for the pool or people going into the Westgate shopping centre. Why should people be able to park for free, clog up our street? and then we have to pay and are only allowed 1 permit. Is it really your proposal that residents have to pay and will be limited yet people from anywhere in the world can come and park for free?</p>

	<p>We as property owners on Lake Street (3 properties) are very concerned about the proposal put forward. We have two properties with House of Multiple Occupancy (HMO's) and cannot see how having 1 parking space for an HMO property of 5 – 7 people is a viable solution. We also rent our properties out on short-lets and 1 parking permit will negatively impact our business, as guests will not be able to park. We would require more than 50 days' worth of permits and ask that our needs are addressed in the forthcoming proposal.</p> <p>We know of 4 families who will have to sell their properties because of these proposals. Our own business would likely fail, forcing us to move as well. I am sure this is not what you wish. The problem with Lake Street and surrounding areas is non-residents being able to park for free, thus making it harder for the residents. If you were to give the residents as many permits as they need and stop non-residents from parking, then you would solve this problem. This would require a couple of signs saying residents parking only and you solve the problem very simply. If you desperately need for non-resident to be allowed to park you could perhaps offer some paid parking bays outside the community centre/pool/doctors.</p>
(30) Local business (Oxford, Lake Street)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - Object</p> <p>I am very concerned about the impact the CPZ will have on my family business. I have been running a guest house/ B and B for nearly 20 years, in Lake Street and it has given me a livelihood whereby I can support my family. If the changes go ahead as planned we will lose our business because my guests will have nowhere to park. I have written to you in the past but have had no reply. I desperately need as many permits as I need (probably about 15 per week) so that my guests can park. I would be happy to pay for these. Not all guests have cars but those that do will NEED somewhere to park. It seems very unfair that under your proposal anybody can park without paying but those who live/work in the street will have to pay and will be restricted to just 1 permit (all other streets 2!!!!) This is UNFAIR. It will have the effect of reducing the value of our homes and the larger houses will become ghost houses as nobody will be able to live there if they have jobs which require them to drive. Free parking on Sunday and the evenings should also not happen.</p> <p>PALS tried to address the parking issues whereby they tried to prevent everybody/anybody parking in Lake street without paying. It was not their intention to prevent people in Lake street being restricted to 1 permit.</p> <p>Please can you let me know what you intend to do to provide my business with permits.</p>

	You could of could of course keep the situation exactly the same. It may be a bit tricky at times but at least its possible
(31) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <ol style="list-style-type: none"> 1. Motor vehicles are still the most reasonable way of getting around the UK. 2. The public can't be reasonably obliged to use public transport during a pandemic. I did once, and immediately caught the virus. 3. We are obliged to pay a huge amount of council tax already. 4. I do not want to pay an additional charge to park my car outside my house. 5. During the height of lockdown, when there were no outside visitors to Norreys Avenue, no one parking for work etc, it was still as difficult as it is now to find a space. I work with a good view of the street every day and have only seen commuters using this road to park on a handful of occasions. Tradesmen and grandparents helping with childcare are the only, necessary additional users. A large number of residents own two cars (we don't). 6. I would support a specific numbered space outside each house, but if not, and the proposed change goes ahead, I would just have to go ahead and create a parking space in my front garden - which I know causes a lot of consternation locally (when my neighbour did this a few years ago, it incited a letter-writing campaign!)
(32) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p> <ol style="list-style-type: none"> 1. Concern as to why those who already have off street parking - eg, a driveway/ converted front garden or garage (and de facto extra space across the driveway - and thus effective reservation of parking for two cars at least) - are entitled to parking permits at all when they have reserved two space capacity already. I understand that in some schemes elsewhere existing parking provision specifically reserved for a property is taken into account when allocating parking permits. These properties should surely only be entitled to visitor permits. 2. Concern about the possible reduction in the total number of places available for parking. 3. Concern as to the cost of the scheme to residents - and the likely rising of this cost over time. Existing council tax is already relatively high and rising at a rate significantly above inflation.

<p>(33) Local Resident (Oxford , Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>This is not the answer to the problem and will purely just cost us a fee each year. If it were to go ahead I am definitely in support of the 1 per household rule. There is not enough parking for the number of cars on the street, charging us will not solve this. We know this from lock down and our experience during this time. We have had permits when we have lived in other parts of Oxford, they may work in some places but it is not the solution here. I very much hope this does not go ahead.</p>
<p>(34) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>My husband, young family and I have lived in Norreys Avenue since 2014, and really love our street and the community of South Oxford. Over the years we have had many conversations with neighbours about parking permits and have come to understand that they will have only a detrimental impact on us as residents in exchange for a negligible reduction in traffic. I have outlined my specific concerns below.</p> <p>The measures fail to alleviate existing parking issues in our street Unlike streets closer to the centre, (or near community resources like the GP surgery) any parking problems on Norreys Avenue are focussed at the end of the day when people return from work, due to too many local vehicles from our own and neighbouring streets, seeking places to park near to their own homes. These are not visitors from outside of Oxford. During the daytime, when those visitors driving into Oxford park in our street, there is never a problem finding parking. The controlled zone, operating during the day- time, will only restrict life for local citizens. These measures won't alleviate any of the issues we have with parking,</p> <p>Increasing the cost of living in a community already too expensive for too many These measures diminish our quality of life while raising living costs for those seeking to live here. This is already a community in which house prices are pushing out those on more modest incomes. A vibrant community is a diverse community and increasing the cost of being resident here will only increase the 'gentrification' of the community further. We are disappointed to see the council suggesting a move that will exacerbate this.</p>

Creating difficulties for tradespeople and the provision of informal childcare

One of the things that attracted us to our street was the sense of freedom that our control-free parking allowed. Visitors and tradespeople look visibly relieved when we tell them there are no permits, compared to their experiences in other parts Oxford. Now that so much of life is lived at home, the impact that controlled parking will have on tradespeople and other visitors will be much greater than previously. Additionally, we and many families we know with young children receive invaluable support in the form of grandparents visiting every week to provide free childcare. The limited number of permits will be incredibly hard for many of us. My parents (who are in their seventies) offer us regular childcare that enables us to work and therefore contribute economically, without which we would be stuck. The permits offered would not cover all of their visits and the idea of asking them to pay the high charges to use the park and ride would be impractical and, frankly, pretty insulting.

Income to the council would be negligible due to inevitable outsourcing

While we are in favour of the council raising additional income in what are obviously tough times, we assume that the cost of the permits really only covers the cost of implementing the scheme and that the real income opportunity is not in the permits but in the fines for not having one. As they have done in other parts of Oxford, we presume that the council will use an outsourced company to monitor parking, and therefore make the majority of the income from the scheme. Many of these companies have a dreadful reputation, with at best over-zealous and at worst disreputable practices that make the companies a lot of money without benefiting the community in any way. Indeed, having previously lived in a controlled area, the regular patrols by eagle-eyed private wardens feel like surveillance.

The negative impact on city centre trade at a time when our retailers need our help

Finally, Oxford already has a bad reputation in the county and beyond with those who want to use its facilities, but find the park and ride too expensive and slow, and the lack of affordable parking woeful. Many feel unwelcome in our city and go elsewhere. Oxford is not only for tourists in coaches. It is not only a historic landmark city but is also the capital of its county and the shops in our centre provide a useful service to the county at large. While our small businesses suffer and recover from the impact of COVID, it seems imprudent to introduce a scheme like this at a time when our city centre retail is closing at a rate of knots. It is hard enough to run a business here, with high rents and rates, without reducing footfall further. As I have said, we do not see daytime parking in our street as a problem and are happy for people to walk into Oxford from our street to shop.

An inconsistent approach and lack of demonstration of efficacy

The council seems to have an inconsistent approach to parking in the city, which in all cases penalises the local community. While streets are controlled you seem to have no problem allowing traffic to congest the main routes in order to park at the Westgate centre. It rather feels like one rule for big corporations and another for citizens. Additionally, you

	<p>have not presented us with any compelling research from other areas that demonstrates that bringing in parking controls will lead to improvements in air quality or traffic reduction. Those who live closer to the centre than us, where parking controls exist, tell us that they are only detrimental not helpful.</p> <p>This scheme genuinely feels like the removal of a key feature of what makes living in our street so easy and pleasurable. We urge you to reconsider or at the very least omit Norreys Avenue from the scheme.</p>
(35) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have been a resident of Norreys Avenue, with my wife and our young family, since 2014. We live on a relatively quiet street with little pressure on our parking from non-residents. With the exception of the ubiquitous increase in delivery vans, traffic is generally light. The real pressure for parking spaces tends to come from those of us who live here already, particularly those on the street who own more than one car.</p> <p>I feel that the introduction of controlled parking will make life on the street unnecessarily more difficult, particularly at a time when many more of us are spending longer periods working from home. We rely on people being able to come and park for free when they come to see us, whether they be tradespeople, friends and family or those offering childcare. The notion of now having to pay an additional 'council tax' for use of the street outside of our own houses in our own community is upsetting. This is particularly the case given that it doesn't seem to be addressing a problem that is apparent to us as residents. The imposition of this tax will not improve the situation in our community regarding traffic or parking and will only make life here more difficult logistically.</p> <p>We are strongly pro reduction of traffic and emissions in our city – we love living here and want the air and environment to be as clean as possible. However, there are many other means by which traffic could be reduced in central Oxford, such as further incentivising use of the park and rides, instituting pedestrianised areas, implementing a congestion charge for the city centre etc. It seems counterproductive to penalise the people who live in our local communities when what one is aiming to do is to reduce the influx of non-local traffic. Controlled parking on our street will simply not achieve any meaningful reduction in traffic and will make life more difficult for residents.</p>
(36) Unknown (Oxford New Hinksey, Norreys Avenue)	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>One Parking Permit - Object</p> <p>Residents should be offered free 24h resident permits without needing to buy a permanent permit</p>
<p>(37) Local Resident (New Hinksey, Oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We (also speaking for my husband) are objecting to the cpz for the following reasons: We feel that a cpz will result in less spaces being available. Currently we manage to find parking spaces for our 2 cars in the street, quite often outside our own house! (We will be getting rid of one of our cars at some point over the next couple of years). It would be environmentally damaging acting as an incentive for even more people to pave over their front garden, losing valuable insect habitat and causing rainwater run-off, as hardly anyone includes drainage or uses permeable paving when they have this done. It would make it very difficult for visiting tradesmen. I've heard that some avoid working in Oxford city centre because of the parking situation. We also feel the annual charge to residents of a cpz is like a penalty for happening to live in a terraced house with no drive. And lastly, commuter/shopper/visitor parking isn't a huge problem in Norreys Ave.</p>
<p>(38) Local Resident (oxford, Norreys Avenue)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Overall the advantages of these proposals eg limiting non residents parking are outweighed by the disadvantages as to which see below at 1,2 and 3 I object to these proposals for the following reasons 1 It is unreasonable and unrealistic to restrict permanent parking in some streets to 1 car per household , what are householders who genuinely need two cars for their respective jobs or say 3 NHS workers in an HMO supposed to do 2 The order will introduce unnecessary bureaucracy eg form filling of all sorts ,payments. restrictions on workmen visitors etc as well as for householders ,unattractive street signage 3 Such a scheme might be appropriate in other areas eg parts of North Oxford where off street parking might be</p>

	<p>available or there are fewer houses in the streets but here there is tightly packed housing with limited off street parking coupled with households needing two or three cars for work .In fact it is always possible to find a parking slot , either in your own street or nearby even when you return late at night when parking is at its most difficult viz this shows that it is householders that really need the parking and that daytime parking is less intensive than the residents own parking</p> <p>If there has to be a scheme I would suggest</p> <p>A That it is restricted to the streets in 3b of the order, as these seem most affected by daytime non residents parking, on a trial basis but with each house having two parking permits</p> <p>B In any scheme 2 of the order is retained to allow maximum flexibility</p>
(39) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am unsure why this CPZ should be introduced. I seem to remember some / or meeting being held some time ago to informally discuss this matter and this seems to have transformed into CPZ being introduced.</p> <p>I object to it on the grounds of the overall picture of what's happening in Oxford.</p> <p>I mean you have got Bus Zones, CPZ, LTN's.</p> <p>I feel that what is happening is shutting off the ability and free movement of traffic to entrance the city.</p> <p>I believe if you can't get freely to shops/garages/tyre traders/bakeries/greengrocers/pubs/eateries/ironmongers/bookshops etc then they will cease to be.</p> <p>It's like the life as we know is being slowly changed almost being like segregated strangulated.</p> <p>I am old enough to remember the wall in Summertown and the fuss & anger that caused. Don't we learn from our mistakes.</p> <p>I remember also when Park & Rides were first introduced. They were free to use. They're not now. I'm sure a free to use P & R would reduce the amount of vehicles entering the city.</p> <p>As for us as a family who uses cars and have two. Am I right in thinking that £65.00, for both/total.</p>

	<p>I mean it seems a bit weird expecting me to be happy to pay £65.00 to park outside my own house and that's just in order to keep other people's cars out of my street!</p> <p>Despite all I have said I think perhaps Oxford folk should be allowed free movement, but there should be APNR Devices fitted to prevent un-charged movement from non-Oxford residents. Like London has.</p>
(40) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p> <p>Do not feel this scheme is needed in the area and it would result in less spaces if boxed off. Also this would then mean no guarantee to residents of being able to park at their property, with multiple cars etc.</p>
(41) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>a) Cost b) adverse impact on local businesses</p>
(42) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>It is a stealth tax imposed by the Council which in the short & long term could affect the viability of many of the businesses in the city. There are already many empty shops and office, it would seem the council is waging an unrelenting war on the motorist under the false premise that they are benefiting the environment.</p>
(43) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>As residents of Norreys Avenue we have never found parking particularly problematic and we appreciate the flexibility we</p>

	have especially in the way friends and family can visit us. Finally, as pensioners we are wary of additional and no doubt increasing costs of any parking scheme.
(44) Local Resident (New Hinksey, Oxford, Oswestry Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I don't believe the system is necessary, particularly on our road and those in the area. There is ample parking for non-residents and we rarely have issues finding a space. I do understand that there can be issues for cars closed to the park, but the system design to allow 2 hours free parking will not resolve parking issues given that many will park on these roads to use the pool and park, and even as a short commute to town. I believe all houses should have the option for 2 permits if the scheme were implemented, it is grossly unfair to residents closer to the park who may need two vehicles for family and work reasons.</p>
(45) Local Resident (South oxford, Oswestry Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We have no issues with parking in our area at all. It seems like it is just another way for the council to make money and make me pay to park on my Own road.</p>
(46) Local Resident (New Hinksey, Oswestry Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I live within the area of the CPZ. I have never had an issue with parking on my road and I do not wish to make it harder for visitors to come and see me by car</p>

(47) Local Resident (Oxford, Oswestry Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have no objection to parking restrictions or controlled parking being implemented in areas to the north of the proposed CPZ, e.g., Lake Street, where there appears to be an urgent need and significant resident support. However, there is no current issue where I live in the south of the proposed zone - in fact, and additional restrictions would create significant inconvenience for residents where presently there is none. Moreover, insufficient detailed analysis has been conducted to support the supposition that parking restrictions on a small number of streets close to the park would create a displacement effect further south, and as a result, I object to the proposed cost and prohibitions being imposed on Oswestry Road where currently there is no issue with parking and little evidence to suggest that there is likely to become one - or indeed, any great local feeling in favour of the proposal. This scheme appears to have been poorly thought through and rushed forward with the backing of a small number of vocal and well-connected residents of a few streets in the north of the zone without proper consultation or evidence base.</p>
(48) Local Resident (Oxford , Oswestry Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Parking is not a problem on Oswestry Road and parking permits will be inconvenient and expensive! The proposed plans are not well thought through or based on thorough research, they will not address the issues faced by those on Lake street etc and will inconvenience those living on all the roads further down where parking is not an issue.</p>
(49) Local Resident (Oxford, Peel Place)	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>We have everything going on well and I do not understand the need to have parking restrictions.</p>
(50) Local Resident (Oxford, Peel Place)	<p>CPZ - Object Parking Restrictions - No opinion</p>

	<p>One Parking Permit - No opinion</p> <p>I am emailing you with regards to Oxford Council's plans to enforce new controlled parking on our street (Peel Place, OX1) and charge additional fee(s) (i.e. another tax) for parking our cars on our street and having visitors. This is extremely disappointing to know, particularly given this will have zero/minimal effect on the parking situation in Oxford, and considering the following facts:</p> <ul style="list-style-type: none"> - People who park on residential streets leading into the centre primarily do so to access the town and as a result of insufficient parking options close to the centre - We have not had issues of people parking on our street for the above purpose, especially given that our street is 2 miles from the centre and a 40+ minute walk from here - The nature of our street is that it is a cul de sac with only residents using the space for parking, so by virtue of applying controlled parking here the evidence is clear this is simply an additional council tax disguised as a mechanism to control parking <p>We, (among others on this street that we are aware of), vehemently oppose this controlled parking being implemented on our street.</p> <p>Furthermore, we previously applied for our kerb to be dropped and paid (£160) for the privilege of having someone check the distance between the front of my house and the edge of the footpath to then have our application be rejected because the gap was 4.8m, not 5m. This is another example of ridiculous overbearing rules that are in fact making the problem of parking even worse. This is further problematic given that it inhibits us from purchasing an electric car due to the inaccessibility to charge the vehicle. In this regard it would help us tremendously if the rules were a little bit more flexible like it is for BCP council and having the option for the vehicle side facing the road then this would resolve our issue (our front parking area is 4.8x7.5m): https://www.bcpccouncil.gov.uk/Online-bcpccouncil-gov-uk-form-links/Dropped-kerb-guidance.aspx</p> <p>This is just one example of the contradictions of this council and futility of taking actions that are unnecessarily creating more problems than they are seeking to resolve.</p> <p>I plead you to reconsider the approach you are taking on the above matter and consider removing Peel Place from this controlled parking initiative.</p>
(51) Local Resident (Oxford, Summerfield)	<p>CPZ - Object</p> <p>Parking Restrictions - Object</p>

	<p>One Parking Permit - Object</p> <p>I dont want to have to pay to park on my street</p>
(52) Local Resident (Oxford, Summerfield)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>The condition "Non-permit holders will be eligible to park for a maximum of 2 hours with no return within 2 hours during these hours" specifically penalises residents and advantages visitors to Lake Street Community Centre, medical practice, and Hinksey Park outdoor pool: i.e. people parking for leisure or to use local shops can do so for 2 hours, whilst visiting friends who may stay longer or overnight will not be able to park with ease. Residents should come first. This will not ease parking volumes as crowding usually happens during peak leisure hours e.g. sunny weekends. Residents on Summerfield and Lake Street will only have 1 parking permit whilst residents on other streets with greater ease of parking will have 2 - this is not a fair distribution and again reflects reducing resident capacity to make way for visitor capacity. Can Lake Street/Summerfield residents not park on other streets, e.g. those with 2 permits?</p>
(53) Local Resident (Oxford, Summerfield)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Because we have two vehicles in use daily so I strongly object to being told I can only have 1 permit in our street. I pay road tax and insurance to keep my vehicles on the road. I also think it would devalue the houses as a family could move in with older children that may drive. Also for people that have young families in our street, they will want to drive as they get older.</p>
(262) Local Resident (Oxford, Summerfield)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I do not believe that we need the controlled parking zone.</p>

	<p>I have lived on the street with my partner for the last fifteen years and during that time there have been only a handful of occasions when we have been unable to find parking on either our street or the adjacent street.</p> <p>The primary cause of congestion, when it occurs, on the streets in our area is due to the Hinksey Pool. Yet, the regulations that are being proposed will do very little to solve this, as the 2-hour free parking will mean that the majority of those visiting the pool will still be able to come and park. (Some years back the council put up yellow signs at the entrance to Lake Street dissuading pool users from parking on the road, and that had a significant effect. However, these no longer seem to be used.)</p> <p>I am particularly against the 1 car limit for certain streets, which includes ours. I know of a number of households on the affected streets which have 2 (or more) cars and which absolutely require those cars. My partner and I both absolutely require cars for our work. There is no viable public transport for either of us and so, were the proposed regulations to be brought in, we would be forced to move from our home of 15 years. If I may say, it seems quite ridiculous that the council has not considered those households that require 2 cars when drawing up its proposals.</p> <p>I am also angered that the council is seeking to treat identical homes on different streets within the proposed zone differently. This distinction is not on the basis of their usage or type but simply as a result of their geographical location within the zone. I cannot but imagine that those houses, unfortunate enough to be located within the 1 car streets, would suffer a significant devaluation as a result. I would also point out that the logic behind the restrictions seems to be flawed as, in theory, houses elsewhere in the zone that are allowed 2 cars would be able to park both their cars on our street, yet those of us who are residents of the street would be restricted to 1!</p>
(263) Local Resident (Oxford, Summerfield)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have lived on the street my entire life (over 70 years) and I do not believe that we need the proposed restrictions.</p> <p>Following illness last year, I am now supported by a significant care team. Many of those caring for me drive to provide me with the care I need and frequently need to stay for more than 2 hours. I am worried that the new regulations will make it impossible for them to come and provide me with the care I need.</p> <p>Although it does not directly affect me, I am aware of many friends and households on the neighbouring streets which have 2 cars which they need for work or taking children to school. I am deeply concerned about the effect the proposed</p>

	<p>regulations will have on these households.</p> <p>I am also aghast that the council is proposing to treat identical homes on different streets differently in terms of the number of cars they are allowed to have. This will inevitably lead to a drop in values of the homes on the streets that are limited to one car, and as a homeowner this concerns me greatly.</p> <p>I would also point out that the parking is only really busy when the Hinksey pool is in use. Yet, the proposed 2 hour free parking will mean that the majority of those using the pool will still be able to park on the streets and so the proposed restrictions will do little to fix this particular problem.</p>
<p>(54) Local Resident (New Hinksey, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>To me probably the worst thing about living in Oxford is the extent to which the council is having a war against the car. It's inconvenient, bad for local businesses, confusing as heck and (to be honest) makes me swear out load at the council on a regular basis.</p> <p>The solution is to have a park and ride system that is FREE to park (for less than 24 hours) - further out if necessary - where customers can either:</p> <p>A) Take a cheap, fast bus in (that uses bus lanes wherever possible during rush hour) OR B) Hire a bicycle or electric bike or electric scooter OR C) Take a bike out of their car (or off a bike rack on their car)</p> <p>There should be extensive use of fast, well-designed BICYCLE LANES. If there are traffic jams, and there are bike lanes everywhere, then people start using bikes. The main reason for all the traffic jams is just how few main roads there actually are into central Oxford, due to all the green spaces and very few bridges over the river(s).</p> <p>But don't make it utterly impossible to park a car anywhere near Oxford. This behaviour by the council is a money-making scam by the council. It is the work of a police state and constitutes a deep violation of our civil liberties. We should be allowed to park much more easily in central Oxford, particularly during the evenings.</p> <p>One of the best things about our street is that we (and our guests) can still park for free. But because so few other parts of Oxford are still free to park we get lots of cars being displaced from other areas and so park in our street (Sunningwell</p>

	<p>Road) far more than would otherwise happen.</p> <p>It is a particular disgrace how hard it is to park anywhere near one of the hospitals. No everyone can afford the swingeing parking fees, particularly if you don't know how long you are going to be kept in.</p> <p>I feel VERY strongly about this whole issue.</p>
<p>(55) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Support One Parking Permit - Support</p> <p>This proposed CPZ is an opportunity to reduce the number of parking places, prevent parking by commuters, shoppers and Hinksey Park users, and make the whole area more liveable and friendly towards pedestrians and cyclists. But the proposed scheme will do none of those things. These are the changes I would like to see:</p> <ol style="list-style-type: none"> 1) Extend the scheme to include Sundays. This is a major shopping day and a peak day for visiting Hinksey Park and its swimming pool. 2) Remove the proposal to allow anyone to park for up to 2 hours. This drives a coach and horses through the idea of preventing parking by Hinksey Park users. 3) Reduce the number of car parking spaces, creating more room for passing places, delivery vehicles, electric charging points, cycle parking, trees and planters, as well as public benches. 4) Reduce the proposed maximum width and length of permitted vehicles to 4 metres and 1.5 metres. Five metre length and 2 metre width will further reduce local roads to one narrow lane and encourage even more parking on pavements. 5) Allow parking on one side only in our narrow roads (as in Edith Road). This will free up road space for moving vehicles and bicycles, as well as freeing pavements for pedestrians. 6) Extend the one car per household limit to at least include Norreys Avenue and Sunningwell Road. These streets are already heavily over-parked. 7) The charge for residents' parking should be increased from £1.25 a week to £2.50. The extra money should be used in the area to make environmental improvements to the roads. <p>I fully support the following proposals:</p> <ol style="list-style-type: none"> 1) Limiting the number of cars per household to one in some streets in the area. 2) Putting double yellow lines on the corners of junctions along Wytham Street.

(56) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p> <p>I am objecting to this scheme for the following reasons:</p> <ol style="list-style-type: none"> 1. Many of the streets in this area don't have a serious enough parking problem to merit the cost and inconvenience to householders and the county of a CPZ. 2. The decision to go ahead with the formal consultation was based on just 19.2% of households responding. Only approx 138 individuals (55% of 251) voted in favour of it going ahead. 3. The scheme as currently designed won't solve the problems in Lake Street and Vicarage Road area. I suggest the following changes to the scheme to make it work better: <ol style="list-style-type: none"> a. Introduce it just in the streets seriously affected by parking issues, which is all the streets north of and including Norreys Ave. b. Remove the Sunday and 2 hour parking exemptions for these streets c. If there is displacement to the area south, then in future extend the CPZ 4. Further points if the scheme goes ahead: <ol style="list-style-type: none"> a. Make sure there are sufficient points for electric vehicles and car club cars b. Any surplus to be used for schemes to reduce carbon emissions c. If the scheme goes ahead across the whole area, make it more restrictive in the area which is having the difficulties – so continue to have the 2 hour parking and Sunday exemptions in all roads south of Norreys Ave.
(57) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>There doesn't seem any pressing need for permits. It is easy to park and road is not used by commuters. Seems it is a money-making project</p>
(58) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>There is no excess pressure on streets south of Vicarage Road. A CPZ there would be expensive for us and add nothing.</p>

	<p>It is more important to install charging points for electric cars - there would then be more of a reason to introduce designated bays and restrict the number of cars to one per household.</p> <p>I would support a CPZ from Vicarage Road northwards, given the traffic for the swimming pool.</p> <p>If there were to be a CPZ from Vicarage Road northwards, it would be a mistake to have exemptions for 2 hours and for Sundays, since the main traffic for the swimming pool would fall within those periods.</p>
(59) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I'm objecting because our street doesn't have a parking problem and so it is expensive for individuals to pay this fee. Also, even if there was permit parking there would still be the same amount of spaces. It seems an extra financial worry for residents.</p>
(60) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We need 2 permits for my wife and me. Also, we have a nanny who drives from outside Oxford and needs to park 3 days a week plus family childcare one day a week so will need at least 200 additional permits for our childcare support. Without this we won't be able to both go to work running our local small business that employs 10 staff in the Oxfordshire area. In addition there are never any problems parking in Sunningwell Road and I don't think any non- locals park in this road to get into town or anything like that. It seems like a scheme that is not needed other than to raise money for the council.</p>
(61) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have lived in Sunningwell Road for 9 years, and before that in Chilswell Road for over 30 years, so I am familiar with the parking situation here. I strongly object to these proposals for several reasons.</p>

	<p>1. In the latest documents there is no justification for these measures, apart from references to the Council's policies on traffic management which I confess I have not read in detail. However, going by the reasons given at the time of the informal consultation, I have to say there is NOT a problem with casual commuter parking in my street: to the best of my knowledge it is almost entirely residents who park here, so the proposals will have no impact whatsoever on congestion or pollution or improving the local environment, and far from deterring casual parkers the only people who will suffer will be local residents. Is that the council's intention?</p> <p>2. I object to paying £130 or more a year to park outside my own house, with the money simply going towards funding the administration of an unnecessary scheme which will be of no benefit to me. I believe that the Council does an excellent job in many respects, and am more than happy to pay (and pay more if necessary) for services such as refuse collection, social care, education and so on, and I appreciate that your finances are and will be very stretched; however I have seen much money wasted in recent traffic experiments (such as painting pictures of bicycles on the Abingdon Road) and DO NOT WISH TO PAY ANY MORE towards them.</p> <p>3. I have direct experience of a CPZ in Chilswell Road, and the allocation of visitors' permits was woefully inadequate then and your proposals simply repeat that: we have family and friends living in Oxford who visit us frequently and it is simply wrong for the Council to wish to restrict that.</p> <p>4. I am not convinced that the Council's projections of future traffic problems take into account both the effect of Covid on changes in commuter behaviour (with more people working from home) and the decline in High Street shopping – with much more on-line shopping and the closure of so many retail outlets in the City.</p>
(62) Local Resident (New Hinksey, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I live on Sunningwell Road and feel that there is no need for parking restrictions and feel it would be unfair on myself and my neighbours to pay for parking outside our own homes. I strongly disagree with the 1 permit rule on some streets, I don't think it takes into account different household situations, such as those living in house shares or where two people need a car for legitimate reasons. I don't mind if parking permits and restrictions are brought into areas further north than my road but strongly feel it is not necessary here.</p>
(63) Local Resident (New Hinksey, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p>

	<p>The individual streets within South Oxford each have different needs regarding parking and I am objecting the scheme as it stands overall, not to the need for a controlled parking zone for some streets. Currently I not sufficiently convinced there is a need for a CPZ in South Oxford as I never experienced any problems parking (or problems caused by non residents parking) on Sunningwell Road or any of the surrounding streets. The previous commuter parking has not returned to the limits pre-pandemic and I'm unconvinced with the rise of hybrid working that is will fully return to what it was. A blanket one size fits all does not suit this area and I have strong concerns that we do not fully understand the number of cars per household in this area mapped against future provision to ensure that the number of spaces provided will match provision with some slack for visitor parking. Please reconsider this proposal.</p>
<p>(64) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>There is not an issue with parking on our street, Sunningwell Road. Sometimes you have to park several metres or more from your front door but we accept it. We do not have a problem with commuter parking. There is a problem with air quality and traffic congestion going to the Westgate shopping centre. The Council should remove parking charges at the Park and Ride in order to encourage less traffic into the centre. If it is felt there is a problem with some roads e.g. Lake Street, controls could be introduced on this road. It is unlikely this will displace traffic to other roads due to the inherent nature of parking behaviour.</p>
<p>(65) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I don't find parking a problem in my area and feel the CPZ will cause unnecessary extra cost and complications. If parking in my street is ever a problem, it's in the evening not during the day. I haven't understood why the Council thinks the parking situation is likely to get worse. I can see it will benefit some roads closer to town.</p>
<p>(66) Local Resident (Oxford, Sunningwell Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>'I deeply object to the South Oxford CPZ. I regard it as utterly unnecessary in our area. I regard it as a creeping power</p>

	<p>and money-raising scam by the city council. Oxford is already one of the most expensive cities in the UK in which to live. Shame you all for even suggesting this. Oxford needs to:</p> <p>A) Implement more and better organised bike lanes</p> <p>B) Implement bus lanes & a congestion charge zone BUT only at peak times</p> <p>C) Create a bigger, better Park & Ride service that:</p> <ul style="list-style-type: none"> - Is free to park in for up to 24 hours - Is further out if necessary - Uses green space if necessary - Has bikes to hire <p>If you are wanting us all to use electric cars get the darned infrastructure into place. Every urban place you park a car needs a power supply in the road. As a minimum certainly every street lamp needs to be converted.</p> <p>But one the very worst things about Oxford is how much it hates the car. It's appallingly hard to get around Oxford and to park in the evenings almost anywhere in Oxford, without paying through the nose. And like I say, Oxford is already a painfully expensive city to live within.</p>
(67) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Concerns</p> <p>We rely on grandparents to help with childcare on a regular basis; they are unable to use a bus route to get to us and I can't see a way we will be able to make this work as they come several days a week throughout the year which will quickly total more than our visitors allocation.</p>
(68) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Not needed.</p>

(69) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>Please to NOT extend the CPZ to anywhere near Sunningwell Road, where I live.</p> <p>In my opinion it is an absolutely APPALLING idea to extend the CPZ. Instead you need to make the park and ride work better. You need to make much better bike lanes and bus lanes during rush hour. Give us FREE parking in the "park and ride" (as it was originally, yes?!) and give us the ability to rent bicycles, electric bikes and electric scooters. This CPZ is just a money-making scam by the council. I do not wish to live in the sort of Police State you are creating. I feel VERY strongly about this issue</p>
(70) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I write to object in the strongest possible terms to the proposal for a controlled parking zone that would affect Sunningwell Road. It is unnecessary and unwanted by the majority of residents in Sunningwell Road. I realise that people in the streets nearer the city (Lake St etc) may be in favour, but that is no reason to impose an unwanted and unfair system on the rest of the district. If introduced, a CPZ would:</p> <ol style="list-style-type: none"> 1. Cause inconvenience for all residents 2. Cause hardship for poorer residents. 3. Encourage more people to ruin their front gardens by concreting them over to make 'off street parking' 4. Reduce biodiversity and wildlife habitats because of the ruined gardens 5. Penalise the most vulnerable in society - those of us who need cars because of illness or disability or needing to do driving jobs. 6. Add completely unnecessary and unjustifiable extra charges for people living in this area, which is already very expensive.

<p>(71) Local Resident (Oxford, Turner Close)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Will make our area impossible to park, right now we all park our cars with no issues but with controlled parking, spaces will be much less in Turner close and we cannot park the cars</p>
<p>(72) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>For what it's worth, I don't think the introduction of a cpz in this area in the form proposed will be helpful or will sort out what problems do exist with parking (e.g. people parking to drop their children at New Hinksey school or to go swimming)</p>
<p>(73) Local Resident (Oxford, unknown)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I am writing to object to the proposed extension of the South Oxford CPZ on the following grounds:</p> <p>It is unnecessary and unhelpful.</p> <p>This is a densely populated area with high car ownership. Nobody will get rid of their car because of this scheme, and nobody is going to move because of it. It will not reduce the number of cars on the road or increase the number of parking spaces, it will just force people to pay through the nose for something that should be free.</p> <p>It encourages the building of driveways, and therefore contravenes the council's own environmental policies.</p> <p>The proposed CPZ essentially places a tax on those who do not have driveways, and therefore creates an incentive to build them. This will inevitably harm biodiversity in the area and lead to significant loss of the area's charm and amenity and goes against the council's environmental policies by doing so.</p>

It is highly undemocratic.

This is a measure campaigned for by a very small but vocal minority, almost all of whom are complaining about people parking to visit Hinksey Park. This is a valid concern. However, it could be addressed by rolling the street concerned into the existing South Oxford CPZ and increasing the availability of parking at the Community Centre. There is no reason for the CPZ to extend this far out. The "informal consultation" earlier in the year was a joke - it essentially consisted of members of the council knocking on doors and campaigning for the measures. Any complaints were ignored or dismissed with vague arguments.

It penalises working-class residents.

All the talk about promoting alternative transport is all very well, but it only works if you have a job that is within commutable distance, is well-served by other transport networks, and that doesn't require the transportation of heavy tools or equipment. Lots of people (mostly those of us with lower earnings) need cars or vans for their jobs. It is disgusting that they will be forced to pay an extra £65 per year simply to continue living here.

It indirectly discriminates against those with non-traditional family structures, and therefore breaches Article 8 (right to a private and family life) of the ECHR (European Convention on Human Rights).

The proposal would limit the number of residents' permits per household to 2 and would make them non-transferable. The desire to limit the number of cars per house is sensible, however, the permits should be transferable between cars to cater for situations where the residency of the house changes frequently. For example, my household consists of 2 parents with one car between them, and 2 adult children, each with a car, who study elsewhere and come home during holidays. The total number of cars outside the house at once is never more than 2, but over the course of a year each of the 3 cars might spend several months outside the house.

The right to control our own family affairs is protected under Article 8 of the ECHR and may only be interfered with if it is necessary and proportionate to do so. To be proportionate, an interference must abide by all 3 of the following rules: it must have a legitimate aim, there must be a rational connection between the measure and the aim, and the measure must be the least intrusive way of achieving that aim. The proposed measures fail the second and third elements of this test. There is no reason to make the permits non-transferable, and the measure could be implemented with equal effectiveness without the non-transferability requirement.

I have lived here for 20 years and feel completely betrayed by the council's attempt to force these measures through. I fully expect you to ignore this email, but I thought I would at least try.

(74) Local Resident (Oxford, unknown)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I would like to express my concerns and disagreement to this idea. We have never had an issue with finding parking on the road and neither do we think it is morally right to have to pay to park in front of our own home. We already pay road tax and council tax and this is just another added cost (or way to get money out of us citizens) for an issue that does not exist. We have multiple cars in the house which we need to get to and from work and therefore being limited to the number of cars is not fair.</p> <p>On another note paying for visitors to be able to park in front of our own home? And you think 25 permits per year is enough? Or 50 if we pay to have visitors. That's less than 1 visitor per week. Is this some kind of joke? I strongly petition against this. We do not have driveways where we are able to park our cars and I'm not sure where this idea came from.</p>
(75) Local Resident (Oxford, unknown)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I have received a letter about controlled parking on my road. I would like to vote against this matter. I have no issues with the parking on my road. I shouldn't have to pay for parking in front of my own home. I shouldn't be limited to how many people can visit my own property. I come from a big household which means we have multiple cars for work. I myself am a taxi driver and have a taxi parked outside my house. This is how I make my living. If we are limited to only two cars between each house, where am I supposed to park the taxi. I do not own a driveway either. Why should I have to pay £65 to park outside my home when I already pay road tax and council tax. You are not helping the community whatsoever, instead you are just giving us all more stress. We are already in a pandemic which has financially set us back, we don't need more setbacks.</p>

(76) Local Resident (Oxford, unknown)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I have received a letter about parking permits on my road. I would like to petition against this as we have no issue with parking on the street. I think it's absolutely ridiculous that we have to pay to park in front of our own homes and be restricted to how many visitors we able to have per week. We come from a home of a big family and need multiple cars for work and do not find it acceptable to be controlled of how many cars we own. I am a support worker and need to utilise my car to see my clients and if we are limited to car numbers per household, I will no longer be able to keep my job as there are multiple numbers of us that need to have a car and get to and from work. This is not Russia or the military and do not appreciate this imposed new controlled parking restrictions that may be applied on the road.</p>
(77) Local Resident (Oxford , Vicarage Lane)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>I cannot see what it adds to the objectives of preventing non residents parking here. This rarely happens in our little no through Road. Main concerns are in other parts of the area like Lake Street where the parking on both sides of the road and bins on the pavements is awful as you can't use the pavements. The residents are still going to park in the same way.</p>
(78) Local Resident (Oxford, Vicarage Lane)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I feel that CPZ in this area is unnecessary and a waste of scarce resources. My area is not used by commuters into the city. I recognize the cars of my neighbours. However the greatest objection is to the limiting of 1 permit per household in my road and adjacent roads. This seems very discriminatory. Also unworkable for some households, for example my neighbours who are both hospital doctors working split shifts, with children at different schools who need 2 cars. I also feel it would make our houses harder to sell.</p>

(79) Local Resident (Oxford/New Hinksey, Vicarage Lane)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Firstly, there is no justification for implementing a controlled parking zone in our community. The vast majority of people parking on our streets are residents. It is only difficult to park in the evening, when everyone is at home. So these new restrictions will only make parking more costly without solving the underlying problem. Secondly, it is inequitable to restrict households to one car in our community, when nearby areas are able to have two (for the same cost). We have two cars in our family and would have nowhere to park our second car due to this proposed policy. While it may be challenging to find a spot on our streets, we have always been able to do so in the 15 years that we've been living on Vicarage Lane. This draconian plan to restrict households to one car is neither justifiable nor equitable. The County Council does not have the authority to determine the number of cars that a family can have and cannot fairly impose greater restrictions on our community than our neighbours. If passed, we will challenge this CPZ in every way possible.</p>
(80) Local Resident (Oxford/New Hinksey, Vicarage Lane)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Having lived in New Hinksey for the past 15 years I can see no justification for the proposed Parking Controlled Zone in South Oxford. In those 15 years I have had no problem finding somewhere to park either during the day or night, during the week or at the weekend. As someone who is often around during the day there is never an influx of people parking their cars who do not live in New Hinksey to save paying/parking at the park and ride or anywhere else. Living on Vicarage Lane with my wife and children I am particularly deeply concerned with the plan to discriminate against households including ours that own two cars out of necessity to travel to work. On what basis has the County Council based its decision to preferentially give a majority of households on other roads two permits but others only one? And on what authority can you decide that a household can only own one car or be forced by your actions to move from their family home if the CPZ is implemented in its current format.</p>
(81) Local Resident (Oxford, Vicarage Lane)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p>

	<p>I know this is a difficult and complex problem with no solution that will keep everyone happy but I think what is suggested is more than 'stick' than 'carrot'. Too much bureaucracy and too expensive at a time when all resources are stretched. Asking around I find that my neighbours who have two cars need them for commuting outside Oxford (Worcs, Notts, London), rather than having them as a 'luxury'.</p>
(82) Local Resident (Oxford, Vicarage Lane)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>Having lived in this area for over 30 years I do not see the benefit of CPZs, "if it ain't broke why fix it". A) most cars parking in this area belong to people living here and there is little commuter parking in my opinion. B) Some families do have up to 3 cars - this should be discouraged unless there is off street parking. C) There will be a financial charge on top of an already high council tax, this would appear to only benefit the council and not local residents.</p>
(83) Local Resident (Oxford, Vicarage Lane)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>There are at least two Air BNB properties on the street and these put extra stress on what is already very limited parking. I think it really needs to be 24hr permit-only parking in Vic Lane rather than just during commuter hours.</p>
(84) Local Resident (Oxford, Vicarage Lane)	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I do not feel this is an economic use of the Council's resources. My area in particular is not used as commuter parking, I can identify the cars in the road as neighbours.</p> <p>However my main objection is to the limitation of one permit per property in certain roads, mine included. This is unnecessary and will lead to problems for residents who have to have 2 cars, for example neighbours who are both hospital doctors working split shift. Where will they put their second car? There are also people who depend on lodgers and have 2 cars. The argument that these streets are too small does not stand up. I can park my car in my road 95% of the time and if not</p>

	<p>can park in Wytham Street. I hope this decision can be reversed.</p>
<p>(85) Local Resident (Oxford, Vicarage Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Support</p> <p>a) No need - little commuter parking b) some houses though have too many cars c) cost</p>
<p>(86) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I think the propose plan penalise the residents and those who work in Oxford and does not address the problems we have as residents at weekends when the swimming pool attracts too many people coming by car and parking recklessly in Vicarage Road</p>
<p>(87) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We strongly object to these proposals. As residents for the past number of years we are well aware of the limited number of parking spaces in the area. However, having lived here for years we are also aware that the overwhelming majority of the cars parked there at all times belong to the residents - a CPZ would therefore do little to reduce the number of cars parked but would incur an additional cost to residents for no discernible benefit. We have lived in other urban areas where similar schemes have been introduced and have witnessed this first-hand. Furthermore, we are a family consisting of two working parents and children who are likely to attend different schools in the coming years. We both work in the NHS and require separate cars to allow us to work shifts - restricting us to one car per household would make it extremely difficult (if not impossible) to fulfil our work & family commitments. We would urge you not to implement this scheme or at least consider provision for households which require more than one car.</p>

<p>(88) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>My road does not have parking issues.</p>
<p>(89) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Because the proposal will have the greatest negative impact on the poorest and most vulnerable in our community. Also residents who rely on vehicles i.e. carers, parents of young children, those with mobility issues, who have seen incomes fall in pandemic will have to pay extra for the ideology of others. Those in the council will never walk in the shoes of the poorest in our area propose this scheme. Perhaps they should spend time in the lives of others.</p>
<p>(90) Local Resident (Oxford, Weirs Lane)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>Cash raising exercise for council who already levy a v high council tax. In a pandemic is this the correct time to ask people to pay more? I realise at this time many in society will have more personal savings than ever but the councils role is to protect the most vulnerable not to forward their own ideology. Traffic control measures in place at present are not being enforced so why introduce these measures before they have been and reviewed. Will hit carers, parents especially single parents, those with mobility issues. People not affected will be wealthy and those with choice in their lives that others do not have. Because the whole consultation process has been flaky at the very least. For example the first question on the first consultation, 'if the scheme is introduced what times should it operate', not should the scheme be introduced. V V arrogant and dishonest, shame.</p>

(91) Local Resident (Oxford, Weirs Lane)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>We pay enough council tax and road tax already. Why should I have to pay for where I live, we do not have a problem as far as I'm aware.</p>
(92) Local Resident (Oxford, Weirs Lane)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I do not believe there is an issue.</p>
(93) Local Resident (South Oxford, Weirs Lane (Boat Moorings))	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>A. Our boat moorings have full planning permission as residences but do not show up properly on the area proposed. We require parking in the nearby streets, mainly on Canning Crescent. B. The controlled zone isn't needed at all. There is no shortage of parking (but we stand to lose all access to it if the zone is introduced and our addresses aren't recognised). It is clearly hardly used as non-resident parking anyway as we all recognise the local vehicles.</p>
(94) Local Resident (Oxford, Weirs Orchard Moorings)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>The area around Canning Crescent, Fox Crescent and Weirs Lane does not have a particular problem with parking at present. Any pressure is created by the short sighted money making of charging to park at the park and ride. The CPZ is another stealth tax. Also, you must recognise that Weirs Orchard Moorings and Rope Ham Moorings hold 25 residential houseboats which all pay council tax and are legitimate under planning law. These will all require access to parking permits too.</p>

(95) Local Resident (Oxford, Wytham Street)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I am strongly objecting to having to pay a fee for residents permits, if we live on the street why should we have to pay a fee to be able to park outside our house?</p>
(96) Local Resident (Oxford, Wytham Street)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I don't think it will be helpful to the community as the roads are not especially busy during the suggested controlled times and it will make it difficult for residents with more than one car. I feel that if the park and ride service could be improved/made cheaper less people would park on side roads when going into oxford.</p>
(97) Local Resident (Oxford, Wytham Street)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>There is no issue with parking in Wytham Street, many people have driveways to park cars and there are always empty spaces on roadside parking for visitors. If there was an issue with parking, then introducing an CPZ is not the answer: the council should be making Redbridge Park and Ride free for commuters. And also making public transport for local people cheaper and more accessible as a way to reduce the amount of traffic in the area. CPZs also pushes expense onto the poorest in our communities who cannot afford to pay yet another tax to local government</p>

<p>(98) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have been living in Wytham Street since March 2018. I have never, never, had a single parking problem. Wytham Street and the surrounding streets are always viable and plenty of parking slots. I do believe this is just a way to steal our money.</p>
<p>(99) Local Resident (Oxford , Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I can't see that the proposal will improve things, some will have to sell a car and everyone will have to pay to support something that doesn't affect a large percentage of residents. Parking is an issue in Lake Street and Vicarage Road but I don't think this will solve the problem, if you still have 2 hour spaces there will be people parking to use the pool and community centre. At the southern end of Wytham Street there are no issues with parking yet these residents will be required to pay an annual fee for a problem that doesn't affect them.</p>
<p>(100) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I don't want to have to pay to park outside my house. The allowing of 2 hours per visit will in my opinion make it mostly ineffective. People who are going to the pool will still park there. People who are going into town will still park there. It would stop all day office workers but I don't think they are the main problem. It was clear from the meetings that there are several people in the one car limited places that will be negatively affected by the one car restriction.</p>
<p>(101) Local Resident (New Hinksey, oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p>

	<p>We don't see a problem with to parking in our street do cannot understand the justification/need for a controlled parking zone. We've lived through it before and it just resulted in silly parking to "save" spots and ugly driveway conversions.</p>
<p>(260) Local Resident (Oxford, Wytham Street)</p>	<p>CPZ - Object Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I have been a resident of Wytham Street (New Hinksey area) for many years and am highly anxious at the prospect of being forced to pay for the privilege of parking outside my own home.</p> <p>I am aware of the lateness of my objection and apologies if this is inconvenient to you but have only just been able to make the time to fully process and address this matter.</p> <p>I live with and am the primary carer to my mother. She is now totally dependent upon myself and a team of 3 different carers who between us, manage all aspects of my mother's life and care plan.</p> <p>I am now on a low income as a result of giving up work due to stress and anxiety, from caring for my mother whilst working and battling with social services for 2 years to get the care package we now have, to be able to provide my mother with the care she needs.</p> <p>As I said, we have 3 different carers that come to the house daily for anything between 1 - 6 hours at different times throughout the day and night, and often have a carer sleep in for a weekend or sometimes a hole week to give me well needed respite.</p> <p>The prospect of trying to work out how I'm going to pay for my own parking permit, not to mention organising all the carers parking and pay for it all, has left me feeling highly anxious and concerned for my mental health and finances.</p> <p>It is for this reason that I'm so concerned about OCC's CPZ proposal for the New Hinksey area. I hope that you will take my concerns and objections seriously and consider the impact this proposal will have on mine, my mother's and her care teams daily lives.</p>

(261) Local Resident (Oxford, Summerfield)	<p>CPZ - Object Parking Restrictions - Object One Parking Permit - Object</p> <p>I have 3 points to make:</p> <ul style="list-style-type: none"> i) I do not believe that we need a controlled parking zone. ii) If one is to be imposed, the current proposals are not fit for purpose to address the real situation. iii) Finally and most importantly, it is unreasonable, unfair and unnecessary to impose the 'one car per household' restriction on our street. This would only have the effect of harming local residents. <p><u>The current situation</u></p> <p>People on the street sometimes complain that non-residents use our street to park when they go to work in the city centre – but the reality is that such individuals only park on our road during the working week (Monday – Friday) and between 9am and 4pm, which is when those of us on the street who ourselves work have left for the day. This means that, during these periods, there is plenty of parking space and no reason to stop these individuals from parking here. When those of us who work return home, anyone who has been parked for the working day will have long left. Significantly, I do not believe that I have ever had any difficulty in parking when I return home after work on a weekday evening – which undermines the entire premise on which a 'controlled parking zone' is proposed.</p> <p>The only real problems for parking on our street arise on a hot Summer day when flocks of visitors arrive to use the Hinksey park and pool (at the end of Lake Street). On such occasions, yes, our street does fill up with cars and parking for residents becomes a problem. However, these days are few in the context of a year and occur almost solely at weekends (when, arguably, residents do not have to drive anywhere and so can stay parked and at home). It is certainly possible to 'plan' around the parking situation – after all, the swarms of visitors leave again when the sun goes down. The best solution to this problem has been (as was tried a couple of years ago) a simple sign, telling pool users to park elsewhere. In any case, I can count on one hand the number of occasions on which I have had trouble parking (and this is within 10-15 years of living on the street!). On these occasions, I simply parked on a neighbouring street – which I will admit was inconvenient but was nothing compared to the inconvenience of having to pre-pay resident permits and guest permits under a 'controlled parking zone' system.</p> <p><u>The proposals</u></p> <p>Are simply ridiculous as they currently stand.</p> <p>Having restrictions that do not apply on a Sunday makes no sense when any problems that the street does have for parking occur almost solely at the weekend (which is when people come to the Hinksey park and pool)! It would make more sense for any restrictions to only apply at weekends.</p>
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Furthermore, the 2 hour free parking will still enable the majority of users of the pool to park on the roads, whilst forcing all the inconvenience of a controlled parking zone (including the additional expense) on local residents. It does not feel as though actual residents are being considered in these proposals – it feels as though the Council is simply seeking to make money off us by starting to charge us for our parking.

The 'one car' limit for certain streets

I am particularly stressed and upset about the proposed one car limit for certain streets, which includes ours. Many households in our area have two cars and require those two cars for work / school runs / care obligations. In my own case, both myself and my partner have full time jobs and we require a car each to get to/from work. It is simply impossible for either of us to get to work on public transport – we both travel large distances on a daily basis and to locations where there are either few or no bus/train routes. I do not know what we will do if the proposals are implemented – we could not continue to live in the area and would, effectively, be driven out of our home. I feel very depressed and bitter that such a thing is even being suggested.

I have always supported the Council and voted for them and I feel betrayed by this proposal - especially when it is considered against a background where there has never been an issue with the local residents parking their own vehicles (however many vehicles they own) on their own street. The only potential issues have arisen when users of the Hinksey park/pool park in the area. Surely the local residents should be given priority over these visitors rather than being restricted in number of vehicles to free up space!

Furthermore, the proposed differing restrictions for different streets within the proposed controlled parking zone is iniquitous. Households elsewhere in the zone will be able to have two cars and, if they choose to do so, would be able to park both those cars on the street where we live! Yet, it is being suggested that those of us who live on the street would only be able to park one car. I struggle to see how this makes any sense. It would also mean that the Council was treating identical homes within the zone differently, not because of their type (we are all terrace type housing) or their usage (all domestic), but simply because of the road on which they happen to be situated. I think it is axiomatic that this is deeply unjust.

Of course, the inevitable consequence of this would be that houses on the roads with the 'one car' restriction, would suffer significant devaluation in comparison to identical properties on roads within the same zone but which are permitted two cars per household. Again, this is a deep injustice to the residents of the affected streets.

In conclusion

There is no reason to limit any households to only one car – there continues to be plenty of space for those households which need two cars to continue parking those vehicles so it makes no sense to impose such a restriction.

I would urge the Council to reconsider imposing any form of controlled parking zone. We do not need one and the proposals will cause more problems for local residents than they will solve.

	<p>If a controlled parking zone must be imposed (if the Council needs the additional revenue that badly!): focus on the weekends (when the issues actually arise) and allow all households in the area to park two cars. Please avoid unnecessary and prejudicial discrimination against households like mine.</p>
<p>(102) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>In the streets being offered 2 residents parking permits, several of the houses have off street parking. This means that their off-street parking takes up space on the road itself (to allow access to the off street parking). Houses with off street parking then effectively have 3 parking spaces. (potentially 4 if they allow someone in their own household to block them in. It seems very unfair to those residents who do not have the option to have off street parking to be discriminated against by only being allowed one permit.</p>
<p>(103) Local Resident (Oxford, Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>it is unclear if the residents of Abingdon Road will be able to apply for a resident annual parking permit. In the official paper letter sent by the Oxford city council Abingdon Road is not included among the properties eligible for parking permits. Not all the Abingdon road residences have a private off-street parking space, without permits it won't be longer possible for the occupants of the aforementioned residences to park anywhere northern than the ring road and people will be forced to leave the area if they cannot give up their cars. The residents of Abingdon road must be included in the list of people allowed to park in the SE area.</p>
<p>(104) Local Resident (Abingdon. , Abingdon Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>HMO properties and having myself access to a permit</p>

(105) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I have concerns regarding just one parking permit for household, parking overnight and not any restrictions on Sundays. Weekends and weekdays are big problem for me to park. People increasingly leaving their cars for all day during weekdays and weekends to go to work or shopping and we residents cannot find a space. I have already had 3 parking tickets due to this situation. Unfortunately, OCC is prioritising rights of consumers and businesses over residents.</p>
(106) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>We have lived in New Hinksey for over 40 years (and including elsewhere in South Oxford, for longer than that) and have noted closely the demographic and transport changes over the period. I was for about ten years a Blue Badge holder, until I was mended and so appreciate that perspective.</p> <p>We are not opposed to a residents' parking scheme, such as obtains in Grandpont. However, we have the following anxieties about the CPZ as described</p> <p>(1) Abingdon Road residents must be treated the same way as other residents of New Hinksey. (We are encouraged by the helpful responses on this from Cllr Baines and Christian Mauz but hope that this entitlement will be borne in mind through all aspects of the process.)</p> <p>(2) We are saddened to see that there will be fewer parking spaces available, while car ownership has increased year on year. (The Council must deal with the world as it is, not as some members would like it to be.)</p> <p>(3) We are opposed to the closing of the end of Norreys Avenue or any other of the lateral streets.</p> <p>(4) We trust that there will be an adequate supply of visitors' vouchers. Visitors do not visit only on Sundays.</p>
(107) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Concerns Parking Restrictions - No opinion</p>

	<p>One Parking Permit - No opinion</p> <p>I would like to reiterate my concern regarding some streets/households only being eligible for 1 permit whilst their near neighbours will be eligible for 2 permits as well as having their own off-street parking. This might not have been considered in the planning process.</p> <p>Those that live in these streets which are only going to be offered one permit manage to park in the streets currently. However, the problems with parking in these streets occur when people are using the Hinksey park playground, Hinksey outdoor pool is open and in full use, when university students use the unrestricted parking to leave their cars during term time and when commuters park in these streets during the working day. Bringing in restricted parking will cut out these extra cars, which do not actually belong to residents. I therefore believe that it should be possible to offer 2 permits to those who need two in these streets. (The two-hour parking for non-residents is ideal for giving swimmers and park users somewhere to park.) I wonder how much research has been done into the spaces available and the approximate number of car spaces actually required. I know that no one has been to ask us.</p>
(108) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I wanted to raise an issue about the permit system proposed for the area surrounding Norreys Avenue. I live at 236 Abingdon Road, which is on the corner where Abingdon Road and Norreys Avenue join. Will I be able to apply for any parking permits, as one of the entrances to the property is on Norreys Avenue? If this would be possible it would be so incredibly helpful, as I know residents of Norreys Avenue can apply for permits, and although my address is Abingdon Road, one of the entrances to my home is on Norreys Avenue.</p>
(109) Local Resident (Oxford, Boat Mooring)	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I need my car for work and use the streets that run off Abingdon road.</p> <p>If a permit scheme is introduced I hope the needs of the boat community will be taken into consideration and that we have the opportunity to purchase permits too.</p>

	<p>Some of us live permanently on our boats and so have no fixed address. This would also need to be considered.</p> <p>I am not against permits and in fact support them as a traffic control measure but because I live on a boat I am concerned that I may not be entitled to one.</p>
(110) Local Resident (Oxford, Boat Mooring)	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>It has come to our attention that a parking zone is being proposed for south oxford. We live on moorings that use those roads (Fox Crescent, Canning Crescent and Chatham Road) as are nearest parking but we haven't been included in the consultation. Can you please include us in the consultation and future communication including permit eligibility? I believe the Weirs Orchard moorings on the other side of the road have also not been included.</p> <p>Could you extend the boundary so we are included in the zone or find another way to include us.</p> <p>I also wanted to note that we don't have a parking problem in the roads that we park in so I would much prefer there wasn't a permit system here.</p>
(111) Local Resident (Oxford, Canning Crescent)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I don't want to have to pay to park outside my own house. The parking situation on my street (Canning Crescent) is fine - I appreciate some other streets are congested, but Canning Crescent is fine as it is.</p>
(112) Local Resident (Oxford, Donnington Bridge Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I and several other boaters (4 households in total) live on moorings on Rope Ham Island which is officially located on Donnington Bridge Road, but is on the west side of the river where the road joins with Weirs Lane. There is no parking on Donnington Bridge Road on this side of the river so we park in either Fox Crescent or Canning Crescent. We, therefore, request that we are provided with parking permits. It seems that we have been missed off the list which is why we are</p>

	concerned with the proposal. As long as we can have permits we support the proposal.
(113) Local Resident (Oxford, Green Place)	<p>CPZ - Concerns Parking Restrictions - Object One Parking Permit - Concerns</p> <p>I object to the proposed additional double yellow lines on the roads mentioned. What is your reasoning for further restrictions there?</p> <p>We only have one car but where are residents with two cars supposed to park their second car? People don't have two cars for trivial reasons.</p>
(114) Local Resident (Oxford, Green Place)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I strongly support the imposition of a CPZ in this area. However, given the extremely urgent need to tackle CO2 emissions (as highlighted by the recent IPCC report) and air pollution levels in Oxford, I have concerns about aspects of the proposal, as follows:</p> <ol style="list-style-type: none"> 1. I would like the 'residents parking only' restriction to be in force at all times. I object to people being able to access free parking in this area (very handy for city centre shops and restaurants etc.) on Sundays and in the evenings when the council should be doing everything possible to discourage people from driving into Oxford. 2. I agree with the decision to limit some properties to one permit only and think this should be extended to the whole area. Allowing two permits per household on Wytham Street and roads off it means accepting the current status quo whereby people are allowed to park half on the pavements, making passage difficult or impossible for anyone with a wheelchair or pushchair. I would like to see pedestrians have priority over car parking in the whole area. 3. I would like to suggest an addition to the scheme, which is the provision of covered, secure community cycle sheds on each street. No-one in my household owns a car (this also applies to at least three other households in my street) and I would happily waive my right to a parking permit if the space could be used for shared bike storage instead. In a part of Oxford where many houses don't have front gardens, or side access to back gardens, this would make owning, storing and using a bike much easier for people.

<p>(115) Local Resident (Oxford, Green Place)</p>	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Support</p> <p>I strongly support the imposition of a CPZ in this area. However, given the urgent need to drastically reduce CO2 emissions globally (as highlighted by the recent IPCC report) and the additional problem of high levels of air pollution in Oxford, I have some concerns about the proposal. Ideally, I would like the residents parking only to be in force at all times. People should not be able to access free parking this close to the city centre on Sundays and in the evenings, when the council should be doing everything possible to discourage people from driving into Oxford. Also, I cannot see why the one permit per property limit should not be extended to the whole area. It is inequitable that residents on Wytham Street and roads leading off it should be allowed more permits than those north of the Church. Finally, we should take this opportunity to encourage and facilitate cycling by including secure community cycle sheds on each street. No-one in my household owns a car and we currently have four bikes living in our front hall. We would happily waive our right to a parking permit if a space could be used for shared, covered and secure bike storage instead.</p>
<p>(116) Local Resident (Oxford, John Towle Close)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>Can you add electric vehicle charging parking spots? I want to buy an electric vehicle, but there is no facility to charge one near John Towle Close. Ideally, you could put charging points in the close or on Wytham Street.</p>
<p>(117) Local Resident (Oxford, Lake Street)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I am overwhelmingly for resident permit only parking in our area. Lake Street is intolerably bad for residents, with people parking and getting the bus or walking into town, pool and park users. I am, however, concerned that the scheme as currently configured would not go far enough to solve our problems. Why is Sunday being excluded - the Westgate is open on Sundays, as are all the attractions in town, and the pool gets just as many users on Sundays as on Saturday. I am also very concerned about the 2 hour allowance for visitors to be able to park without permits. This will not solve any of the problems we currently have.</p>

(118) Local Resident (oxford, Lake Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I am overwhelmingly for resident permit only parking in our area. Lake Street is intolerably bad for residents, with people parking and getting the bus or walking into town, pool and park users. I am, however, concerned that the scheme as currently configured would not go far enough to solve our problems. Why stop at 6:30? There are lot of people parking in the evening who stop resident from parking. Same for Sunday. Why is Sunday being excluded - the Westgate is open on Sundays, as are all the attractions in town and the pool gets just as many users on Sundays as on Saturday. The full zone should get the same number of permits with the current proposal somebody on Sunningwell road will get two permit and could park in lake street 2 cars but somebody in lake street will get only one permit, why? This will not solve any of the problems we currently have.</p>
(119) Local Business (Oxford, Lake Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>Thank you for your letter outlining the proposals for the South Oxford Controlled Parking Zone.</p> <p>I would like to begin by saying the proposed controlled parking will disadvantage the residents of Lake Street. The initial request (from PALS) for controlled parking was to discourage non-residents from using Lake Street, not to penalise the existing residents. I do not know any "PALS" who support this proposal as it is. Having just 1 permit for residents in Lake street is massively unfair when you may grant 2 permits for other streets close by. This proposal does not stop the problem with excessive parking for the pool or people going into the Westgate shopping centre. Why should people be able to park for free, clog up our street? and then we have to pay and are only allowed 1 permit. Is it really your proposal that residents have to pay and will be limited yet people from anywhere in the world can come and park for free?</p> <p>We as property owners on Lake Street (3 properties) are very concerned about the proposal put forward. We have two properties with House of Multiple Occupancy (HMO's) and cannot see how having 1 parking space for an HMO property of 5 – 7 people is a viable solution. We also rent our properties out on short-lets and 1 parking permit will negatively</p>

	<p>impact our business, as guests will not be able to park. We would require more than 50 days' worth of permits and ask that our needs are addressed in the forthcoming proposal.</p> <p>We know of 4 families who will have to sell their properties because of these proposals. Our own business would likely fail, forcing us to move as well. I am sure this is not what you wish. The problem with Lake Street and surrounding areas is non-residents being able to park for free, thus making it harder for the residents. If you were to give the residents as many permits as they need and stop non-residents from parking, then you would solve this problem. This would require a couple of signs saying residents parking only and you solve the problem very simply. If you desperately need for non-resident to be allowed to park you could perhaps offer some paid parking bays outside the community centre/pool/doctors.</p> <p>I look forward to hearing from you on how our needs as Lake Street residents, business owners and workers who have cars can be met.</p>
(120) Local Resident (South Hinksey Oxford , Lake Street)	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Concerns</p> <p>There are HMO households on Lake Street. One permit per house is not realistic and is discriminatory against multi household occupancy who cannot all share one car. If you are resident on the street then it should be possible to acquire a permit . One permit per household is something to work towards but not currently realistic.</p>
(121) Local Resident (Oxford, Lake Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>This does not consider Houses of Multiple Occupancy (HMO) where tenants may need cars for their commutes. 1 permit per household will mean many people cannot rent rooms here. In the 6 months I live have lived here with completely unrestricted parking, I have only once not been able to park on Lake Street. Therefore, it seems illogical for the plans to be so restrictive. I also object to the £65 annual car parking fee on top of expensive Oxford rent. In general I would support some restriction to the parking, especially in the summer months, but believe the council should create more parking for people to access Hinksey Park and pool.</p>

(122) Local group/organisation (Oxford, Lake Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I've lived in Lake Street since 2014. I'm seriously concerned about the proposal, particularly the clause limiting residents of Lake Street to one permit per Household. We're a family of 5. My partner is a gardener so needs a van to run his business. It's a transit van which he uses to lug around all his equipment. There is no alternative. We have 3 children (2 who live here for half of the week, aged 13 & 15 and a 14 month old baby). I don't work in Oxford - I'm a freelance graphic designer in film so commute to various studios, often for 2 hours or more each day. Both myself and my partner are self-employed and rely heavily on our vehicles in order to work and make a living. My car acts as the family car too. The prospect of only being allowed one parking permit is causing a great deal of stress as neither one of us can give up our vehicle and retain our jobs. Not everyone is lucky enough to work in Oxford and have a short commute - to cycle or walk to work. It feels massively unfair, particularly as streets with more space for parking (as well as off-street parking) are being offered 2 permits. I think it's discriminating against families when life is busy and difficult enough. I can't honestly imagine how we'd manage and the result could be that we have to move house. It's cruel and thoughtless. I'm also really disappointed with the 2hr parking with no return clause...I don't see how this will help residents park on Lake Street at all? There is parking at Hinksey Park and you should be encouraging people who want to use Hinksey park to use the Park & Ride by making the bus stop at Lake Street. I supported the proposal but, as it stands, I think it is punishing the residents more than if things stayed as they are. Parking is utterly insufferable at the moment but if the CPZ goes ahead as it is, it would be a worse situation: hugely disappointing. I also think the 'one annual parking permit per property' would put off buyers if and when we came to sell the property. I have no idea why you don't have a blanket policy for the whole area. To discriminate on streets closer to town seems ridiculous and unfair...particularly as streets in Grandpont are allowed 2 permits per property. You're potentially making some peoples' lives impossible. It won't bother some residents who only have one car but to us, it matters a great deal. I strongly urge you to revise the proposal. I don't see why Lake Street and the surrounding streets should always be taking the hit.</p>
(123) Local Resident (South Oxford, Lake Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>Strongly Object to 1 permit per household. My partner and myself both occupy a 3 bed house on Lake street. We are both doctors and require our cars for work. Where do you propose we leave our cars after commuting after long / night shifts? If we park 10 roads away, and walking, adding on to an already long day and commute, we're then encroaching</p>

	<p>on someone else's residential parking area. The whole reason for these parking restrictions is to ensure the people who need to Park by their house have a space. I agree it would be ideal to have just residents parking on our road, but unfortunately there is more than 1 car per household both in our house and in others. Please reconsider the 1 permit per household, as I fear it may force myself and lots of people on my road to move away, because we can't get to work in our car. Which would be such a shame, This is a lovely community and I'd love to keep it! As I'm sure you would too.</p>
(124) Local Resident (Oxford, Lake Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>There are multiple houses in the area which are HMO properties, considered by the council to be 'multiple households' rather than 1 family unit. Due to the increased independence of these individuals within the property there should be an expectation that these individuals are unlikely to be able to share a car with one another as (as identified by the council in their letter during COVID) they lead separate and unrelated lives. Therefore, to restrict these properties to only one permit means that many current properties which have multiple households made up of young working professionals (who require cars to get to their place of work) will be unable to continue to live in the area. Personally, I cannot support this proposal until I feel that these concerns have been adequately addressed.</p>
(125) Local Resident (Oxford, Lake Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>concerned that 1 permit will be too restricting for a household in Lake Street with 2 doctors.</p>
(126) Local Resident (Oxford, Lake Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>Because: 1. Neither data nor reasoned arguments have been provided to explain why the Lake Street/Vicarage Road neighbourhood has been singled out for 1 residents parking permit only, while the tightly-packed communities at Norreys Avenue and Sunningwell Road can claim two permits.</p>

	<p>2. No shakedown period is offered (whether three years or less) wherein such data can be collected.</p> <p>3. The County Council therefore leaves itself open to:</p> <ul style="list-style-type: none"> a. legal challenge; b. community friction; c. Norreys Ave and Sunningwell Road residents parking legally in spaces that are denied to local two-car owners.
<p>(127) Local Resident (New Hinksey, Oxford, Lincoln Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>1. Non-permit holders will be allowed to park for a maximum of 2 hours with no return within 2 hours. Concern: Who is going to enforce this? Can non-permit holders park anywhere or will there be dedicated spaces for them? 2. Double yellow lines. Concern: Where are these lines going to be painted? At the corners of roads? In front of driveways? 3. Parking permits. Concern: why I am having to pay for a permit/s if I live in the street? Up till now I have parked in the street without having to pay. What exactly am I paying for? If I am having to pay for a permit, I want to be able to park outside or near to my house - not down the road or in a neighbouring street. How can that be guaranteed? Can bays be painted outside the houses? Will residents with permits from other streets be able to park in my road? What happens if they take up a lot of the parking spaces? In principle I am in favour of the CPZ, because I am tired of the road being used as a free car park for people who work in/visiting town, but it needs to work for the residents and not cause any inconvenience.</p>
<p>(128) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>1) I think that one "cheap" permit per household in any street is enough. Second permits should be more expensive - if people have second cars they would ideally get rid of the second car and join the car club instead. In conjunction with this limitation, you could provide discounted parking permits in the Park&Ride for second cars and perhaps for students. Some people come from elsewhere to park in our road and then cycle on somewhere else. To prevent this, you could provide the option of a season parking permit for the Park&Ride without the bus fare. I don't know if this already exists.</p> <p>2) In streets where there are small or no spaces in front of houses (where houses open almost straight onto the pavement) you should provide covered and secure bicycle hangars on the road in place of some parking spaces. This will enable people to use bikes without having to take them into their hallways. This would be especially useful in the tiny</p>

	<p>streets south of the park, Vicarage Road, Lake Street etc. and supports the council green transport aims. A typical hangar holds 6 bikes in the space of half a car parking space and can be allocated to a couple of households for secure bike storage.</p> <p>https://www.cyclehoop.com/product/shelters-canopies/bikehangar/</p> <p>3) In Wytham St, Lincoln Road and roads south from here, many houses have driveways which obviously can't be parked in front. These houses have at least one guaranteed parking space in their driveway so that should count as one permit. Their allowance should be reduced by one to reflect that their driveway is "occupying" a parking space, or two if it is a double driveway (there are some doubles in Wytham St).</p>
(129) Local Resident (Oxford, Lincoln Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>Although I agree that the South Oxford area should consider CPZ. My concerns are that the proposed parking period restricted for visitors will make it difficult for local businesses in the area and visitors to my home will require a visitor permit which will mean with the restriction on visitor permits that I will effectively only be able to have one visitor a week. In addition it is vital that local residents CPZ zone is the same as those in the existing Grandpont area. Could there be some consideration to make it more difficult for commuters to park all day such as no parking between 11am and 12pm during the day, which then stop commuters parking all day and also encourage them to use the park and ride. I am also concerned that unless spaces are created on each side of the roads in the area similar to Western road and to how cars currently park now, that there will not be enough car parking spaces for the number of residents in the area and residents in Sunningwell Road and Norreys Ave will end up parking in Lincoln road due to lack of spaces in their own road, making it difficult for the residents in Lincoln road to park in their road.</p>
(130) Local Resident (Oxford, Monmouth Road)	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Support</p> <p>I should start by saying that I am generally in favour of this controlled parking zone, and CPZs in general around Oxford. The two things I was most excited about when I heard that we could be getting a controlled parking zone were</p> <p>1) getting rid of pavement parking in the area; and 2) cars not being parked in the way of all of our cycle routes.</p>

	<p>I'm sad to say that the way this parking zone is proposed to run fixes neither of these things.</p> <p>With no marked bays, there will be nothing to stop cars being parked on the pavements as they are now, so I would expect this to continue.</p> <p>As far as cycle routes are concerned, the worst parking at the moment is around the junction of Fox Crescent and Chatham Road. There are often cars parked right up to the corner here, and sometimes so far out as to narrow the available space to get through the bollards. This makes it impossible to see round the corner when cycling, particularly for children, many of whom use this as their route to schools in East Oxford.</p> <p>I see that currently there are no new double yellow lines proposed on Fox Crescent or Chatham Road. Please could we have some extra double yellow lines around this junction and next to the modal filter?</p> <p>At the moment I feel like we're getting the extra administration and charges of a CPZ, but without the main benefits (Monmouth Road, where I live, doesn't have problems with commuter parking, or anything like that). While it's good to help with the councils' wider transport policy, it would be nice if we got something out of the CPZ locally as well.</p> <p>I have two further comments to make:</p> <p>1) It would be good if Co-Wheels car club cars from anywhere in Oxford could be exempted from these restrictions. People often travel to pick up cars from other parts of the city and then park them for periods outside their houses (it helps that 2 hours of parking is generally allowed).</p> <p>2) Why is temporary residence for study not a reason to qualify for a permit? Students, like everyone else, have widely varying personal circumstances. I can see no reason why they should be treated less favourably than anyone else who lives and works in the city.</p> <p>Thank you for listening. I'm sure a CPZ can be helpful here, but the current proposals really won't make a huge difference.</p>
(131) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p>

	<p>I am extremely concerned with the idea to allow people to park freely for two hours and then no return within two hours. This means that our streets are open to people parking to use local amenities such as the pool or to park to go into town. I am imagining this is because there is not sufficient parking in the park and there is a realisation that people may not use public transport to visit the pool and you don't wish to impact the pool/play areas negatively.</p> <p>However, this seems to be against the intention to reduce traffic generally; to encourage people to use public transport/park and ride. 2 hours is plenty of time to head into the city centre and return. You are therefore continuing to enable our streets to be used as free car park for people using local amenities and the city centre shopping. In fact on Sundays, as there is no time limit, it really is a free car park.</p> <p>Except of course, not for residents, who have to pay to park. Our streets are full of people who park there, but don't live there. Please do not allow people to park for two hours at any time. The streets above the park are not restricted in this way. I feel particularly badly for people who live closest to the park - Lake Street, Vicarage Road etc.</p> <p>Please can you explain the reason for allowing people to park for two hours in our area. What purpose can it serve?</p>
(132) Local Resident (Oxford , Norreys Avenue)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I am concerned about</p> <ol style="list-style-type: none"> 1. People turning their front gardens on Norreys Avenue, where I live, into parking spaces to avoid the new restrictions. This would be bad for the environment and a blight on the area. 2. The proposed double yellow lines on Norreys Avenue. One of the good things about the current situation with cars parked tightly on both sides of a narrow street is that the traffic coming down the street simply cannot go fast. If there were double yellow lines making the centre of the road broader the traffic would almost certainly go faster.
(133) Local Resident (New Hinksey Oxford, Norreys Avenue)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p>

	<p>Concerned that even with the parking permits, there will not be enough room for all residents to park. Now that we have to pay for the parking it would be really sad if I could not park near my house.</p>
(134) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>1. The consultation process is lacking sufficient information to make an informed judgement on how it will impact local residents. By example no information has been provided about the impact of the proposed scheme on the existing white lines designating off road access / parking spaces! I.e. If the scheme proceeds: a. Will these white lines be maintained? b. If the white lines are retained will it still be permissible for residents to park over the lines provided the vehicle parked over the line has a valid permit?</p> <p>(If this is not the case the imposition of the scheme will be highly detrimental to the residents of Norreys Avenue due to the loss of 22 parking spaces. If this is the case my response to this questionnaire would definitely change from concerned to "Object")</p>
(135) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Object</p> <p>I object to being charged £90 for the privilege of parking my car near my house. There are some people who park in our street to commute to work and many who use it when they visit the park or pool. If the council made the park and ride free and restricted non-resident access to the city, I think those changes would have a greater impact on the environment as a whole. Extra signage for double yellow lines would be welcomed as we have cases of people parking dangerously on corners. A better initiative would be to introduce one way policy to the local roads and parking on the pavements on one side of the road - we have had occasions when a fire engine couldn't get down the street and several times when delivery vehicles can't get down the road because people have parked so haphazardly. IF you do introduce the CPZ, then I think you will penalise families or households who need to run two cars for whatever reason - work/health/school.</p>

	Locals should be the priority and many households can't afford £90 per car. I can't understand why it costs so much to administer a scheme like this - surely the first year costs are high, but beyond that, then it's the salary of a traffic warden and the associated admin costs, which surely isn't as much as £90 per house in the area.
(136) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - No opinion</p> <p>1. No information provided in Plan related to off road parking access lines 2. Concerned that scheme is revenue focused and that parking permit costs would rise in excess of inflation.</p>
(137) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>a) Lack of clarity on detail of proposed additional waiting restrictions 2) concerned that a CPZ would not necessarily guarantee being able to park near home, a particular concern when returning home later at night</p>
(138) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I was concerned to read of additional yellow lines added to my street for "Prohibition of Waiting", I don't have a clear idea of what this means. I also wanted to raise the issue of driving home late at night as I often do and being unable to park in my street due to no available spaces. Currently at this time it is often necessary to park in adjacent streets. Why should I pay for a permit when in this situation I am unable to park in my street.</p>
(139) Local Resident (New Hinksey, Oxford, Northampton Road)	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Support</p> <p>I think that discouraging commuters using the roads to park is good, however it doesn't encourage people using the pool</p>

	<p>or the Westgate or the lake to use public transport if they can still park for 2 hours. Parka Nd Ride should have a better financial incentive, it shouldn't be so expensive.</p> <p>I think limiting parking spaces should be considered by how many cars a road can take.</p> <p>I think people parking on corners and speeding in the area should be better monitored. The speed limit in the roads needs to be lowered and speed reducing measures need to be implemented.</p>
(140) Local Resident (Oxford, Northampton Road)	<p>CPZ - Concerns Parking Restrictions - Object One Parking Permit - Object</p> <p>This could be solved better by making the park and ride free. It feels like incrementalism that won't solve much and will definitely hinder residents in the area. A cheap, high tech scheme could work; this just seems like a cash cow that adds cost and admin burdens to residents.</p>
(141) Local Resident (Oxford, Oswestry Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I am concerned about a 'one size fits all' for the proposals for South Oxford, where streets like Lake Street definitely need a scheme whereas streets like Oswestry don't. I am concerned that no data has been collected on how many cars belong to non-residents. People say they belong to people using the pool and community centre but no one 'knows' this. We watch people park their car, get their bag and go to the bus stop - they don't park in the Park and Ride as that costs money - if it was free they wouldn't park in our road.</p> <p>People with visitors/carers will struggle as I did when supporting my mother in law in Headington, not wanting to use a 24 hour card up for each visit, but also having to restrict the length of my visit to 1 or 2 hours depending which bay I had parked in, if I could find one at all.</p> <p>There are too many cars for the houses in South Oxford, especially the more northerly roads but I don't think this is the way to improve things. More cheap and free (P&R) parking would help.</p>

<p>(142) Local Resident (Oxford, Oswestry Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>Personally, I am lucky that I am able to park off road and don't normally have an issue parking. Having to pay for a permit going forward is an obvious disadvantage.</p> <p>There has been some suggestions that the scheme could be introduced closer to the City, but not on the roads further out. I would object to this as it would push the issue further out of the city. If the scheme is adopted, I hope it is done fully.</p> <p>It seems harsh on the residents of streets that will only get one permit per household and it will make life very difficult for those with families and two cars.</p>
<p>(143) Local Resident (Oxford, Peel Place)</p>	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>We want to give our feedback and raise our deep concern after hearing and reading about the new major changes that are about to commence on our street and on other streets.</p> <p>We are not happy about the number of visitor parking permits available, one visitor a week isn't really enough, my mother has visitors at least 3 or 4 times a week who helps out with her household chores or to give her the company, we are also a big family and have other members visiting us on a regular basis like my niece/nephew, my brother, my sisters etc.</p> <p>Giving the Covid situation, nearly everyone is struggling financially, the permits are not affordable, we have no option but to park on our street so that adds another cost of paying £65 for the residential parking and then the visitors permits on top.</p> <p>We don't have a driveway which doesn't make it easy for us, so anyone parks in front of our property, and nearly everyone on the street has at least 2 or more cars per household so I don't think this new plan of having permits will be effective but instead make life more difficult and stressful for us and others.</p> <p>We already pay road tax for driving and parking on the road so why charge residents for parking on the street they live,</p>

	this is extremely unfair and my mother and father are really disappointed and upset with the new plan of having permits and charges introduced.
(144) Local Resident (Oxford, School Place)	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - Support</p> <p>My concerns are regarding the fact that anyone from another street, with a resident parking permit, being able to park on my street.</p>
(145) Local Resident (Oxford, Summerfield)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>It does not seem fair that properties on similarly densely populated streets such as Norreys Avenue are able to apply for two permits. Whilst we do not have 2 cars, to have the option of being a future 2 car household taken away from us and having to pay £75 per year for the privilege seems unfair. I am all for a reduction in private car usage, but this does not seem to be an equitable way to do it. I manage my chronic fatigue syndrome with the demands of young children- for me a car is essential; cycling and taking public transport are simply too physically exhausting, especially with small children in tow. Were my husband's work situation to change and him to need the car every day of the week, we would be forced to move homes. It is a 5 hour round trip via public transport for him to get to work, yet only 1 hour each way by car. Fortunately, he can currently work from home 2 days a week but this may change. The option of a second permit, albeit at a cost to discourage 2 cars per households seems a better option to me than a complete prohibition of households in the Lake street area from owning 2 cars.</p>
(146) Local Resident (Oxford, Summerfield)	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - Concerns</p> <p>As a resident and a car owner the proposals will affect me. While broadly in favour of the proposals, the streets where only one parking permit per household will be permitted are not being treated fairly.</p>

(147) Local Resident (Oxford, Summerfield)	<p>CPZ - Concerns Parking Restrictions - Support One Parking Permit - Support</p> <p>Broadly speaking, I support the addition of a CPZ in my neighbourhood as it is currently being used by commuters and tourists as a free parking option instead of using Park & Ride. However, on Summerfield we currently park on pavements to accommodate the number of cars for people living on the street and I am worried that we will no longer be able to do this. If restrictions are put in place to disallow this, there will not be enough spaces and this will have a knock-on effect for parking in nearby streets (especially Lake Street), which will also become more crowded.</p>
(148) Local Resident (Oxford, Summerfield)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>I am troubled by the 2 hours of free parking - this will at best cut out some commuting traffic if there is daily enforcement. It seems likely to remove the benefit of the scheme, while adding a £65/year cost per car for residents - so what's the point?</p>
(149) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I am concerned that the proposals do not adequately address the problems in Lake Street and Vicarage Road in particular. For example, the fact that there are no restrictions proposed for a Sunday, which is when many people from outside the area park in order to use the outdoor pool, the lake and the park. In addition, the intention to allow any parking for up to 2 hours will mean that the scheme is useless for those streets. Is it possible to treat Lake Street and Vicarage Road differently from the roads further south, in this regard? My own street, Sunningwell Road, will not suffer in the same way.</p> <p>In relation to Sunningwell Road, I would prefer a limit of one car per household.</p> <p>The permitted size of vehicles is also a major concern. In particular a width of 2 metres means that these monster cars</p>

	<p>will park on the pavement. This is already a huge problem in this area - for people with buggies and those with disabilities especially, but for all other pedestrians as well.</p> <p>I fear that as a result of the proposals, more people will be tempted to concrete over their front gardens in order to make parking spaces. I hope that the County Council will not agree to this.</p> <p>In general, I support the principle of limiting car parking. It would benefit the whole area if there were fewer cars and more encouragement to pedestrians and cyclists.</p>
(150) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>1 permit per household is important if we are to address the problem of CO2 emissions.</p>
(151) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>A CPZ needs to be in force evenings and weekends - particularly close to the Duke of Monmouth pub as customers park in Sunningwell Road. Different parts of this neighbourhood have different needs & concerns.</p>
(152) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>Concerned about how much 2 hour non permit parking there will be and where it will be in the area. Concerned about whether this will increase the amount of cars parking at the pub on the road. How will the council police numbers of cars per household? Will there be less space to park due to more double yellow lines?</p>

(153) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>This presents me with a significant problem. However, I accept that the smaller streets may, logically, only accommodate fewer parking spaces. However, the proposal that permits should be charged per property (section 6 - Charges) rather than per vehicle seems wrong. Those who choose to keep 2 vehicles in the street should surely pay for two vehicles.</p>
(154) Local Resident (Oxford , Vicarage Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I strongly object to limiting 1 car per household. I also think that the parking issues are mainly at the weekend when people visit the park and pool, which is excluded from the proposed restrictions</p>
(155) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <ol style="list-style-type: none"> 1. The area does not seem to include residents on Abingdon Road who have to use neighbouring streets to park 2. I'm worried that this could lead to pavement parking; it is important to keep the pavements clear (not least for the school and the sheltered housing). 3. Any changes should respect the current one-side-only convention - unlike neighbouring streets, Vicarage Road houses open straight onto the pavement. The road is narrow, and the pavements mustn't be used for parking. Double yellow lines on the North side would help. 4. There will need to be pull-in and drop-off places, and clear corners (as presently). 5. There was no evidence that the problem was eased during the lockdown (ie, that commuters are using the area for free parking) - why is it thought that the scheme would help (except to raise Council funds)?
(156) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Concerns Parking Restrictions - Object One Parking Permit - Object</p>

1. Some streets limited to 1 car per household only constitutes blatant, unfair, discrimination against those who pay the same taxes, will presumably pay the same annual fee, and have the same needs as others, but happen to live on narrower roads. A second car for many, including our family, is a necessity for two parents commuting to work, the school run, and running errands for and giving lifts to vulnerable and elderly neighbours. It is not a luxury. There are no bus routes that can be made to work for many people's jobs. This rule would make turn everyday life into a perpetual game of dodge-the-wardens hugely more stressful and expensive than the current free-for-all parking situation. I and every neighbour I have spoken to would oppose any scheme organised on this basis and would prefer the status quo to it.
2. Restricted hours 8-6.30 for the scheme, and ability to park for two hours does not solve any of the problems we need this scheme to address and has a high likelihood of making some worse. We need '24-hour residents only beyond this point', as obtains for the Grandpont streets north of Hinksey Park. We face two major problems as residents: commuter parking and night-out parking. Commuters typically start arriving at 7am to park and take the bus into town. 2-hour permission will embolden them to take a chance on a warden not coming, and they will just leave the car all day. Restrictions going off at 6.30 actually makes the other major problem residents face worse. It is very common to get home from work or school, starting from 4.30, and find nowhere to park. With this invitation to park after 6.30 and 2-hour entitlement, the night-outers will start arriving at 4.30, and stay out until late, taking up all the spaces on the street. It is only common sense and fairness that since there are so few spaces, that the residents should be given every chance to get one of them.
3. We have a problem in our neighbourhood with an illegal hotel and Air B&B properties, with people staying in them arriving in big family cars that stay put for an entire week. If there is some way of weeding out those residential properties for commercial purposes and restricting their entitlement to the visitor parking scratch cards, that would be a big help. There could be a section when applying for them that requires the applicant to state that these will be used for personal visitors and tradesmen, and not for commercial purposes, which at least could offer some leverage and make the proprietors think twice.
4. Lack of prohibition of waiting restrictions for Vicarage Road, north side. Residents of our road have asked the council repeatedly to have the north side of VR painted with double yellow lines to discourage pavement parking. This is a serious, ongoing problem. People using the pub, café and shops block both the narrow pavement, preventing prams and wheelchairs from getting by, and our narrow road, impeding fire engines, ambulances, and normal cars. Our road has a school and an assisted-living building for elderly residents. Pavement parking blocks the mouth of the road, preventing emergency vehicles from accessing the road. We have had to go into the pub, café and shops on several occasions to try to find who is blocking the road so that no one else can get by (and they are not always there). It is hard to understand why the roads listed for double yellow lines in the scheme are all wider roads, many with off-street parking, when Vicarage Road is yet again being passed over.

<p>(157) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Concerns Parking Restrictions - Object One Parking Permit - Object</p> <p>I would strongly support a proper resident only parking scheme but the CPZ proposed meets hardly any of the local parking problems. I would prefer the status quo to the proposed scheme.</p> <p>Limitation to one car: I am in a two-car household. This is essential for the work of my wife and myself. Are we supposed to get rid of one car or change jobs? If the scheme is to be implemented as proposed the council has to offer some solution.</p> <p>Beyond that, we face two major problems as residents: park-and-ride parking and night-out parking. 2-hour permission will encourage park-and-riders to take a chance on a warden not coming, and they will just leave the car all or much of the day as they do at present. Restrictions going off at 6.30 actually makes the other major problem residents face worse. It is very common to get home from work or school, starting from 4.30, and find nowhere to park. With this invitation to park after 6.30 and 2-hour entitlement, the night-outers will start arriving at 4.30, and stay out until late, taking up all the spaces on the street. Since there are so few spaces (the reason for the one-car restriction!), the residents should be given every chance to use them.</p> <p>We also have the problem of parking arising from Air B and B properties round about and one house on Green Place that has been turned into a mini hotel. Will each of those properties be entitled to a resident's permit?</p> <p>The scheme as proposed may lead to an increase in dangerous parking on the north side of Vicarage Road unless double-yellow lines are painted all along that. This is a serious, ongoing problem. People using the pub, café and shops on the Abingdon Road block the narrow pavement, preventing prams and wheelchairs from getting by, and our narrow road as a whole, impeding emergency vehicles. Our road has a school and an assisted-living building for elderly residents. Pavement often parking blocks the mouth of the road, preventing emergency vehicles from accessing them.</p>
<p>(158) Local Resident (Oxford, Vicarage Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>1. Main concern is that you take into account the lack of double yellow lines at the north side of Vicarage Road which</p>

	leads to parking on both sides and a dangerous obstruction to traffic - especially emergency vehicles. 2. There is no point in controlled parking if it is not enforced. Currently there is consistent illegal and dangerous parking on Abingdon Road by the shops/cafe which is rarely tackled.
(159) Local Resident (Oxford, Weirs Lane)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>Parking around our area has always been fine and relaxed. Friends and relations visiting have never had a problem. All the neighbours are conscience about where to park so not to obstruct. It seems this is just another case of the government and council taking charge of things that are not needed. We pay enough council tax for the roads anyway.</p>
(160) Local Resident (Oxford, Weirs Lane)	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>1. Lake Street and surrounding roads: I think everyone understands the proximity to town, the proximity to the park and density of houses causes a problem for these residents. It is very understandable that they would like to see some measures introduced.</p> <p>2. Nearby roads: Several people on the nearby roads said they didn't have much of a problem.</p> <p>3. Weirs lane and surrounding roads: This area is a long way from the problematic area and every resident said that this was the case.</p> <p>4. Dispersement It was intimated that adding the CPZ measures in one area usually has a knock-on effect on adjacent roads. It is clear that the Weirs lane area is a long way from Lake Street; it is also much too far for people to park and walk into town; it is also a long way for residents to park and walk to Lake Street. Therefore, it seems unlikely that adding CPZ for select streets near Lake Street will have an effect on the Weirs Lane area.</p>

	<p>5. Survey Statistics</p> <p>Several people raised concerns about the methods of gathering the statistics:</p> <p>5.1 - The survey was carried out during an unprecedented global pandemic and nearly everyone was working from home. This clearly skews the results.</p> <p>5.2 - One resident of Lake Street carried out their own poll and something like 90% on the Street wanted CPZ measures. Clearly, where there is a high level of concern for an issue the turnout will be greater which skews the results. It would be better to weight the results by location and population density. Or at least look at the data to see if a couple of streets had a disproportionately large impact on the results.</p> <p>5.3 - The majority was very slim at 55% - this adds weight to the points above.</p> <p>6. Introducing CPZ for Lake Street area but not Weirs Lane area:</p> <p>This was stated as a possibility by the leaders on the call. However, when questioned what it would take to make this happen the response was very negative. A remark along the lines of, 'well it would take more time', and 'we would then have to carry out more questionnaires' was given - this was quite disappointing as it leaves the feeling that the result is already predetermined rather than a willingness to make the effort to find the best solution for all parties involved.</p>
(161) Local Resident (Oxford, Weirs Lane (Boat Moorings))	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>We live on the boats behind weirs Lane and pay council tax, but in other recent consultations like the flood relief scheme had not been included. This means we are concerned that our voices will not be heard this time and it is important that we're included</p>
(162) Local Resident (Oxford, White Road)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I believe the timings of 5pm till 9am are not long enough as large white vans block the ends our roads every day of the year.They leave them after 5pm and collect them before 9am they are a scourge to our and others local streets and are dangerous for pedestrians and mothers with double buggies as they have to walk into the roads</p>

(163) Local Resident (Oxford, Wytham Street)	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>We do not suffer from infiltrators taking up our spaces at the moment so have no personal wish for change, particularly as we have no faith in the OCC carrying out this programme with any efficiency.</p>
(164) Local Resident (South Oxford, Wytham Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I support the implementation of the controlled parking zone. We have no problem with parking in our area but I can see that other people nearby do face difficulties. The Westgate centre appears to have made our situation worse, especially for people in the Lake Street area and those in side streets towards Abingdon Road. So, since the centre is open throughout the weekend, the restrictions should similarly apply through the weekend. I can see no reason why Lake Street residents should be limited to one car when the rest of us can have two cars. It doesn't make sense. Lake Street faces additional problems with the swimming pool, the community centre, the city centre, the park and the doctor's surgery so close. Those residents should not be further limited due to outside problems. It's not their fault. The county council should place controls to deter people from outside the city parking in our streets. A survey found that a large proportion of people in Lake Street don't own a vehicle. Surely this should leave more space for those with two cars. The county council should do more research before imposing charges and limitations on us residents.</p>
(165) Local Resident (South Oxford, Wytham Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I think that this consultation is undemocratic, and that the council needs a different way of involving people in its decision making.</p>
(166) Local Resident (Oxford, Wytham Street)	<p>CPZ - Concerns Parking Restrictions - Concerns</p>

	<p>One Parking Permit - Support</p> <p>A CPZ will cause more trouble than it solves. However, I believe that multiple car ownership exacerbates the critical over-crowding we currently suffer; if we are to have a CPZ, I would strongly support a 1 car per household policy.</p>
(167) Local Resident (Oxford, Wytham Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Object</p> <p>My concerns are:</p> <p>1) if I live here and own a house and have to pay for a permit I want to know exactly where my money is going. What are you spending it on?</p> <p>2) I am VERY VERY concerned about parking permits for visitors. It's SO limited (especially given the ample parking on Wytham St). We have people who come to budge a lot including my mother in law to help us with various things and even with being able to buy additional passes after 6 months it's not enough and our family live far away and you're essentially preventing us from having guests - this NEEDS TO BE REVIEWED and number of visitor permits increased the number is outrageously low (1 visitor for one day a week! Is hugely upsetting)</p> <p>3) we only have one car- but what about shared tenancies where people rely on cars for jobs, what about people with children who need a car to get kids places and so on. I think two is really necessary for some.</p> <p>You've got to not penalise residents who want genuine guests to visit and who need to park. This is vital! I don't care if I need to pay a bit extra but only 50 permits a year is too limiting and very distressing</p>
(168) Local Resident (Oxford, Wytham Street)	<p>CPZ - Concerns Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>For my part of New Hinksey I think removing the charge for the Park and Ride would be effective at solving parking issues. But some other streets have a desperate need for controlled parking.</p> <p>The options for this survey are far too limited. I am just left with "concerns" as an option I can vote for.</p>

(169) Resident (Abingdon)	<p>CPZ - Concerns Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I am a landlady of Abingdon Road x3 apartments, and of Abingdon Road a 5 bedroomed HMO. I am specifically concerned regarding permits with regard to the fact of 5 tenants in an HMO property, historically let in this way, it would not be so fair to just allow one permit per household in these circumstances, so please advise your thoughts on it. I have been a landlady of these properties for 27 years. I myself will be living in Abingdon on Thames and need to park at times in Grandpont for end of tenancies and any other issues that may arise from my tenants needs, please advise that I will be granted a parking permit it is essential as I quite often have to visit for maintenance and such like.</p> <p>These concerns please answer, as at this stage this is where i am with this proposal, Concerned.</p>
(170) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>i am supporting this move as currently because of free parking people working in city parked the car to avoid the charges in park and ride and some of the big van also parked on street and block the roads</p>
(171) Local Resident (Oxford , Abingdon Road)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>I have concerns regarding proposed CPZ on Lake Street</p>
(172) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Support Parking Restrictions - Support</p>

	<p>One Parking Permit - Concerns</p> <p>I am generally in favour of a CPZ in the area because numerous cars park during the day instead of using the P&R. I am concerned about the number of permits.</p>
(173) Local Resident (Oxford, Abingdon Road)	<p>CPZ - Support Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>as long as we have been included, I am inclined to think that this will be a very good idea.</p>
(174) Local Resident (Oxford, Chatham Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>1) The proposed CPZ should reduce the number of people who park here to avoid using the park & ride. 2) It should reduce the number of families with multiple cars and business vehicles blocking other families parking spaces. 3) It should allow those with reduced mobility to park nearer to their homes.</p>
(175) Local Resident (Oxford, Chatham Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>We have workers and shoppers that turn up and park their cars all day/night and go off to town when there is a park & ride just down the road. Residents struggle to park outside their own houses because of this. Some residents have more than 2 cars so this would free up space for other residents that have one car. We have a disabled child and need 24 hour access BUT some drivers park across our H bar marking blocking wheelchair access.</p>
(176) Local Resident (Oxford, Gordon Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p>

	<p>The roads around Lake Street, Gordon Street and Vicarage Road are regularly used as a free car park for commuters working in the city centre, tourists visiting the city centre or visitors to the Hinksey Outdoor Pool. This is an area of dense terraced housing, and most houses in this area have no off-street parking available. It is very difficult as a local resident to find anywhere to park, particularly during the daytime when people are working, shopping or the outdoor pool is open. This scheme would limit the number of people using the area as a free car park and would enhance the local area. Cars are frequently parked on the pavement, especially on Lake Street, which makes negotiating the area with a pushchair, pram or small child challenging. I am disappointed that the proposals do not include double yellow lines on one side of Lake Street. In my opinion, parking should only be allowed on the right hand side of Lake Street (if entering Lake Street from Abingdon Road), and there should be double yellow lines down the left hand side of the road. The road is far too narrow for parked cars on both sides of the street, and cars parked on the kerbside on the left hand side of the road is dangerous, and particularly affects parents/children, wheelchair users and blind people, who cannot easily use the pavement due to cars parked on the kerbside.</p>
(177) Local Resident (Oxford, Gordon Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Being able to have 2 cars is particularly important for some families/households in which more than 1 adult requires a car to go to work. I would fully support the CPZ with 2 resident permits per household.</p>
(178) Local Resident (Oxford, Green Place)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>The number of parked cars on local roads, especially those parked on the pavement, makes travel by active means less safe. Parked cars block visibility and access. A limit on the number of parking spaces, especially if the parking places are carefully located, will help improve safety. Any restrictions which are put in place must be maintained with enforcement.</p>
(179) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p>

	Something needs to be done about the parking in Lake Street and this is a step in the right direction. In particular Lake Street does not have the capacity for more than one permit per house.
(180) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I'm lake Street where I live, the pavements are unusable outside my flat for to parking on the pavement. This proposal will rectify that.</p>
(181) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <p>Living on Lake Street we currently experience very significant parking problems. The street is constantly overcrowded with cars parked by commuters, shoppers and users of Hinksey park, the swimming pool and the community centre. This can make life very difficult for residents and action to tackle the problem is long overdue. For these reasons I fully support the introduction of controlled parking. Having said this I can see some significant problems with the way that the scheme is currently designed which will negatively affect residents and reduce the effectiveness of the scheme. These problems are as follows;</p> <ol style="list-style-type: none"> 1. Allowing 2 hour non-resident parking. Lake Street is currently used by non-residents for many purposes. A large number of these are for relatively short stays. Non-residents use the street as free parking for the swimming pool, Hinksey park and the community centre. All these uses are typically less than two hours so the proposed restrictions will do nothing to reduce this use. Lake Street will remain a free car park for people using these facilities and the problems for residents will remain. We will continue to have a stream of non-residents driving up and down the street looking for parking. Given our proximity to the Westgate centre 2 hours is even enough time for people to park and head into town to do some shopping. 2. Reduced restrictions on evening and weekends. The problems outlined above will be worse when the scheme allows unrestricted parking during evenings and weekends. It does not seem to make any sense for restrictions to fall away at the times of peak parking pressure on the street. Use of the park and swimming pool is particularly busy on Sundays and traffic using the community centre is particularly busy in the evenings. The proposed restrictions would allow non-residents to park on the street from 4.30pm and head in to town for the evening. In pre-covid times we had regular problems with people parking on Lake Street on a Saturday

	<p>evening, heading into town for a night out then noisily returning to their car either very late at night or returning to collect it the next day. All these non-resident uses would continue under the current design of the scheme.</p> <p>3. Restriction to one permit for Lake Street residents. I oppose only allowing residents of Lake Street one parking permit, rather than the two permits allowed on other streets. Whilst we only have one car we know many families on the street who have and need two vehicles. This restriction would cause these residents great difficulty and potentially have a negative impact on house prices on the effected streets. In its current design the scheme will only have a marginal benefit for residents which may well be outweighed by the negative effects of this policy.</p> <p>Taking part in the public meeting on this issue it was clear that parking pressures differ across the area of the proposed scheme. Parking problems in and around Lake Street are particularly intense and clearly require a more restrictive controlled parking scheme than that which has been proposed. The proposed scheme will have only marginal benefits in and around Lake Street and I would urge council to introduce controls in this area which are at least as strong as those in place in the existing South Oxford (SO) CPZ.</p>
(182) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I broadly support the CPZ creation as I think it's very badly needed in this area, and should have been done many years ago. However, I am very strongly against the restrictions of one resident's annual parking permit per property for Lake Street and surrounding streets. This is discriminatory against families who, like ours, requires two vehicles for both parents to make their living. There are a minority of families in this boat, however for them introducing the CPZ in this fashion would effectively make our situation a lot worse! What does the County Council propose we do - immediately move out of the area?! Or park in Donnington or Botley and then cycle back here after work??!</p> <p>The problems with Lake Street parking are well documented, both before and during COVID, with shoppers and commuters using the street daily as a free car park, as well as swimming pool, park traffic and waiting taxis causing heavy parking congestion at all times of day and night. As local residents in a family of five with one young baby and 2 teenagers, we are currently really disappointed with the South Oxford consultation proposal as it stands: principally because the proposal restricts Lake Street and surrounding street residents to one permit per household.</p> <p>We are a two vehicle family (out of necessity rather than choice), although we both run very fuel efficient and small engine vehicles to protect the environment and pollution levels (I recently switched to a smaller and far less polluting van</p>

last year at great expense and to try to make parking easier). This current proposal discriminates against families and couples by limiting Lake Street residents to one vehicle permit only, and it also positively discriminates in favour of those with local jobs that can cycle or walk to work (the preserve of the privileged and lucky). It also positively discriminates in favour of single people who live in flats some with off-street parking. The policy should instead be protecting all local residents including families with the same weight regardless of their family situation or children (or lack of them).

As a local tradesman running a gardening business in the green economy and planting over 100 trees and shrubs per year in the city, the proposal also appears to discriminate directly against self-employed tradesmen, by precluding them parking their van near where they live. This extends the current policy of the County Council and national government to gate off residential areas to pedestrians and cyclists, preventing local traffic and tradespeople from circulating to their customers and producing more pollution and longer journeys.

Instead the new CPZ should allow Lake Street and surrounding area residents to park on other streets further out of the city (where 2 residents parking permits per property are allowed).

I have also noticed that the county council's policy does not state clearly the aim of the CPZ ("the CPZ is mainly used to tackle the problems caused by commuter parking"). What else therefore is the CPZ's purpose??? Why aren't any such aims clearly published by the County Council. I have read the policies of Cambridge City, also Bath and others such as Brent ("main objective is to discourage commuter and long stay parking by people from outside the area) and Bury ("to provide car owning residents with a reasonable chance of being able to park near to their homes") and have seen that they have very clearly set out the residents' parking scheme aim and also guidance underlying it (see Bath's policy). Why hasn't the Oxfordshire's County Council published its parking policy and made it clear what it's aim is??

Why is there no reduction in residents' permits for high polluting vehicles (as per Cambridge City Council, e.g. with CO2 emissions under 75g/km?). This would serve to make the city safer, greener and cleaner for residents and visitors??

Why is Lake Street and surrounding areas being discriminated against with less residents' permits per property? Where is the survey or other evidence supporting or justifying this proposal?? In addition, why grant 2 residents' permits per property for streets such as Wytham and Norreys Av and Monmouth Road when many of these properties have scope for off street parking as housing density is lower, whilst limiting Lake Street to 1. On Lake street, for most properties that is not an option because space is restricted on a narrow street. The proposal doesn't make rational sense and isn't objectively justifiable. Many Lake Street residents do not own cars, there is space for all residents, the problems is with the unmanaged level of shoppers and commuters who use the street as a free car park. Why should the cost of one permit per resident on Lake Street effectively be twice the price of Wytham Street (around 200 yards away) where two permits are proposed?

	<p>There are also regular problems on Lake Street with especially commuting and drivers and delivery drivers speeding down Lake Street, hitting wing mirrors (3 mirrors repaired and replaced so far this year) and damaging parked vehicles. Regularly shoppers, commuters and students park anti-socially so that the dust cart or larger deliveries can't access the street. I have take various photos evidencing the problem I'd be glad to share. The street should also be subject to a 20 mile per hour speed restriction, to prevent injury or death to a young or vulnerable older person. There are also partygoers coming up and down Lake Street at all times of the night, and motorbikes too, who again currently use the street as a free car park and for free shopping access and for the park. Allowing more parking for residents would enable the City Council to collect more revenue for its local car park in Hinksey Park, and for the park and ride to become popular again (again generating revenue for the Councils), thus alleviating the terrible Westgate Shoppers traffic queues, which I witness on any rainy day or weekend.</p> <p>We also strongly suggest that the Park and Ride bus should stop at Lake Street.</p>
(183) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Parking controls in Lake Street are desperately needed and long overdue. The scheme proposed will have some positive impact but should be more restrictive.</p> <ol style="list-style-type: none"> 1. It should operate during the evening and all weekend. 2. In Lake Street and Vicarage Road areas 2 hour non resident parking should not be permitted. A big part of the problem at the moment is people using the street for short term parking for the swimming pool, Hinksey park and the community centre. This problem will not be improved if two hour non-resident parking is permitted.
(184) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Object</p> <p>We strongly object to the limit of one car per household on Lake Street. But fully support the resident parking idea and first requested this over 12 years ago.</p> <p>We need two cars for our large and busy family who work and school across Oxfordshire (1 at boarding school in Burford and others closer to home).</p> <p>Lake street residents have suffered with non-residential parking so badly for so long that this feels like a further kick. We</p>

	can't live and work within Oxfordshire with one car. It makes no sense, especially when some houses in the other roads like Norreys Avenue have off-street parking options.
(185) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>A CPZ is long overdue in this area. In Lake Street especially, where I live, the pressure on space has been excessive for years, and has meant that it is always difficult, and sometimes impossible, for residents to find space to park close to their homes.</p> <p>This is mainly for obvious reasons: the fact that Lake Street is the closest street to the City Centre not subject to controlled parking makes it attractive to car commuters working in the city; additional pressure on parking is also created by the swimming pool, the community centre, and the medical centre. Less obviously, perhaps, some residents of streets north of Hinkey Park park one or more of their cars in Lake Street and neighbouring streets as a way of avoiding paying for residents' permits for their own CPZ.</p> <p>Signs placed in the summer of 2019 asking visitors to the swimming pool to avoid parking in Lake Street were routinely ignored, demonstrating that proper enforcement is required as opposed to requests to respect the needs of residents.</p> <p>The introduction of a CPZ with enforcement would also reduce the problem sometimes witnessed in the summer months of non-residents parking so negligently as to actually block access to parts of the street, which constitutes an obvious danger as it would prevent access by emergency vehicles.</p>
(186) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <p>We have a young family and are working parents with 2 cars that are required for our jobs. It is unreasonable that Lake Street residents should have to put up with parking problems brought in by people from outside the area and be discriminated against by not being able to park 2 cars in the area, when those on Sunningwell etc can. It should be noted that these streets don't suffer from irresponsible parking in the way that the residents of Lake Street and Summerfield do. I can say this having lived on Sunningwell.</p>

	<p>I am in favour generally of a CPZ to deter those individuals who</p> <ol style="list-style-type: none"> 1. Park for free and go on holiday (they get the bus from Gloucester Green to Heathrow for example and leave their car for 2 weeks 2. Students from elsewhere in Oxford who abandon their car during term time 3. Work in town and leave their car all day when they should use the park & ride.
(187) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>I support a controlled parking zone for Lake Street but restricting us to 1 car per household would be difficult for our household to comply with unless there was alternative parking provided. We are a shared occupancy HMO of friends and we have 3 cars in our household. We all use our cars for work.</p>
(188) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>There are too many cars on Lake Street as it is. Lots of cars park on the pavements making it hard for residents to walk on pavements, especially with pushchairs and wheelchairs. A lot of people from other areas use Lake Street as a car park when they go to town.</p>
(189) Local Resident (Oxford, Lake Street)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>We do support the introduction of a CPZ in the proposed area. But we believe that there are a number of aspects of the current proposal which will mean continuing severe parking problems, particularly in Lake Street (where we live), Vicarage Road and the streets in-between.</p> <p>We strongly oppose the proposal to allow two-hour time-limited parking at any time which will mean for these streets that when there are activities at the Hinksey Pool, or when people want to visit the park, lake, tennis courts or other facilities, or attend the community centre, they will still be able to park in these streets and complete their visit within the allowed time. This would make the proposed scheme almost meaningless. Two hours will also allow shoppers who wish to walk</p>

	<p>into the centre of Oxford (a 20-minute walk), which is common on weekends, to also complete their tasks and be back before the parking time runs out. Although it will not allow work commuters, the parking pressures in these streets from this proposal will still be very high.</p> <p>Sundays are a peak demand time for such activities, and the proposal to allow parking all day on Sunday will, for the reasons given above, be even worse in this regard. In fact, it may well mean that people who normally do these things on Saturdays will all leave them to Sunday when they know free parking is available, and the current situation will even be made much more difficult because of this. Sunday mornings are already more difficult because of the market at the community centre.</p> <p>The proposal to allow unrestricted parking in the evenings after 6.30 will also cause the same type of problems in these streets because of community centre activities (often very well attended) at night, and when there are warm nights in summer (for the park) in particular. Residents will still suffer because of the lack of sufficient council-provided parking areas for these facilities.</p> <p>There is of course a need for short term parking for some purposes, such as drop-off and pick-ups from the Nursery, but this could perhaps be dealt with through a few 30-minute-only (or permit) spots which would allow this to occur at certain times of the day.</p>
(190) Local Resident (Oxford, Lincoln Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Lincoln Road has again become increasingly busy since the end of lockdown with many vehicles being left all day while their owners travel into town to work and additional increased car parking from the large number of visitors to Hinksey park and pool. It is very difficult to reverse onto the road and negotiate the multiple cars which are parked very close to all of the driveway exits. The CPZ will help ease some of this while not representing a significant disruption for residents and occasional visitors/urgent building work and so on. I fully support this scheme and it comes after several years of increased problems with parking due to people being unwilling to pay car parking fees at the park and ride or the local park - in short they are using our street to travel elsewhere and avoid payment. Cars are parked on the pavement and it is very difficult for people with children or limited mobility to negotiate these without walking on the middle of the road.</p>
(191) Local Resident (Oxford, Lincoln Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p>

	<p>Local roads are used by commuters, shoppers and even people going on holiday so they can avoid paying at the Park and Ride. This makes residents' parking and access for visitors difficult on weekdays in particular. A CPZ will ease this situation and prevent dangerous parking and blocked access for emergency or essential vehicles. I have concerns about a block decision that some households on particular streets can only have one permit - can't there be some flexibility to enable people who need 2 cars to apply for a second permit?</p>
(192) Local Resident (Oxford, Lincoln Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I support these proposals as parked cars regularly prevent me and my young child, who most often is in a stroller, from using the pavement.</p> <p>In fact, I would like to see ALL households being limited to one permit only. Most houses in Lincoln Road have a driveway that could be used for parking in the event of the absolute necessity of a household to have two cars.</p>
(193) Local Resident (Oxford, Lincoln Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>We live in the area and non-residents parking in the area obstructs residents parking.</p>
(194) Local Resident (Oxford, Lincoln Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>We really do need some means of limiting the use of these roads by non-residents or bona fide visitors. The 2 hour parking during the day for random short term visits is a very welcome aspect of the scheme. I hope you'll be able to administer this online (with a paper option for those without the technology)</p>

<p>(195) Local Resident (New Hinksey, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Weekday daytimes the streets are congested with cars from outside Oxford who avoid using Redbridge P&R. The drivers park and walk or bus to the City. These proposals will allow the streets to be used by local residents.</p> <p>Pavements are regularly obstructed by parked cars, forcing pedestrians to walk in the road. These proposals will ban parking on the pavements.</p>
<p>(196) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Support because currently residents, their friends and tradespeople are unable to park, due to commuters leaving cars for long periods.</p>
<p>(197) Local Resident (Oxford, Lincoln Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Traffic from workers in the city centre takes space for residents on weekdays.</p>
<p>(198) Local Resident (South Hinksey, Manor Road)</p>	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <ol style="list-style-type: none"> 1. We used to live in Lake Street and still own two properties there so are very familiar with situation. 2. People using the community centre can park in its dedicated car park. Those using the clinic can park next to the clinic. Those using the swimming pool can park in Hinksey Park (paying). There should NEVER be a need for people to cruise Lake street (a cul-de-sac) looking for a free place. Hence restrictions should be applied at all hours and weekend.

	<p>3. HMO's, by definition, allow for more than one household per dwelling. They should therefore be allowed the number of permits allowed by their HMO status. Otherwise, one permit per household is reasonable.</p> <p>4. Those who have off-road parking or garages should not have permits (except for visitors).</p> <p>5. With parking on both sides of the street (in Lake Street and Summerfield) it is sometimes difficult or impossible for large vehicles (eg emergency vehicles and garbage trucks) to get down the road. Therefore, bays should be very clearly delineated where/if parking will be allowed on the pavements. But..... Counting the cars owned in these streets (about 50) and the on-road bays available for use, it should be possible to avoid using the pavement at all. Much better. And it would mean that there would only be parking on one side of the road. Suggest the only possible on-pavement parking is on left after about 20m outside the flats (if necessary).</p> <p>6. In any case there should NEVER be cars parked on pavement right next to front doors as currently is allowed for nos 9 - 12.</p> <p>7. 30% of cars in Lake street have evidence of bumps on the bodywork compared to about 15% in Marlborough Road. Please bear in mind that non-residents cruising the street looking for out-of-hours parking is not only polluting, inconvenient and dangerous for residents - it is also very costly for them.</p>
(199) Local Resident (Oxford, Marlborough Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>To prioritise parking for residents</p>
(200) Local Resident (Oxford, Monmouth Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>I appreciate the steps being taken to make Hinksey a safer area to live with the introduction of the CPZs. I generally support the move however I am a little concerned for those on Vicarage Lane and surrounding roads due to the traffic visiting the park and swimming pool. The 2 hours no return still allows visitors to take up valuable resident parking whilst they swim. There is a specific car park for those visiting Hinksey and I would like those visiting to use this rather than blocking the surrounding streets.</p>

(201) Local Resident (Oxford, Monmouth Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>If traffic and parking volume return to pre-pandemic levels these restrictions will be needed (especially if park and ride charges rise as the nearby streets would otherwise be an attractive free alternative).</p>
(202) Local Resident (Oxford, Monmouth Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Our community is blighted by roads overcrowded with cars, pavements blocked by cars and junctions obscured by cars. The pavement parking causes significant dangers and inconvenience to pedestrians, wheelchair users, those with buggies. The junction parking means cyclists are restricted in their vision threatening their safety. Emergency vehicles and large vehicles often struggle to move down some roads. On our street regular commuters park in the week and shoppers at weekend adding to parking pressure</p> <p>I am supporting the scheme but would like markings to ensure pavement parking is appropriate, junction shoulders are not parked on and more provision is dedicated to cycling including cycle parking for terraced streets (ideally on instead of cat parking spaces)</p>
(203) Local Resident (Oxford, Monmouth Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>There are currently too many cars parked from non residents, they stay parked for days sometimes. So many people try to park in this area that it creates unnecessary traffic on otherwise quiet roads. Lots of families with children live in the area and the constant cars trying to park are a nuisance.</p>
(204) Local Resident (Oxford, Monmouth Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p>

	<p>Parking is a nightmare in the area, some people use it rather than using the local park and ride as they know it's free but within cycling / walking distance of town. Which means that junctions and corners are dangerous because people park irresponsibly.</p>
<p>(205) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Parking for residents is currently difficult especially daytime Mon-Fri due to commuters using the area as a free car park and walking into town. Restricting parking should alleviate this.</p>
<p>(206) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Trying to park a car in one's own street is often difficult. Norreys Avenue has suffered from a form of White Stripe Supremacy ever since I moved here (1995). The street is divided into the Can Park and Can't Park residents, i.e. those with white stripes and the rest of us who have to take pot luck. Due to the expected and regular coming and going of cars at rush hour as people commute in and out of work, the white stripes actually make it more difficult to park for the majority, not less difficult. Most households with a white stripe use it as a form of reserved parking for themselves whether they park off-road on their converted front gardens or not. Every morning we see lots of cars leave the street, and the vacated white stripes stay empty all day. The street fills up again almost immediately with the same old faces -- the regular commuters who use Norreys Avenue as an opportunity to park for free during the day while they stroll into the centre to go to work. Always the same faces. Some of them use folding bicycles to get themselves into work from the parking place. Some of them park for days or weeks or even months at a time. This is their right, because they pay road tax and parking is unrestricted. However, with a significant reduction in the available spaces due to all the white stripes guarding against invaders it means that the street is often completely full, with no parking available for residents who come and go during the day.</p>
<p>(207) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support</p>

	<p>One Parking Permit - Support</p> <p>Parking in Norreys Avenue is a nightmare. Apart from houses having more than one car, you can see commuters parking "for free". It is especially bad, if like me you sometimes return very late in the evening.</p>
(208) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>OCC has designated Norreys Avenue as 'Free Parking' within walking distance of the centre of a great European City. As residents of this street it is often impossible to park. This morning I heard a workman leaving the street telling someone that they couldn't do the work as there was nowhere to park. Friends regularly say they come into Oxford park in Norreys and then walk into town, it's difficult for residents. There's even an app/website that shows free parking. No one is doing anything illegal. Many residents take matters into their own hands and make their front garden a parking space, this removes parking opportunities still further. We need a collective decision here that allows residents to park but discourages everyone else to leave cars/vans.</p>
(209) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I hope it might help reduce the menace or at least the number of cars parking on the pavement, often forcing pedestrians onto the road</p>
(210) Local Resident (Oxford, Norreys Avenue)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>a) Parking pressures b) impact of parking on access for large vehicles including emergency services c) suggest marked bays – one side of road fully on road, and on other designated footway parking</p>

<p>(211) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>People who don't live in the street parking there, making it difficult to find a space.</p>
<p>(212) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I live at the eastern end of Norreys Avenue, much of the parking is taken by residents of Abingdon Road and by people working in Oxford who don't want to use the P&R. I have lived in Norreys Avenue for many years and have watched the increasingly difficulties of delivery vans and more important ambulances and fire engines. Access would be greatly eased by doing something that is done in some Headington streets i.e. forbidding parking on the pavements on the side of the street and on the other side marking a white line for how far cars may intrude on the pavement. A further improvement would be to limit the size of vehicles given a parking permit, the large SUVs people park impede access.</p>
<p>(213) Local Resident (Oxford, Norreys Avenue)</p>	<p>CPZ - Support Parking Restrictions - No opinion One Parking Permit - No opinion</p> <ol style="list-style-type: none"> 1. Two permits per household is too generous. If every household takes up the offer, there will not be enough space for all. If there is to be a second permit, the cost should be prohibitively high. You cannot plan, I would submit, on the basis of two free passes per household. 2. It's an excellent idea not to extend this facility to houses in multiple occupation. Opposite us we have, in one dwelling, three students and three cars, rarely moved. 3. The proposed two hour no-return for non-resident permit holders is too long. Might you consider one hour? Norreys Avenue is presently, and for much of the season, merely a free parking zone for users of the Hinksey pool. One hour is plenty long enough for a swim. <p>Hopefully the days when people park their car in Norreys Avenue, take the bike out of the boot, cycle to the station and re-appear ten hours later, having parked free of charge and denied access to people who occupy property in the road,</p>

	will soon be a thing of the past.
(214) Local Resident (Oxford, Northampton Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>We have terrible problems with people parking in the street and leaving cars all day whilst they go into Oxford for work. Some vans from different companies meet up here in the morning go off in one van and leave the other here all day. Also many vehicles belonging to non-residents park across the pavement so elderly residents with walkers and people with buggies/peaks have to walk on the road which is very dangerous. Additionally, we have a number of vulnerable and elderly residents and when vehicles are left outside their houses it is impossible for emergency vehicles or taxis to get close to the properties.</p>
(215) Local Resident (Oxford, Northampton Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Reduce on-street parking in Northampton Road and reduce car use generally.</p>
(216) Local Resident (Oxford, Northampton Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I am single, ride a bike and don't own a car but use a car share. Also support reducing car use.</p>
(217) Local Resident (Oxford, Northampton Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p>

	<p>Lots of people park in the street that aren't residents and go into Oxford for work or shopping as its free, causing an inconvenience for residents. Also some companies leave a van in the street all day after a colleague collects them/picks them up in another van and they go off to work at a different location. Sometimes vehicles left all day are outside the houses of elderly and vulnerable residents making it difficult for emergency vehicles or taxis to stop outside their houses.</p>
<p>(218) Local Resident (Oxford, Oliver Road)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Support in the hope that it will solve parking issues</p>
<p>(219) Local Resident (Oxford, Oswestry Road)</p>	<p>CPZ - Support Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>We STRONGLY support the CPZ in our area, we live in Oswestry Road - and would like to add a voice of further commendation. We are fed up with blocked streets with cars parked during the working day. On refuse collection days we are forced to walk in the road. Here is to fewer cars, fewer emissions, more people using public transport and safer streets, keeping the paths for pedestrians not cars.</p>
<p>(220) Local Resident (Oxford, Peel Place)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>My street</p>
<p>(221) Local Resident (Oxford, School Place)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p>

	No comments.
(222) Local Resident (Oxford, School Place)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>No comments.</p>
(223) Local Resident (Oxford, Stewart Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Parking has increasingly become more problematic for residents due to e.g. commuter parking and, people going to swimming pool/park.</p>
(224) Local Resident (Oxford, Stewart Street)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Object</p> <p>I think something needs to be done about the parking situation but it appears that there is a north/south divide on the issue. Living close to Lake Street as caused lots of issues for me e.g. visitors attending the swimming pool, park, community centre, commuter parking etc but I don't think the issue as significant for residents living off Wytham Street. I feel that there should be tighter restrictions on parking for visitors on the roads close to Lake Street including Stewart St as the two hour parking will not make much difference to the above activities other than commuter parking. I am also concerned about the restrictions to one parking permit for specific roads. What are people supposed to do if they already have a second car and what if people's work situation changes which means they are required to purchase a second car in order to get to work? Why can't you reduce the parking permits to those who already have off street parking to one permit instead or just allow all roads to have two permits for equality purposes? Some households already have two cars so they should be able to continue too. I also think this one permit will affect families greatly.</p>

<p>(225) Local Resident (Oxford, Stewart Street)</p>	<p>CPZ - Support Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>I don't own a car but think the proposals are a great idea. How do I get my maximum 50 days worth of permits? I will need them for when my sons visit and for British Gas etc. As I don't have a car I don't know things about parking</p>
<p>(226) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>This should improve the parking of residents' cars</p>
<p>(227) Local Resident (Oxford, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>It is a much better idea to restrict parking for those coming into the area than for those living here already. Parking restricted to an hr for those coming into this area to park, (2 hours means you can still park and use the pool which is one of the main reasons there is a parking problem!). Also why no restrictions on Sundays, as this is one of the key days large numbers of people come and use the pool, or park for town.</p>
<p>(228) Local Resident (New Hinksey, Summerfield)</p>	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>I have lived in south Oxford for 5 years and the parking in the area is a significant problem. There have frequently been cars parked so badly that it would be impossible for emergency vehicles to get down lake street and vicarage road (and adjoining streets). Most households have one car and there are very often cars parked for long periods while people go into town. I would support a system that allowed people to apply for an extra vehicle in some circumstances but generally am strongly supportive of restrictions (and enforcement of yellow line parking) in the area. I would also very much like to</p>

	see more on-street cycle storage, for example in secure lockers (or just bike racks).
(229) Local Resident (Oxford, Summerfield)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>The CPZ will reduce congestion and improve safety of local streets especially during weekdays when it is used by commuters to park without charge.</p>
(230) Local Resident (Oxford, Summerfield)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Roads getting very busy making it difficult for residents to park</p>
(231) Local Resident (Oxford, Summerfield)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Object</p> <p>I'm not sure it is necessary to restrict some streets to 1 permit only. Most households only have 1 car anyway and once it is made a permit-only zone there may not be parking issues anymore. I propose to first make the zones permit only with 2 permits per household with the possibility in the future to restrict further if needed.</p>
(232) Local Resident (Oxford, Summerfield)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Generally - I think it's a great idea. My main concern is only having one permit per household. The street is just over capacity now, but it's tipped over the edge by visitors during the working week, not residents. Giving households the</p>

	<p>opportunity to have 2 permits does not mean they will definitely take the second (or even the first!) and can only improve the situation for the residents as currently there is no limit by default, and the problem is created by visitors anyway.</p> <p>I think the operating times are reasonable.</p> <p>We must still have the "No Parking for Hinksey Pool" sign put up when appropriate, because the CPZ will not improve that situation which remains disruptive on sunny weekends.</p> <p>This is a terrific opportunity to create dedicated cycle-parking spaces. Oxford is increasingly encouraging clean air and cycling. This would make a great addition to the street. It's currently very hard to park bikes. There is a good example on Bridge St</p>
(233) Local Resident (Oxford, Summerfield)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Support</p> <p>I broadly support the proposal. However, I advocate extension of the proposed operating hours to 7 days a week. Parking by non-permit holders on Sundays is just as likely as on Saturdays for shoppers wanting to avoid Park & Ride/City centre charges as well as users of Hinksey Park, Hinksey Outdoor pool and the Lake Street community centre.</p> <p>The 2 hour blanket permitted parking for non-permit holders is generous. Providing that it is enforced it would stop commuter parking but especially coupled with the exclusion of Sundays, is likely to result in a considerable volume of non-resident parking, particularly on sunny summer weekends to use the park and pool. I would prefer that the 2 hour period is reduced.</p> <p>It is unclear what the existing "Controlled zone" and "Zone ends" signs at the junctions of Lake Street/Abingdon Road and Vicarage Road/Abingdon Road currently mean. For the avoidance of confusion, these signs should presumably be removed if the new CPZ is implemented and replaced with clearer signage.</p> <p>The draft Traffic Regulation Order 20 "Restrictions on Waiting –Position" para 15 states that every part of a parked vehicle must be on the carriageway. I would ideally like there to be no pavement parking and recognise that this may in future become national law anyway. However, the streets in this area are very narrow, so to avoid unnecessary damage (e.g. wing mirrors) as well as access by larger vehicles (e.g. refuse & delivery lorries), I would ask that guidelines are issued to traffic wardens to use pragmatic discretion in enforcing this</p>

(234) Local Resident (Oxford, Summerfield)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>No comments.</p>
(235) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Oxford's traffic is out of control, damaging quality of life and health</p>
(236) Local Resident (Oxford, Sunningwell Road)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>The streets that are allowed only 1 permit will park their 2nd vehicle in already full roads that are allowed 2 permits</p>
(237) Local Resident (Oxford, Varsity Place)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Roads are too busy during working hours leading to not being safe.</p>
(238) Local Resident (Oxford, Vicarage Lane)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Support</p> <p>The restriction should be 24 hour, not just commuter hours. Parking is worse in the evenings in my road (Vicarage Lane) in the evenings and at weekends when everyone is at home, and furthermore there are two Air BNB properties that are</p>

	<p>more frequently occupied at weekends. Allowing free parking after 5.30pm defeats the object of restricting to one permit per household.</p> <p>The parking layout is also difficult for some houses. I want to get an electric car and have installed an charging point, but can't turn into my (narrow) drive due to cars parked nearby</p>
(239) Local Resident (South Hinskey, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Vicarage road requires CPZ but limiting to 1 car per household will cause problems for other families. Families who already live here may have jobs that require 2 cars.</p> <p>We also need to understand how guests may visit. I personally have family in Newcastle who already limit their visits due to the heavy congestion. Turning congestion into ban makes these rare visits more rare and reflects badly on Oxfordshire.</p>
(240) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Restricting certain roads to one permit does not stop other roads obtaining two permits and therefore congesting our parking and imposing a limitation on which road you live in. It would be better if allowed one permit per household in the whole area.</p>
(241) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Concerns</p> <p>Vicarage Rd needs double yellow lines painted along the north side as part of the scheme. Locals don't park there because they know it, but anyone parking as part of the allowed hours might not. The road is too narrow for people to park there, obstructing either the road or the pavement in a way that is unacceptable.</p>

	<p>This should also be applied to Lake St (parking on one side only), as the parking there completely blocks the pavement to make the road passable. It is unacceptable.</p> <p>Full time restrictions might be more appropriate for the narrow roads closest to the park, e.g. Norreys Ave, Vicarage Rd, Lake St, as these get clogged with park and pool cars.</p> <p>The number of permits per house should be the same throughout the area, otherwise it is not fair. (I say this as a nil car household). Perhaps increasing the price of subsequent permits is the way to go, which would encourage houses with off street parking to use it for that purpose.</p>
(242) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Vicarage Road, where I live, is often used by non-residents as a free parking place for trips into town and as a result residents can find it hard even to find a space on their own street, let alone near their own house.</p>
(243) Local Resident (New Hinksey, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Regarding a CPZ, we are in full support. It is incredibly difficult to park in Vicarage Road, in which we are permanent residents. We feel it would be fair to give the residents of Vicarage Road priority over parking. Delivery vans, among other vehicles park outside our house, from 7am to 9pm every day (64 Vicarage Road), with no regard for the double yellow lines. Without enforcement, these yellow lines are useless. It feels as though there is currently no regular effort from the council to enforce safe parking. We would also support the extending of double yellow lines on the north side of Vicarage Road, to prevent cars parking on both sides of the road.</p>
(244) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - Concerns</p>

	<p>In principle, I do support the introduction of Parking Permits for Vicarage Road and the wider Oxford area. However, I feel the hours - 8:00 am to 1800 hours will lead to difficulties for residents who do you use their cars since when they return they will find that there are no places for them. It would be preferable to have the restrictions to 1930 if not 2000 pm. Allowing people to park on Sundays will mean that residents may not find space as it may be taken up by non-residents, particularly in Summer.</p> <p>On roads, like Vicarage Road, there should not be any non-resident parking allowed even up to 2 hours. Perhaps, roads like Wytham could have more.</p> <p>People should be encouraged to use the Park & Ride. To do that, the fares should be free and perhaps funded by business taxes.</p>
(245) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>There's generally too many cars parking on the streets in New Hinksey. There's not enough space to use the sidewalks, neither is it safe for children or adults to play on the streets. Please consider converting the area to a low traffic neighbourhood. Furthermore, the current 20mph speed limit remains dangerously high, especially given how narrow the roads often are due to parking cars.</p>
(246) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Vicarage Road can get busy with cars, particularly when the lido in Hinksey Park is open and particularly on sunny days. Not everyone parks considerably so that residents have full access to their own houses, and at times it's difficult to find a parking space anywhere near home, so I think residents only parking as proposed would be a good and fair solution.</p>
(247) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Support</p>

	<p>One Parking Permit - Support</p> <p>We need fewer cars, and more accessibility on the pavements for wheelchairs and prams!</p>
(248) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Daytime parking (7.30-18.00) seems to be predominately car users working in town, visitors to town and park users. 8.45-9.15 & 14.30-15.30 the road is congested with pick up for school. Badly parked, engines running and parents have no regard for road users or pedestrians, the school should be requested to use the park & ride. North side of the road should have double yellow lines. The signage at the junction should indicate blind corners and danger to children. The pavements are not fit for disabled people/wheelchair users.</p>
(249) Local Resident (Oxford, Vicarage Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Just wanted to say thank you so much for starting this, it will make a huge difference to people here I am sure. I also wanted to log with the Council that as a resident of 15 years in the community (I live on Vicarage Road) I am:</p> <p>1/ Massively in favour of a CPZ! I'm so fed up of people treating our neighbourhood as a free park and ride</p> <p>2/ In agreement that we should have double yellows on the North side of Vicarage Road. I'm afraid some people do need that they can't park there pointing out</p> <p>3/ In favour of 24/7 operational hours please. Sundays can be the worst for the swimming pool!</p> <p>4/ Finally, of limiting parking permits to one vehicle per household.</p>
(250) Local Resident (Oxford , Western Road)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p>

	<p>More evidence of current usage, vehicle ownership and visitors needs need to be explained and the proposals need to be presented in a wider context.</p> <p>I am also concerned about residents' visitors. It seems that only two daytime hours are available.</p>
(251) Local Resident (Oxford, Wytham Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>People use the area to park and visit Oxford and Hinksey park. While I am in favour of people being able to access the park, I don't like the additional traffic on the roads around here as it can be dangerous for children.</p>
(252) Local Resident (Oxford, Wytham Street)	<p>CPZ - Support Parking Restrictions - Concerns One Parking Permit - No opinion</p> <p>Broadly supportive of idea but unclear on some specifics: (1) why the addition of no waiting zones? If parking will be limited to residents and 2 hour limits, what is this for? (2) why the £65 charge for residents? What is that revenue going to be used for? (3) is there any incentive to make do with fewer than 2 cars if you are allowed 2 at your property? A discounted registration? The fee seems to be per property rather than per car.</p>
(253) Local Resident (Oxford, Wytham Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>I am supportive of parking restrictions being applied to this area of Oxford as I hope it will address parking congestion, much of which is not residential - there are a significant number of people who use this cluster of streets off the Abingdon road as parking for work (some even getting folding bikes out of their boots to then cycle the last mile into town), visit the Westgate (walking through Hinksey Park), and in the Summer months the open air pool. All this despite the presence of a park and ride car park very close by (but of course the free street parking alternative is more appealing while it is available). I have witnessed a number of occasions where emergency vehicles and refuse collection lorries have gotten stuck or been prevented from passing because of careless or congested parking.</p>

(254) Local Resident (Oxford , Wytham Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>I think 2 permits per household on Norreys Ave and Sunningwell Road seems unrealistic, given how densely packed the houses are on those roads, and how narrow they are. The pavements on these roads are regularly blocked for pedestrians, and this won't improve under these recommendations.</p>
(255) Local Resident (Oxford, Wytham Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - No opinion</p> <p>Supporting the proposals because we need to keep pavements free for pedestrians and wheelchair users and make the roads safer for cyclists, for example my son and daughter when the cycle to school. It would be great if there was just one pavement allocated for pavement so at least the other one is free for everyone to use without having to go into the road. This has to be part of a bigger plan to reduce our reliance on cars. Make sure the alternatives happen like protected cycle lanes and regular buses so people don't need 2 cars in a family. Hopefully this will also reduce the number of people parking in and around Wytham when shopping or working in Oxford and push them either towards the parking and ride or public transport altogether. Free spaces should be given at Redbridge p&r for people cycling into town.</p>
(256) Local Resident (oxford, Wytham Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Support</p> <p>Support for 4 main reasons: 1. Increased parking making visibility worse (especially on corners) which can be dangerous for bikes and hard for through traffic (deliveries, bin lorry etc) 2. Increasing number of vehicles left by commuters then walking or cycling into town (sometimes left for days). Commuters more likely to squeeze in cars on corners as above*</p>

	<p>3. Heavy parking makes it difficult for us to get in/out of our own driveway. Even when actual drive not blocked parking on both sides makes the road too narrow to manoeuvre.</p> <p>4. Would like to see long term increase in cycling on road (it is a main cycle route into Oxford/station) for pollution and quality of life reasons</p> <p>* commuter parking only really a problem since Westgate opening. Severe congestion on Abingdon Road related to Westgate seems to be making the worse and worse. This needs to be urgently tackled as already seeing re-bound after pandemic.</p> <p>I think its still just a bearable situation but without restrictions I can't see how the increase in parking would be stopped and it will soon be a significant problem.</p> <p>I support this proposal as way of increasing the quality of life for local residents.</p>
(257) Local Resident (Oxford, Wytham Street)	<p>CPZ - Support Parking Restrictions - Support One Parking Permit - Concerns</p> <p>Supporting this since it will reduce parking by commuters and shoppers which cause congestion on our roads and limit parking availability for residents.</p>
(258) Local Resident (Oxford , Abingdon Road)	<p>CPZ - No opinion Parking Restrictions - No opinion One Parking Permit - Support</p> <p>about some I have nothing to say now about a vacancy for each resident I think it's good</p>
(259) Local Resident (Oxford, Wytham Street)	<p>CPZ - No opinion Parking Restrictions - No opinion One Parking Permit - No opinion</p> <p>Parking is only an occasional problem in our part of Wytham Street (the north end). The proposed scheme seems a bit of</p>

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	a sledgehammer to crack a nut. The time might come when residents' parking would be desirable, but I'm not sure it's necessary now.
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Division(s) affected: *Cowley; Churchill and Lye Valley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 SEPTEMBER 2021

OXFORD – HOLLOW WAY SOUTH: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

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

Executive summary

2. Following an informal consultation on possible additional CPZs in Oxford late in 2018 the former Cabinet Member for Environment on 25 April 2019 approved proceeding to formal consultation on new CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Lamarsh Road, Old Marston (south) , Sandhills and Waterways and – subject to funding –Hollow Way South, Florence Park, and Temple Cowley.
3. Following formal consultation, CPZs at Cowley Centre East, Cowley Centre West, Cowley Marsh, Headington Quarry, Hollow Way North, Old Marston (south) and Waterways were approved and implemented in 2020 and 2021 but with schemes at Lamarsh Road and Sandhills deferred due to lower levels of support. These deferrals, together with the lower-than-expected costs for implementing the approved schemes, has enabled proceeding with formal consultation on schemes at Hollow Way South, Florence Park and Temple Cowley.
4. This report presents the consultation responses to the CPZ proposals for the Hollow Way South area.

Introduction

5. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the City. The proposals aim to do this in three main ways:

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

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

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

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

Formal Consultation

9. The formal consultation on the revised proposals as shown at Annex 1 was carried out between 29 July and 27 August 2021. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 990 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
10. 100 responses were received during the formal consultation (an approximate response rate of 10% based on the number of letters sent out) and these are summarised in the tables below:

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CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	3	46	49 (49%)
Support	1	29	30 (30%)
Neither/Concerns	2	19	21 (21%)
<i>Total</i>	<i>6</i>	<i>94</i>	<i>100</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	3	40	43 (43%)
Support	1	28	29 (29%)
Neither/Concerns	2	26	28 (28%)
<i>Total</i>	<i>6</i>	<i>94</i>	<i>100</i>

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

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

Road	Object	Support	Concerns	Total
Bleache Place	-	1	-	1
Bulan Road	-	1	-	1
Burbush Road	-	-	1	1
Crescent Road	-	1	-	1
Don Bosco Close	-	-	1	1
Fanshawe Place	2	-	-	2
Fern Hill Road	5	7	3	15
Hollow Way	5	-	2	7
Horspath Road	1	4	2	7
Lytton Road	-	-	1	1
Marlborough Close	1	1	-	2
Marshall Road	1	3	1	5
Mayfair Road	1	-	-	1
Napier Road	-	1	-	1
Normandy Crescent	5	-	3	8
Oliver Road	3	3	4	10
Paget Road	2	-	3	5
Rymers Lane	-	1	-	1

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Shepherds Hill	1	-	-	1
Southfield Rd	-	1	-	1
Sunnyside	-	1	1	2
The Slade	1	-	-	1
Turner Close	1	-	-	1
unknown	1	-	2	3
White Road	10	-	1	11
Wilkins Road	3	4	-	7
William Morris Close	-	-	1	1
Total	43	29	26	98

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

13. Thames Valley Police and Oxford Bus Company did not object or express any concerns with the proposals.

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

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

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

carbon neutral environment thereby reducing traffic levels and helping boost use of non-car modes.

16. 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, some of which have between 3 – 5 vehicles permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, consistent with many other CPZs.
17. The remaining responses from residents and members of the public expressing an objection or citing concerns raised issues covering: the potential increase in traffic congestion, the negative impact and financial burden the proposal has on residents and queries raised over enforcement levels and cost. Whilst noting these concerns, it is important to re-iterate the existing and future issues that the proposal seeks to alleviate and prevent. Furthermore, following any implementation of such a scheme, officers monitor the effects of the CPZ to ensure that it is meeting expectations and during this 'bedding in' process accumulate any requested or required changes to be included as part of a future amendment order for the area.

Monitoring and evaluation

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

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

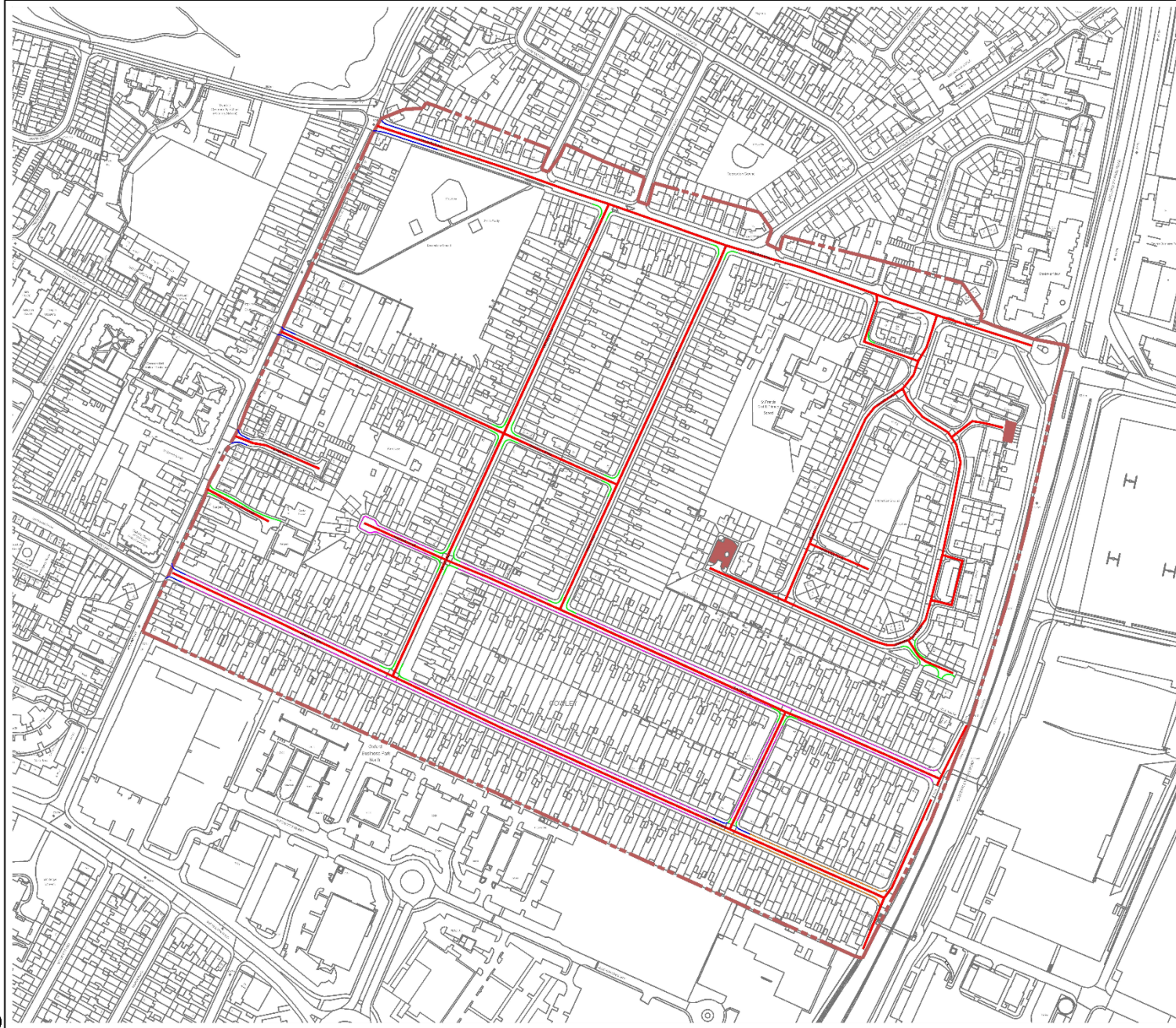
Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Jim Whiting 07584 581187

September 2021



Drawing No. HS/CPZ/2021/002		Revision v1	
KEY <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: red; border: 1px solid black; margin-right: 5px;"></div> Zone Boundary </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: blue; border: 1px solid black; margin-right: 5px;"></div> Existing 'No waiting at anytime' (double yellow lines) </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: green; border: 1px solid black; margin-right: 5px;"></div> Proposed new 'No waiting at anytime' (double yellow lines) </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: purple; border: 1px solid black; margin-right: 5px;"></div> Proposed removal of 'No waiting' restrictions (single yellow lines) </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: orange; border: 1px solid black; margin-right: 5px;"></div> Proposed removal of 'No waiting at anytime' (double yellow lines) </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 5px; background-color: red; border: 1px solid black; margin-right: 5px;"></div> Permit holders (Zone addresses's) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am to 5pm Monday to Friday with No return within 2 hours </div>			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION <small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small> CONSTRUCTION (ENTER 'NONE' IF APPLICABLE) MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE) USE (ENTER 'NONE' IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)			
<small>© Crown Copyright and Database rights 10023343 2017</small>			
Rev.	Date	Purpose of revision	Drawn Checked/Approved
<div style="display: flex; align-items: center;"> <div> OXFORDSHIRE COUNTY COUNCIL <small> Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111 </small> </div> </div>			
Project title HOLLOW WAY SOUTH PERMIT PARKING AREA (OXFORD)			
Drawing title PROPOSED PERMIT PARKING AREA (PPA)			
Drawing Status			ANNEX 1
Scale @ A3	Drawn by VN	Checked by JW	Approved by JW
N.T.S	Date drawn 10.05.21	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No. HS/CPZ/2021/002		Revision v1	

RESPONDENT	COMMENTS
(1) Thames Valley Police	No objection - The Police have no objection
(2) Oxford Bus Company	No objection - No concerns from us on this one.
(3) Local Resident (Oxford, Fanshawe Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Firstly there are no current issues with parking in the area. I have never once had trouble parking outside my own property because of non-residents parking there. In my opinion charging residents £65 per annum for the privilege of parking outside their own property in the absence of such issues is just a money making scheme for the council and is not designed to protect residents rights to park outside their properties.</p>
(4) Local Resident (Oxford , Fanshawe Place)	<p>CPZ - Object Parking Restrictions - Object</p> <p>As a resident who owns a car and has no driveway, the car is parked on the road. The road is not busy, I have no issues finding a spot to park the car; therefore, the introduction of parking restrictions and a residents' permit would bring no advantage to me, just the extra annual cost of paying for parking that is currently accessible and free.</p>
(5) Local Resident (Oxford, Fern Hill Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not see the need for this. I have lived in Fern Hill Road for 28 years and we have never experienced any issues with parking. The road is so long that one can always park in the road. What evidence does the Council have for the need for this parking restriction to be brought in? How many people have complained to Council that they are unable to park in Fern Hill Road? How many parking tickets have parking attendants had to give to people parking inappropriately? What</p>

	are the numbers of parking tickets given out in Fern Hill Road year on year to justify such a proposal?
(6) Local Resident (Cowley, Fern Hill Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>It is already extremely difficult to make necessary car journeys in the Cowley area with the already imposed LTN's - the suggested CPZ will make life even more, difficult, stressful and car journeys even more time consuming and in my opinion is not necessary. I live in one of the proposed roads and I totally oppose this proposal.</p>
(7) unknown (Cowley, Fern Hill Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Another stealth tax, people should be able to park outside their homes and have visitors without changing.</p>
(8) Local Resident (Cowley, Fern Hill Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I think that the proposals are nothing more than a money spinning idea for the council funds. My wife, and I are aged 85, and see our state pension increases swallowed up with Council Tax and Water Rates rises each year. We wonder when the request for finding more money for schemes, like this parking proposal, will cease.</p>
(9) Local Resident (, Fern Hill Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>*What happens with all the cars from the multitude of HMOs that have been, without any thought as to parking or consultation with residents, allowed to be built in Fern Hill Road and Wilkins Road? Some of these have up to 4 tenants (possibly 8 with partners) and one has at least 8 tenants (16 with partners)! The document states up to 2 permits per household, and possibly 2 more off road in converted front gardens, so where do the rest park! Are they going to cause parking problems in other roads? Will they be able to use visitors permits to continue parking their cars?</p>

	<p>*What does the £65 yearly fee get spent on? It's not on road maintenance as that's a different purse.</p> <p>*How will this scheme be managed? Will traffic wardens be coming daily between 9am and 5pm to ticket illegally parked cars and monitor the 2 hour parking? Unless this happens, especially during the first month or so, nothing will change and our fee will be paying towards illegally parked vehicles. Also, allowing 2 hour slots is not going to help with parking problems! Vehicles needing to park should have visitor's permit from the resident it is parking to visit/work in. Why should our fee contribute towards people parking and leaving their car to go shopping elsewhere! Out of interest how many parking wardens are employed by the City and Local Councils?</p> <p>*How does the scheme help residents at the weekends when we are inundated with people parking to catch the busses into Oxford or Headington?</p> <p>*Temporary permits - what constitutes Temporary? What is the time limit on temporary and how will it be monitored? Will it be the same temporary as wooden extensions added to the extension already in place because they weren't given the length they wanted? Neighbours cannot do anything about these temporary additions blighting their lives. This temporary, in all cases, means permanent! Is this a way for the HMOs to get more permits for parking??</p> <p>*The parking problems here were greatly exaggerated by wantonly allowing HMOs to take over the area!</p> <p>* Speeding in Fern Hill Road and Wilkins Road- the, unenforced, 20mph is definitely not adhered to. These two roads are long and straight and vehicles are using them like a race track! The speeds are unbelievable! We've witnessed many prangs and soon there will be a terrible accident or fatality! We need traffic calming now not constant platitudes!</p> <p>*LTNs - the introduction of these has turned Fern Hill Road and Wilkins Road into rat runs. The build up of traffic in these roads, at certain times in the day, are horrendous! Every time an LTN is initiated it means traffic problems are shifted from one area to another! It's like the left hand of the council doesn't consult with the right hand!</p> <p>* Parking outside the shops - at night several motorists are sometimes parking their vehicles completely on the pavement area. Not half on road/half on pavement and not on the private land in front of the shops!!!!</p>
(10) Local Resident (Oxford, Fern Hill Road)	<p>CPZ - Object Parking Restrictions – No opinion</p> <p>We have 3 people in our house me my wife and one of our son's.</p>

	<p>We also have my other son stay with us some times.</p> <p>We all drive and need our cars to get to work and holidays we have 7 cars for personal and work use and one camper van for holidays.</p> <p>Now the cars are not all at home at the same time because I have some of my cars park in a yard I use for work.</p> <p>So as you can see how would I bring one of my cars home when we can have only two parking permit per household.</p> <p>Also we all pay road tax for our vehicles so why do we have to pay to park outside our own home 😞</p> <p>I see you try to put this parking permit in Blackbird leys but because people don't want it you did not go ahead with the parking permit.</p>
(11) Local Resident (Oxford, Hollow Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I feel this will have a rather negative impact for the residents that actually live on hollow way itself as it will create more traffic and limit where we can park. Will we get permits too???</p>
(12) Local Resident (Oxford , Hollow Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Although we are residents in the Hollow Way South zone, we live on Hollow Way right by the Horspath Road and Barracks Lane junction, on the CPZ zone boundary.</p> <p>We have had our car severely damaged twice when parking on Horspath Road, so it is unacceptable for our parking to be limited to this road. We park our car on Barracks Lane, and if the new scheme is introduced we will no longer be able to park there. Our parking is already heavily limited by the double yellow lines and other parking restrictions on Hollow Way, so it would be unacceptable if we lost the ability to park on Barracks Lane, especially as parking space is abundant on the road and it's not directly in front of any residential properties.</p> <p>If we were still able to park on Barracks Lane we would fully support the Hollow Way South CPZ as well as those in the</p>

	wider area. However, we fully object to the plans in their current form. An obvious solution to this is to allow properties directly on the zone bound to have access to both zones it borders.
(13) Local Resident (oxford, Hollow Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I believe that the parking restrictions will cause more traffic congestion and people will still park in more dangerous parking positions. The parking that is currently outside the shops, currently causes even more congestion, as it only allows for one stream of traffic to pass at a time, which causes a problem for everyone (buses, ambulances, fire and police)! I also object to having to pay for the parking permit, as you have made no provision for disabled parking, that would be anywhere near my home.</p>
(14) Local Resident (oxford, Hollow Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I object to the parking restrictions, as I believe it will cause even more traffic congestion and parking problems, as people visiting others that do not have a parking space allotted to their property, will park where ever they can. The road is already congested due to the LTN's in the area, funnelling all the traffic up and down Hollow Way, and the parking outside the shops, is a persistent problem, causing a bottle neck for emergency services, which use the road all the time.</p>
(15) Local Resident (Oxford, Hollow Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Although we are residents in the Hollow Way South zone, we live on Hollow Way right by the Horspath Road and Barracks Lane junction, on the CPZ zone boundary. We have had our car severely damaged twice when parking on Horspath Road, so it is unacceptable for our parking to be limited to this road. We park our car on Barracks Lane, and if the new scheme is introduced we will no longer be able to park there. Our parking is already heavily limited by the double yellow lines and other parking restrictions on Hollow Way, so it would be unacceptable if we lost the ability to park on Barracks Lane, especially as parking space is abundant on the road and it's not directly in front of any residential properties. If we were still able to park on Barracks Lane we would fully support the Hollow Way South CPZ as well as those in the wider area. However, we fully object to the plans in their current form. An obvious solution to this is to allow properties directly on the zone bound to have access to both zones it borders.</p>

(16) Local Resident (Oxford, Horspath Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Parking is not an issue at my property apart from 8:30am and 3pm when parents drop off and collect their children from St Francis Primary School - as the restrictions don't start until 9am they are completely useless - in 6 years I've only been unable to park outside my property a handful of times - this is purely a money making scheme and has no benefit to us residents!</p>
(17) Local Resident (OXFORD, Lytton Road)	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>Negative impact for residents</p>
(18) Local Resident (Littlemore , Marlborough Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>This is where my GP is situated. I am disabled but not in a way that requires a blue badge. I need to access my GP and rely heavily on my car to do this, as I do to get around. This will severely restrict my access.</p>
(19) unknown (Oxford , Marshall Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>CPZ is NOT required as during the day we have no problems with parking in this area. It is too expensive, especially when you have to pay for family / friends / carers/ health visitors/ District nurses visiting, during the daytime! You should NOT have to pay for visitors permits to your home! Most homes have more than 2 cars as many more adults now live in each residential home and need their cars to get to work.</p>

(20) Local Resident (Cowley, Mayfair Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I need to drive here to take my parents to the doctors I won't be able to park and wait for them so stuck driving around until they are seen, they have mobility problems so it's too far for them to walk but they can walk too far to get a blue badge. The parking restrictions will also just move the issue to another area.</p>
(21) Local Resident (OXFORD, Normandy Crescent)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Another way for you to make money from us, why should we have to pay road tax and now £65 a year to park outside our own homes! Absolutely ridiculous have some thought for people on low incomes and single parent families. Why should we be made to pay out of our pockets for this! Instead of making our lives more difficult do something to make our lives easier!</p>
(22) Local Resident (Cowley, Normandy Crescent)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The proposal is supposedly to stop commuter traffic however there is little to no commuter traffic within the proposed CPZ as we are too far out from anywhere. I work outside the city so a car is essential for travel and being charged for the privilege of living in Oxford is crass. I fully refute the requirement for the CPZ to be introduced into this area</p>
(23) Local Resident (Cowley, Normandy Crescent)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I already pay my council tax and road tax and now you are going to charge me additional fees to keep my car outside my house? I have no choice but to keep it there as there is another car in my household and I need to drive to my place of work</p>

	<p>which is outside of Oxford. We have no issue with commuter parking and there is plenty of room on the road of an evening for cars to park. This measure is unnecessary and would be charging residents money for something they already have for free.</p>
<p>(24) Local Resident (Oxford, Normandy Crescent)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't think there are traffic or parking issues within the area</p>
<p>(25) Local Resident (Oxford, Oliver Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not want to pay to park my car outside of my property or if I have more than 25 visitors to my property a year. I do not understand the reasoning for this proposal as there are very few cars parked on the road in the hours that the permit would be required.</p>
<p>(26) Local Resident (Oxford, Oliver Road)</p>	<p>CPZ - Object Parking Restrictions - Concerns</p> <p>There has been a huge increase in housing by building and HMOs in this area, if we limit where people can park there will not be enough space for them to do so. People need their vehicles, often work vans which take up a lot of space, people park badly taking the space of two instead of one. There are shops with many people visiting them but not parking well - this part of the road needs attention the residents do not we are already affected by LTNs which make life harder for many. I have one vehicle which I need for a variety of reasons - I do not have my own parking space - I have elderly friends and family who are unable to use public transport and will require visitor permits the number of which is both inadequate and expensive. I cannot afford to pave my front garden to use it as a parking space and lose the little greenery that used to make streets beautiful and encourage birds and bees and help the environment. More people with money will, however, do this making pollution worse as the trees will have been removed as is happening to all the properties that have been vastly extended to become money making HMOs despite residents' objections. This is an expensive and frightening proposal, if there is no space available in the CPZ where does a person go? It is unfair to expect them to pay a fine if they are unable to find space in the few roads allowed. There are many strains on finance already with the council tax rises, the brown bin service increase and inflation at 4% with no wage rises (for me 0 in the</p>

	last two years) so cost of living is becoming impossibly hard and this is yet another drain on the wage packet for something that is currently free.
(27) Local Resident (Oxford, Oliver Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>No significant parking issues at present so solving a problem that doesn't exist, forcing us to pay to park roadside. We are not in a location handy for all day parking while the driver buses to town or London so all usage is resident driven. Will make more houses pave over their front gardens. Also, at present such house holders can drop curbs to their front garden so stopping street parking there in effect. Would the proposal then stop those who have not done so from ever doing the same as they will be the mugs who end up stuck with street parking bays 'outside their doors'. Happy to drop the old 1 hr restrictions, no new rules needed as we are in a quiet bit of parking.</p>
(28) Local Resident (Oxford, Oliver Road)	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>We live the far end of Oliver road (bypass end) and have done so for the past 30 years. During that time have we have NEVER experienced not being able to park outside our home, check the consultation which was sent a couple of years ago - nothing has changed, it is not used by commuters because a bus stop is a good 10 minute walk away, it is used for the people who live here and their family and friends who visit. We do not need or want a CPZ, we do not understand why it is even being considered, we would certainly like to know the reason behind it or on what grounds that it is needed?</p> <p>Every house on Oliver road has a garage to the rear of their home and off road parking should they need it. We should be able to park outside our homes without having to purchase a permit, when it is quite obvious there are no existing parking problems - makes no sense at all.</p>
(29) Local Resident (Oxford, Oliver Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Why would I want to pay for parking permits to park outside my own house? Part of Oxford City Councils pledge is to be cleaner & greener, I have a front garden and have chosen not to pave it over as a parking space. I want to see birds & bees and wildlife and not brick & concrete. I share a drive with my neighbour as most houses do in Oliver Road. I pay a</p>

	<p>large amount of Council Tax why should I then pay again to park? I would suggest you look at these people who rent out their houses as HMOs or run a business from their properties and ask them to pay to park - not homeowners who already pay their bills. Our older residents (me included) need to be able to use cars to get to appointments and shops that are too far to walk to. This is yet another money-making exercise and i am absolutely against it.</p>
<p>(30) Local Resident (Oxford, Paget Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We do not have a parking issue on Paget Road so please do not create it by adding double yellow lines. A lot of the residents are elderly who receive visits from family or health carers. Having to have visitors passes is an unnecessary headache for a non-existent problem. Stop trying to make money out of residents.</p>
<p>(31) Local Resident (Oxford, Paget Road)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>Firstly I have lived in Paget road for over 30 years during this time I've seen lots of changes around the area some good and some not so good. For many year we have been hoping that we would get nice parking bays like they have across the road in Normandy crescent, all around Normandy Crescent and down the bottom of Paget road but we have seemed of been missed out. I find this very frustrating as I've had my car hit by another car, they decided not to stop thus costing me money to fix my car myself. The trees out the front of the house are a pain as the roots are raising the path causing cracks and unevenness, this isn't an ideal situation. My parents who are not in the best health, my father who walked with a stick to help him, my mother is partially sighted, so you can understand my frustration. Having parking permits I don't feel will help the situation around the area, firstly having to pay for them, I don't feel this is fair. Secondly the school children being picked up and dropped off, taking all the spaces this is something that has gone on for years, they used to put cones out but they would just be moved by the parents. I think the way forward would be having parking bays like the other Half of the street, is this something that could be looked into?</p>
<p>(32) Local Business (Oxford, Paget Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am at a loss as to why the council wants to instigate a CP Z parking zone</p>

	<p>and double yellow lines in Horspath Road and Paget road. The only time parking is a problem is when the parents of St Francis school bring their children to school and pick them up, this is usually no more than 15 minutes at each end. Once the parents depart there is plenty of space. Certainly, there are no commuters using this end of the street and hopping on to the bus.</p> <p>I have been taking Photographs of the street these last few weeks to illustrate this.</p> <p>Why are the council using a sledgehammer to crack a nut?</p> <p>I own the Education Centre on the corner of Horspath and Paget Road. We are a childcare provider and education centre for children ages from 5 to 16 years old.</p> <p>We collect some of the primary school children from the local schools in Cowley at around 3 pm and look after them in the centre till their parents pick them up after work. Dropping the children off right outside the centre is absolutely essential to their safety and wellbeing. How are we going to be able to do that if the council put double yellow lines down Paget road? It will have a catastrophic effect on the business.</p> <p>Where will we and the parents be able drop off and let the children get out of the car and walk into the centre safely (3 metres from kerb to centre door) if there are yellow lines. Parents watch from their car as the kids walk over to the centre and then drive off to work, How will delivery drivers be able to drop off heavy deliveries to us and the shop next door if there are yellow lines? It will cause chaos and have a very negative effect on our businesses if parents and customers will not be able to park for a few minutes, deliver or collect their kids.</p> <p>We are a community necessity. Parents need childcare near their children's school and homes. We close at 7 pm much later than most childcare providers and to date we have Never had a problem with parking or access to Paget Road in the 18 years I have worked in Cowley.</p> <p>When I arrive around 1 pm and leave around 7 :30 pm there is plenty of space for parking around Paget Road.</p>
(33) Local Resident (Oxford, Shepherds Hill)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am living in Greater Leys and our area is already like small ghetto. Building another restriction to get to the other parts of the city will only make more worse the feeling that we do not belong any more to Oxford. Our area is lacking many important things required to recognize us as separate city and we cannot be just cut out of the City Centre and Cowley Road.</p>
(34) Local Resident (Oxford , The Slade)	<p>CPZ - Object Parking Restrictions - Object</p>

	Don't like
(35) Local Resident (Oxford, Turner Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>No parking issue without controls</p>
(36) unknown (Oxford, unknown)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have lived in this area since 1983 and there has never been or needed to be any kind of parking restrictions required in this area in those 38 years, however it seems now this is being forced upon us!</p> <p>Multi occupancy dwellings are increasing here, more and more student accommodation is being built in Cowley every day it seems and the awful parking structure in and around the city centre will obviously attract more traffic to the suburbs to try to avoid the frankly overpriced fees.</p> <p>If planning permission is given to these establishments then surely the thought of an increase in car traffic must have been assumed? But instead of building a car park near these places and charging those residents it seems us locals have to foot the bill all of a sudden for something we never asked for!</p> <p>Both of the Oxford councils' anti-car agenda has always been clear to see for years but it seems things are being taken up a notch to frankly punish motorists. The idiotic Cowley LTN scheme has been pushed through without much thought or consultation (at least not that I've ever seen). The giant cycle lanes that are appearing everywhere now, I understand the need for cycle lanes but do they really need to take up half the road? We end up driving in them anyway! Traffic signals installed in multiple places, that are not required, which just cause more queues than actually help traffic flow.</p> <p>As I've said, usually I just get on with life and accept these decisions even though I don't agree with most of them, however now I feel enough is enough. My objections will no doubt fall on deaf ears though as you will more than likely carry on with this despite there being plenty of opposition to it I'm sure.</p>

(37) Local Resident (Oxford, unknown)	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>It is not practical. I think households should actually be subsidised for keeping no cars, or having 1 car per household instead of 2 cars, that is more likely to reduce the car population. If there was a tie in with car insurance companies so householders with less than 2 cars receive a subsidy, that would be great.</p> <p>The reason why people have more than 2 cars per household is because people have extended their homes e.g. loft because they cannot afford to buy in the area and they are not Oxbridge educated so unable to find work close to home so need a car to travel to work.</p> <p>Public transport is simply unaffordable on an average minimum wage job.</p> <p>Note: the amount of cars is not the problem. The problem is the frequency of when everyone decides to use their vehicles.</p> <p>With increased remote working, this should actually no longer be such a BIG issue.</p> <p>So, the real push should be MORE home working and remote working.</p> <p>Parking permits will not solve the issue. It's just a weak reason to generate more income for the Council without solving the actual underlying issue.</p>
(38) Local Resident (Oxford, unknown)	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>I do not agree with the proposal as this area does not warrant permit parking as unlike other parts of the city. We do not have people parking on our streets who do not either live here or are visiting. If we lived in a location whereby cars were parked and its occupants went either shopping or to work and therefore used up parking spots for locals then I could understand but in this instance it is not required.</p>

(39) Local Resident (Cowley, White Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>As a resident in this area for the past 38 years and no parking restrictions needed during that time we now seem to be being forced to pay to park a vehicle near our home! If the local government take it upon themselves to keep giving planning permissions for multi occupancy dwellings and student accommodation, then be prepared to expect an increase in traffic. I find it entirely unfair that local residents should be punished for this and be expected to pay for something we haven't needed asked for, not to mention the current traffic restrictions also caused by the idiotic LTNs in Cowley living in Oxford is becoming less desirable each day!</p>
(40) Local Resident (White Road, Oxford, White Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The proposal to introduce Permit Holders only parking on White Road has no discernible benefit to residents, such as myself. My household has multiple cars and insufficient driveway space to park them, hence we park at least one car on the road, and requiring a permit according to the proposal. Estimated cost to my household will be £90/year, for a resident permit and sufficient visitors permits, and I will receive zero discernible benefit. There is no problem with lack of parking spaces on White Road presently, and I'm unaware of any commuters using White Road or the surrounding roads as a daytime car park, so I do not perceive there is any case for action to support a CPZ. I therefore object to the proposed CPZ in White Road.</p>
(41) Local Resident (Oxford, White Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>As a resident I can see no benefit to making it even harder for us to park in our street. I have walked up and down this street for 6 years with no issues with how the cars are parked. I also have never heard my neighbours complain about the state of the parking in the street. These restrictions will force us to turn our garden into a car park so we can park out second car without being charged, I just see no benefit to the residents with these new parking measures.</p>
(42) Local Resident (Cowley, White Road)	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>I object in principle to having to pay to park outside my own home and/or for family & friends when visiting me. Council tax rates are already incredibly high and our roads are not maintained at all at the moment. Parking can be an issue at times but this is due to the high volume of HMOs and privately let houses rather than family occupied homes as this estate was originally designed for. It would be far better to put these funds into community officers who could manage local parking as it is without introducing a CPZ around here.</p>
<p>(43) Local Resident (Oxford, White Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>In White Road we do not have an issue with parking and the need for permits. I object to the idea that because other areas do I have to pay to park outside my house. Will people with dropped curbs have to still pay? If not what stops everyone from doing the same. This is being over thought for a problem that does not exist and to make money from people that cannot afford extra cost in this troubling time.</p>
<p>(44) Local Resident (Cowley, White Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Lived here for 20 years and have had no parking issue, so therefore I see no reason to implement so permits!</p>
<p>(45) Local Resident (Cowley, White Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There has never been a need for parking permits in White Road in the last 35 years. Don't build any accommodation and then expect the White Road residents to pay for parking in our own streets. I park on my own drive. I Object!</p>
<p>(46) Local Resident (Oxford, Cowley, White Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>I don't agree that residents should pay for parking permits in their own place of residence that never required a parking</p>

	<p>permit. In some instances residents/house owners are being forced to re-arrange their front gardens to accommodate for parking instead to avoid annual fees for parking permits. This doesn't seem fair or right in my opinion. This feels like a huge increase in council tax, just in a different form.</p>
<p>(47) Local Resident (Cowley, White Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The neighbourhood does not have a significant parking shortage, and there appear to be very few people using the area for commuter parking, which means most of the cars that park here are here because they are owned and operated by residents. The proposal by the council appears to be a means of charging for the ability of residents to park our own cars where they are already parked, solving a problem that does not exist at our expense.</p>
<p>(48) Local Resident (Cowley, White Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Objections to proposed CPZ are as follows:- Querying as to where monies from the permit purchasing will be spent? Any proposal to induce major pothole repairs in the area? Any proposal to clear the kerb of weeds? Any proposal to use this money on perhaps cutting the verges back? Arriving in Oxford via public transport or car, to be greeted with overgrown, unkempt and straggly verges is disgraceful I can emphasise with the idea of leaving it to grow for environmental purposes but its brutally overgrown! This charge is just another form of taxation to which us Oxonians already pay over the odds in the form of council tax. Ultimately this proposal will undoubtedly be voted thru, but I for one will be averse to paying out for the privilege of parking in my own street.</p>
<p>(49) Local Resident (Oxford , Wilkins Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>Paying for resident permits and restriction of two passes per Property will add financial burden on the residents. So much of council tax already being paid basically just for collection of bins.</p>
<p>(50) Local Resident (Oxford , Wilkins Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>We have adequate parking on the street. There is no commuter or displaced parking in the area around my house, the busiest times being after 5 in the evening and at weekends when more residents are at home. Customers parking to access the local shops do not stay more than 2 hours and have little impact on parking. I strongly object to having to pay a charge for myself and any visitors to park outside my home when I do not find it to be problematic as it is at the moment.</p>
<p>(51) Local Resident (Cowley, Oxford, Wilkins Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>We don't have any parking issues. There is space available all the time. We strongly object the proposal and another expense added on us for no genuine reason. The council tax has increased including garden waste collection subscription. The condition of Wilkins Road is not good, there are too many path holes even the other roads are bad too. People are also objecting LTN project in Cowley. They don't want more bills to pay specially during this pandemic and economic situation. I am hoping that a right decision will be made according to people's views and objections rather than another money making project for the council. It would be nice to receive an explanation regarding the local issues the council is addressing by this proposal.</p>
<p>(52) Local Resident (Oxford, Don Bosco Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>How many permits will each household be given? And how will the affect eg contractors visiting property?</p>
<p>(53) Local Resident (Oxford , Fern Hill Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live in my own property with my partner and children all 5 of us have a vehicle which we all need for work we park 2 in the front garden and 3 on the road From what I can see if you just unforced that the road markings and signs are already in place we would not need the permits.</p>

<p>(54) Local Resident (Oxford, Fern Hill Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I would like to know, if I don't buy a permit for my car as I have hard standing and a driveway on which I park, whether I will still be eligible for the visitor permits?</p>
<p>(55) Local Resident (Oxford, Hollow Way)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I feel this isn't good for people that live on hollow way with minimum parking having visitors etc round</p>
<p>(56) Local Resident (Oxford, Hollow Way)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>To my mind they don't solve the problems. I, and those I live with, have never found parking to be an issue. Traffic, however, is a huge issue. At certain times of the day it can take 45 minutes to get through Hollow Way. This is far worse when travelling North to South and is largely due to the fact that there are parking spaces creating areas of the road with only one available lane for both directions.</p> <p>This is a very busy road and, due to all other roads being blocked off, the only direction traffic can go through to Cowley. It astounds me that the situation has been assessed and parking is still going to remain along Hollow Way.</p>
<p>(57) Local Resident (Oxford, Horspath Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Although the parking situation isn't ideal at present, it at least has the effect of creating 'natural' traffic calming. I'm generally in favour of implementing the proposed parking restrictions, but not without adding some kind of traffic calming measures on roads such as Wilkins Road which boy racers often go speeding down to bypass Holloway. Personally, in this area I experience more bother from the noise of their "souped up" engines than from any parking issues.</p>

<p>(58) Local Resident (Cowley, Marshall Road)</p>	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>I support measures that will stop vehicles parking too close to junctions. Often impossible to see cars coming and have to guess if safe to pull out. Concerned that spaces for permit holders limited to 9-5. Main problems are residential parking on the street, so worse in evenings/weekends, current proposed restricted hours do not solve that issue. Would prefer 24/7 restrictions</p>
<p>(59) Local Resident (Oxford, Marshall Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Bringing in a permit to park in Marshall Road will not make any difference to parked cars in this road, the vehicles that are in the road will now just pay the fee so it is back to square one, most of the vehicles parked at the Marshall Rd/Holloway End are from houses in Holloway. If double yellow lines are to be extended in Marshall Rd it will just concertina parked cars into the centre of Marshall Rd where there are no restrictions or where front gardens are not opened up for parking, making it impossible for professional people to call at my house, so i will also be forced to open up my front garden for parking. Perhaps the answer is to have DYs down both side of Marshall Rd and day parking permits for professional people who are to call at our houses for a short time. it will also force HMOs to provide off-road parking for their vehicles. Also selfish people who have a third car but do not wish to park it outside their own house.</p>
<p>(60) Local Resident (Cowley, Normandy Crescent)</p>	<p>CPZ - Concerns Parking Restrictions - Object</p> <p>We are a household with grown up children who have their own cars as well as my wife and I and it states in the proposal there will be a maximum of 2 permits per household, but we have 3 cars at our house due to having older children. How is this fair on our household.</p>
<p>(61) Local Resident (Oxford, Normandy Crescent)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>It is yet another stealth charge by the council when people are already struggling to pay all the other huge expenses of</p>

	<p>council tax and energy bills, the whole cost of living has sky rocketed and people are again having to put their hands in their pockets, how are people supposed to be able to pay the annual charge? And we all know that it will increase yearly, it will not be a trial the plan will be implemented and that's it. Also, how would you propose to martial it - how many wardens will it take to patrol and ensure people are following the rules? That would not be a cheap cost and you would require a lot of staff. I wish the fact that people are under financial constraints would be considered, we pay enough road tax and council tax, any costs should be met via these areas. I believe it will cause a lot of trouble and result in a lot of unhappy local residents.</p>
<p>(62) Local Resident (Oxford, Normandy Crescent)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>we live in a cull-de -sac which NOT on the highway , will be requiring permits to be introduced .</p> <p>OX4 2TN is the post code area and we residents of the close are concerned that if we are not included in the scheme then we will get cars from Normandy Crescent or Paget Road parking in our small car park , which is at full capacity now and cannot take any more except for a few visitors during the day.</p> <p>It would be of great benefit to have a new sign put up at the entrance stating that this is a PRIVATE CAR PARK for residents of houses from No 82B to No 100,</p> <p>That would help for future possible parking problems we may envisage.</p> <p>We currently have nearby neighbours who are not in the crescent parking in our car park due to them having more than one car which is impacting our own availability to park.</p> <p>We do have marked up parking bays shown by the bricks used in the ground, but it would be beneficial if all bays could be numbered by house so that we at least get one space each which would leave a couple for visitors during the day.</p> <p>If you would like to call and have a discussion over my points raised, then please call 07768205874</p> <p>Your help will be much appreciated.</p> <p>OTHER POINT CAUSING CONCERN IN HORSPATH ROAD</p>

	<p>You may well be aware that cars and vans parked at the top of Horspath road near the traffic lights onto Holloway are causing major problems with buses and cars using this road. As the vehicles are parked on both sides of the road it has become a one way system as two cars cannot pass each other and buses have a problem trying to negotiate the small space available.</p> <p>I knew this was going to happen and now the parents from Tyndale school in Barracks Lane park there when dropping off and collecting their children which impacts as well, as they park on the double yellow lines. This really needs double yellows all the way up from the start of the recreation ground to the traffic lights , at least on one side of the road before we have a serious accident there.</p> <p>As you turn in from Holloway you have to stop dead to let cars coming up get through , which means that another car turning into Horspath Rd can smash in the back of you as they will not see you stopped in time.</p> <p>Please look at this road with urgency , as a large block of flats is in progress build right next to the traffic lights , which will no doubt bring more cars into this road.</p>
(63) Local Resident (Oxford, Normandy Crescent)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>My main concern is for the provision of parking for the flats on Normandy Crescent (one of which I own). Currently, there are parking bays designated for residents of these flats & the consultation document has been unclear as to (a) whether these will remain free of charge & (b) if they do, what the impact of introducing permits in other areas will have on their use, i.e. whether non-residents will use them as an alternative to purchasing a permit. The parking bays formed part of the offer when my flat was purchased & will also be a strong selling point should I wish to put my property on the market in the future. If this facility is removed, I'd be concerned about the impact on the resale of my flat. I've had some reassurance from one of the council technical officers, but not an official confirmation of the position. If the parking arrangements for the Normandy Crescent flats remain as they are, then I have fewer concerns about the introduction of parking restrictions, although I haven't particularly noticed a need for them during the 5+ years I've been living in the area</p>
(64) Local Resident (Oxford , Oliver Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Oliver Road does not have an issue with non-residents parking. It does have many HMOs and therefore houses with</p>

	multiple vehicles and not a lot of space to park. It would be far better for the council to put more controls on these often unkempt and badly maintained properties than making the rest of us pay £65 for parking permits.
(65) Local Resident (Cowley, Oliver Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>My concerns relate to: Parking around the shops on Wilkins Road. Policy towards vans/commercial vehicles not having the desired effects. Use of our streets by school traffic. Policy towards parking across our driveways.</p> <p>I am strongly in favour of finally seeing the existing double yellows enforced. Additional DYs are most welcome. The biggest problem in the area is antisocial parking, especially around the shops on Wilkins Road and on all street corners.</p> <p>I suggest that if it is okay for cars to park on pavement in front of the shops that marked bays would help - presently we see people parking all over the place, often leaving no pathway for pedestrians, especially those with pushchairs or mobility issues. There is nothing in the policy to address this. Why not?</p> <p>The proposals seem very anti-van. As a campervan owner (which is only just about okay size-wise) I am now concerned that I might have to choose between moving house and upgrading our van to anything slightly larger. That said, there are issues with large commercial vehicles. But the proposals only operate during certain hours, meaning those who use places as an overnight truck park (e.g. northern end of White Road, western end of Oliver Road) will not be particularly affected. This is some of the most antisocial/dangerous parking we see in the area - blocking paths, blind spotting corners, reducing sightlines.</p> <p>The proposals will also not stop the huge amount of (sometimes antisocial) parking and traffic at the end of Horspath Road each school morning as parents park then walk their children to Tyndale school on Barracks Lane.</p> <p>What about parking across our own driveways - will we (or our visitors) now be ticketed for doing this? This is often the best option to move our own vehicles to when doing maintenance tasks, or for our visitors to park. Will we require a permit, and will it prevent us being ticketed when parked there? If not, then the effect of the CPZ will be to massively reduce the numbers of spaces available for visitor parking and I cannot be in favour of it. I think we should be allowed to park across our own driveways without a permit, but with a note e.g. "Working at House No.##".</p>

(66) Local Resident (Cowley, Paget Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I have 3 vehicles parked on the road. 1 my wife uses for work. 2 my son uses for work. 3 I use myself. Can we have 3 parking permits, since we require all vehicles.</p>
(67) Local Resident (Oxford, Paget Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>It mentions that double yellow lines will be introduced in Paget Road. Now this concerns me a great deal because my frail elderly grandmother Mrs Winifred Rodney who lives at number 44 Paget Road needs important daily assistance from carers to visit her home four times a day to give medication etc. They most definitely need parking access to enter her home without the inconvenience of parking on double yellow lines and being fined a hefty sum for administering her well needed basic natural care.</p> <p>I also have a car and not only is my car needed for me to go to work to earn money for the cost of living; I also spend daily amounts of time at my grandmother's house to care for her on a regular basis for example take her to appointments, do shopping resulting with hands laden with shopping bags also to get her medication and check if she is alright and much more to aid her in living a safe and comfortable life. I certainly don't want the inconvenience of being restricted of fulfilling her necessary needs to keeping her alive and well and looked after because yellow lines being placed outside her home. we never had a problem in our area with traffic or battling for parking spaces.</p>
(68) Local Resident (Oxford, Sunnyside)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I think a charge of 60 pounds to park in front of my own house is unfair. It is simply another tax. Furthermore, this would allow you to have 2 cars. If each house on Sunnyside Holloway has 2 cars there is not enough space on the street!! This is a poor proposal. Why not have 1 car for free or say an admin charge of 10 pounds for a year, like is done in other places (Cardiff to name one). If you then wish to register a second vehicle this could be 150 pounds or more. This would</p>

	then make it fair for a typical home with 1 car and make it more likely to improve parking on the street as it would discourage people to use multiple cars.
(69) Local Resident (Oxford, White Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I do support the proposals but am very concerned about the issue of residents parking permits to houses that are licensed for HMO. There are an increasing number of HMOs in this area bringing with them more cars. I feel strongly that HMOs should NOT be eligible for parking permits.</p>
(70) Local Resident (Cowley , William Morris Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>£65 per year for a resident permit seems very steep</p>
(71) Local Resident (Oxford, Bleache Place)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Even though I support the CPZ, as I'm sick and tired of pavement parking, I am concerned that this will make more people turn their front gardens in to parking spaces, therefore impacting the local flora and fauna.</p>
(72) Local Group/Organisation (Oxford, Bulan Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Regularly walk and cycle in the area; use buses through the area; my doctor's surgery is in Ivy Lane, in the proposed CPZ; this set of proposals is of interest to the Cowley Area Transport Group - www.catg.org.uk - and I am responding on their behalf.</p>
(73) Local Resident (Oxford, Burbush Road)	<p>CPZ - Support Parking Restrictions - Concerns</p>

	<p>As a resident for 35 years I have witnessed the increased parking in Burbush Road largely due to the high amount of rented and HMO properties nearby. I broadly support the introduction of controlled parking but feel this does not go far enough. In my road in particular having restrictions during the day will do little to help as most cars are used to go to work. Our problem arises from non residents of the road parking late at night and leaving early in the morning and often creating noise and disturbance. Cars are often parked across my driveway during the night which would make it impossible to get my car out if an emergency arose. Burbush Road is used by car owners who do not live in the road and mostly come from Oliver and Fern Hill Roads. All the surrounding houses were built with driveways and are able to park off road but choose not to. I would have liked to have more night time restrictions to those proposed.</p>
(74) Local Resident (Oxford, Crescent Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>making the area more pleasant and reduce commuter parking</p>
(75) Local Resident (Oxford, Fern Hill Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Current single line restrictions are un-enforced a new approach is needed. Much of the housing stock has at least some driveway parking, others can benefit from permits.</p>
(76) Local Resident (Cowley, Oxford, Fern Hill Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Overall, I'm happy with the proposal. But I'm not happy that a contractor who is doing work at my house e.g. driveway, would have to pay £25 to park. They wouldn't qualify as a visitor because more than likely they would have a vehicle that would exceed the permitted dimensions or weight. They would add the £25 to my invoice. I would be happier if contractors' vehicles were given the same exemption as utility services vehicles.</p>
(77) Local Resident (Oxford, Fern Hill Road)	<p>CPZ - Support Parking Restrictions - Support</p>

	High number of high HMO housing makes parking difficult and unfair
(78) Local Resident (Oxford , Fern Hill Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>My neighbours have 8 cars often parking in front of my house. In the past a neighbour used to run his car repair business from his house, meaning dozens of cars parked around. This will limit those activities</p>
(79) Local Resident (Oxford, Fern Hill Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>too many cars to each house</p>
(80) Local Resident (oxford, Fern Hill Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>the reason i am supporting CPZ is, on Fernhill Road its overcrowded with cars. Each household got at least 2 to 3 cars parked outside. We've only got 1 car and it's really hard to find a parking space.</p>
(81) Local Resident (Oxford, Fern Hill Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I think it's a solid idea,</p>
(82) Local Resident (Cowley, Horspath Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Horspath road has become very dangerous and congested since the latest CPZ were enforced it has become a knock on effect with dangerous parking and congestion and needs to be urgently addressed before it gets completely out of hand</p>

(83) Local Resident (Oxford, Horspath Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>It will stop the commuters from using the road as a free car park</p>
(84) Local Resident (Oxford, Horspath Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>To reduce the parking on the road by students</p>
(85) Local Resident (Oxford, Horspath Road)	<p>CPZ - Support Parking Restrictions - Concerns</p> <p>The parking in this area has got worse since the introduction of the CPZ to the north of this area (Holloway Road North). The plans do not address the parking on the top end of Horspath Road (western end). Currently this area is double parked, with cars parked on both sides of the road, being a busy main road, and it is a bus route with many double decker buses passing. It is hard to pull out of residents' drives, with the parked cars blocking the view. There has been many RTAs on this stretch of road, and only last week my parked car was hit by passing traffic on this road. The CPZ should also contain no waiting on the south side of Horspath Road, for the stretch alongside Holloway Recreation Ground. Parking should be prohibited on one side of the street. Peak hour parking should also be restricted, as many parents park here and deliver their children to the nearby primary schools. This restricts the flow of traffic through this area, resulting in peak hour traffic jams.</p> <p>I also question the consultation methods for the formal CPZ consultation. As a resident of the area- I did not receive written notice of the consultation, only saw a Cllr post on facebook about it. I do not believe the consultation was widely publicised.</p>
(86) Local Resident (oxford, Horspath)	CPZ - Support

Road)	<p>Parking Restrictions - Support</p> <p>The traffic levels around the area have increased significantly and are having issues effecting public transport as well as usual traffic on the roads. Students in the vicinity, who of course never bring cars to Oxford, are part of the problem and with more flats being planned it's important parking is controlled fairly. A well planned CPZ in the area would be beneficial.</p>
(87) Local Resident (Littlemore, Marlborough Close)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support the proposals as I believe uncontrolled parking in Oxford including Hollow Way etc is a major hindrance to active travel and a sense of community.</p>
(88) Local Resident (Oxford, Marshall Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>There are too many cars around this area, with many of them parking completely on the pavement, restricting access for people with prams or wheelchairs. I support anything that restricts the number of vehicles on the road.</p>
(89) Local Resident (Oxford , Marshall Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Seems reasonable</p>
(90) Local Resident (Temple Cowley, Oxford, Napier Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Parking on Hollow Way and side roads disrupts the traffic along this narrow road, it is already stressful and dangerous to drive and cycle along there because of people parked legally and illegally. I support measures to make the parking situation clearer.</p>

(91) Local Resident (Oxford, Oliver Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>There are too many cars parked on the road in many parts of this area, which severely restricts your view when driving. There are also inconsiderate drivers who block pavements with their parked cars. Recent months have seen a dramatic increase in on-street parking which is perhaps caused by the implementation of CPZs in neighbouring areas.</p>
(92) Local Resident (Cowley, Oliver Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>It has become necessary to control parking on the local roads as it has become tricky to negotiate passage through them at times.</p>
(93) Local Resident (Oxford, Oliver Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Parking is exceedingly difficult within the area with regular illegal parking (on double yellow lines, across driveways, on road junctions) causing dangerous driving or in some cases completely blocking roads.</p>
(94) Local Resident (oxford, Rymers Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>To much pavement parking, and the on street parking causes congestion (which usually gets blamed on cyclists, unfairly). All residential areas should have CPZ to discourage commuter parking, but this needs to cover all adjacent areas as well to avoid overspill into the next area (as used to be happening in Rymers Lane before the DYL went in)</p>
(95) Local Resident (Oxford, Southfield Rd)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I believe that measures like this will persuade more people not to use cars for short journeys around the city</p>

(96) Local Resident (Holloway, Sunnyside)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Parking is a big issue in Sunnyside. It's a small little road that is constantly bombarded with cars. No fun when you have done a day's work and cannot find a place to park in your own street. The motorist shop on Hollow could easily provide parking if the front was turned into parking bays. My only concern is the weekend parking which I foresee big problems. Needs to be 7 days a week and not 5. Other worry is who will be policing this.</p>
(97) Local Resident (Oxford, Wilkins Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Too many cars parked in the road, many of which are not owned by residents</p>
(98) Local Resident (Oxford, Wilkins Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>Loads of people park on our streets and get the bus into town, the cars create a hazard for our children riding their bikes around the street</p>
(99) Local Resident (Hollow way south , Wilkins Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I would like to support because sometimes I don't have parking someone else parking on my place</p>
(100) Local Resident (Oxford, Wilkins Road)	<p>CPZ - Support Parking Restrictions - Support</p>

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	<p>Parking on road corners making the road unsafe, Speeding cars, Too many parked cars (when in instances walk to the bus stop), Parking on pavements making it sometimes impossible to walk down the path</p>
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Division(s) affected: *Marston and Northway*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 SEPTEMBER 2021

OXFORD – OLD MARSTON: PROPOSED CONTROLLED PARKING ZONE (CPZ)

Report by Corporate Director, Environment and Place

Recommendation

1. The Cabinet Member for Highway Management is RECOMMENDED to approve:
 - a) the proposals as advertised for a Controlled Parking Zone (CPZ) in the Old Marston village area.
 - b) the proposed additional no waiting at any time restrictions at Oxford Road, Gordon Close and Rylands within the recently implemented CPZ in Old Marston outside the village area.

Executive summary

2. On 17 December 2020 and following an informal consultation in October and November 2020 the former Cabinet Member for Environment approved proceeding to formal consultation on a CPZ in Old Marston village (the part of Old Marston accessed from Oxford Road north of the Marston Ferry Road, and from Elsfeld Road from the A40 slip road) and also implementation of a CPZ in the adjacent roads within Old Marston, which had been the subject of previous consultations. The latter scheme was implemented in June 2021.
3. This report presents the consultation responses to the CPZ proposal for Old Marston village, and additionally, at the request of the local member and an Oxford City Councillor, some additional no waiting at any time restrictions on Oxford Road, Gordon Close and Rylands within the CPZ implemented in June this year.

Introduction

4. 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.

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

7. No equalities on inclusion implications have been identified in respect of the proposals.

Formal Consultation

8. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 8 July and 6 August 2021. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter which included the formal notice of the proposals providing details on permit eligibility and costs was sent directly to approximately 565 properties in the area. Additionally, street notices were placed on site in and around the area.
9. Sixty-four responses were received during the formal consultation (an approximate response rate of 11% based on the number of letters sent out). These are summarised in the tables below:

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CPZ	Businesses / Other	Residents	Overall Total (Percentage)
Object	2	31	33 (52%)
Support	2	11	13 (20%)
Neither/Concerns	2	16	18 (28%)
<i>Total</i>	<i>6</i>	<i>58</i>	<i>64</i>

Parking Restrictions	Businesses / Other	Residents	Overall Total (Percentage)
Object	2	21	23 (36%)
Support	2	13	15 (23%)
Neither/Concerns	2	24	26 (41%)
<i>Total</i>	<i>6</i>	<i>58</i>	<i>64</i>

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

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

Road	Object	Support	Concerns	Total
Barns Hay	2	-	-	2
Boults Close	-	-	2	2
Boults Lane	-	1	-	1
Church Lane	4	3	-	7
Church Road	1	-	-	1
Cumberlege Close	-	-	1	1
Elsfield Road	2	1	1	4
Harlow Way	1	-	-	1
Lodge Close	3	1	-	4
Marlborough Close	-	1	-	1
Mill Lane	3	-	4	7
Oxford Road	7	4	2	13
Park Way	2	-	1	3
Ponds Lane	1	-	-	1
Rimmer Close	-	1	1	2
Rylands	-	-	1	1

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Southcroft	5	-	2	7
White Hart	1	-	1	2
Total	32	12	16	60

11. The individual responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.
12. Thames Valley Police did not object nor expressed any concerns over the proposals.
13. The local County Councillor was contacted for his views and comments based on the responses received during the public consultation. Councillor Lygo confirmed that he was supportive of the advertised proposals but, due to concerns regarding a low level of response to the public consultation, requested that consideration be given to deferring a final decision until early next year to allow for more public engagement to be undertaken with residents.
14. The Parish Council were also contacted for their views and comments based on the responses received during the public consultation. Old Marston Parish Council also raised concerns over the level of response to the public consultation and confirmed that they would also like the proposal for a CPZ in the Old Marston area deferred until next year in order for further engagement with the residents to be conducted.
15. However, the levels of responses are comparable to other such consultations undertaken in Oxford for new Controlled Parking Zones. The public consultation period for the Traffic Regulation Order has now closed and any further public engagement would need to be fair and in accordance with the requirements of the procedural regulations which might necessitate the advertisement of new public notices and therefore additional costs.
16. The Elsfield Road and Oxford Road, Old Marston, Residents Association advised that, in principle, most of the residents who contacted the association were supportive of the proposed CPZ for Old Marston but some serious concerns and questions were raised. These included an increase in vehicles passing through Old Marston and exacerbating issues with speeding vehicles, the proposed 'no waiting at any time' near Mortimer Hall not being sufficient and should be more restrictive in order to alleviate current issues and to exclude the land west of Mill Lane and Marston Paddock (new Housing Development) from the proposed CPZ.
17. 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 were not severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above, it should be stressed that the proposals seek to alleviate problems associated with commuter parking and overflow parking from the adjacent CPZ (Marston

North 'MA') The proposal will also help support the delivery of wider transport initiatives, such as Connecting Oxford.

18. The remaining responses from residents and members of the public expressing an objection or citing concerns raised issues covering: the potential increase in traffic congestion, the negative impact and financial burden the proposal would have on residents and queries over enforcement levels and cost.
19. No objections were received in respect of the proposed additional no waiting at any time restrictions on Oxford Road, Gordon Close and Rylands within the CPZ implemented in June this year.

Monitoring and evaluation

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

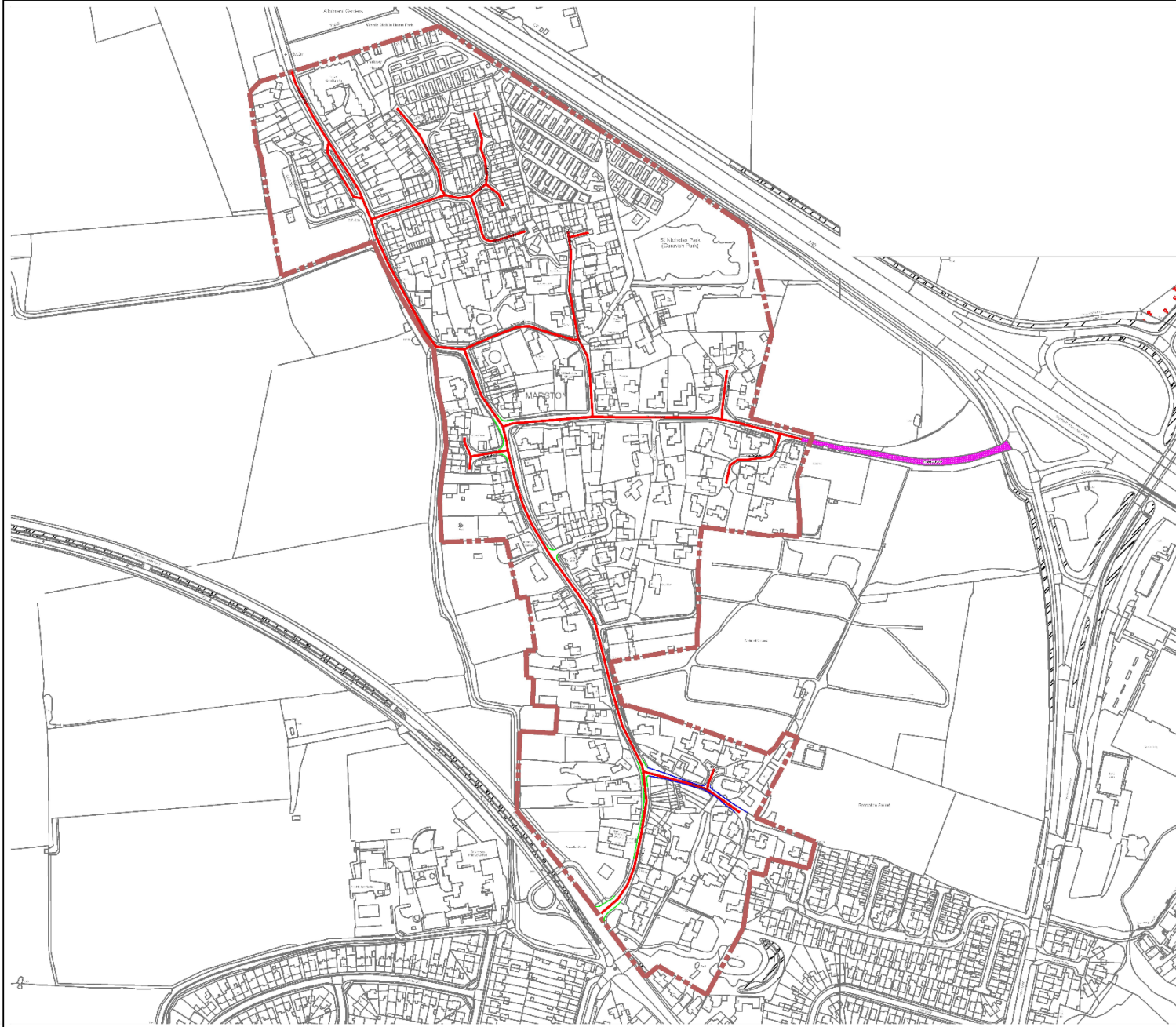
BILL COTTON

Corporate Director, Environment and Place

Annexes	Annex 1 & 2: Consultation Plans Annex 3: Consultation responses
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Contact Officers:	Tim Shickle 07920 591545 Jim Whiting 07584 581187
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September 2021



Drawing No. OM/CPZ/2021/001		Revision v1	
KEY Zone Boundary Existing 'No waiting at anytime' (double yellow lines) Proposed new 'No waiting at anytime' (double yellow lines) Permit holders (Zone addresses) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am to 5pm Monday to Friday with No return within 2 hours Existing Prohibition of Driving to be revoked with a short section in Elsfield Road to be retained			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION <small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small> CONSTRUCTION (ENTER 'NONE' IF APPLICABLE) MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE) USE (ENTER 'NONE' IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)			
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Rev.	Date	Purpose of revision	Drawn/Checked/Approved
OXFORDSHIRE COUNTY COUNCIL <small>Owner: J. Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111</small>			
Project title OLD MARSTON PERMIT PARKING AREA (OXFORD)			
Drawing title PROPOSED PERMIT PARKING ZONE MARSTON 'MA'			
Drawing Status ANNEX 1			
Scale @ A3	Drawn by VN	Checked by JW	Approved by JW
N.T.S	Date drawn 17.06.21	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No. OM/CPZ/2021/001		Revision v1	

Drawing No. MA/CPZ/2021/001 Revision 0

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

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION
(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING
(ENTER NONE IF APPLICABLE)
USE
(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION
(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

MARSTON NORTH AREA (OXFORD)
CONTROLLED PARKING ZONE

Drawing title

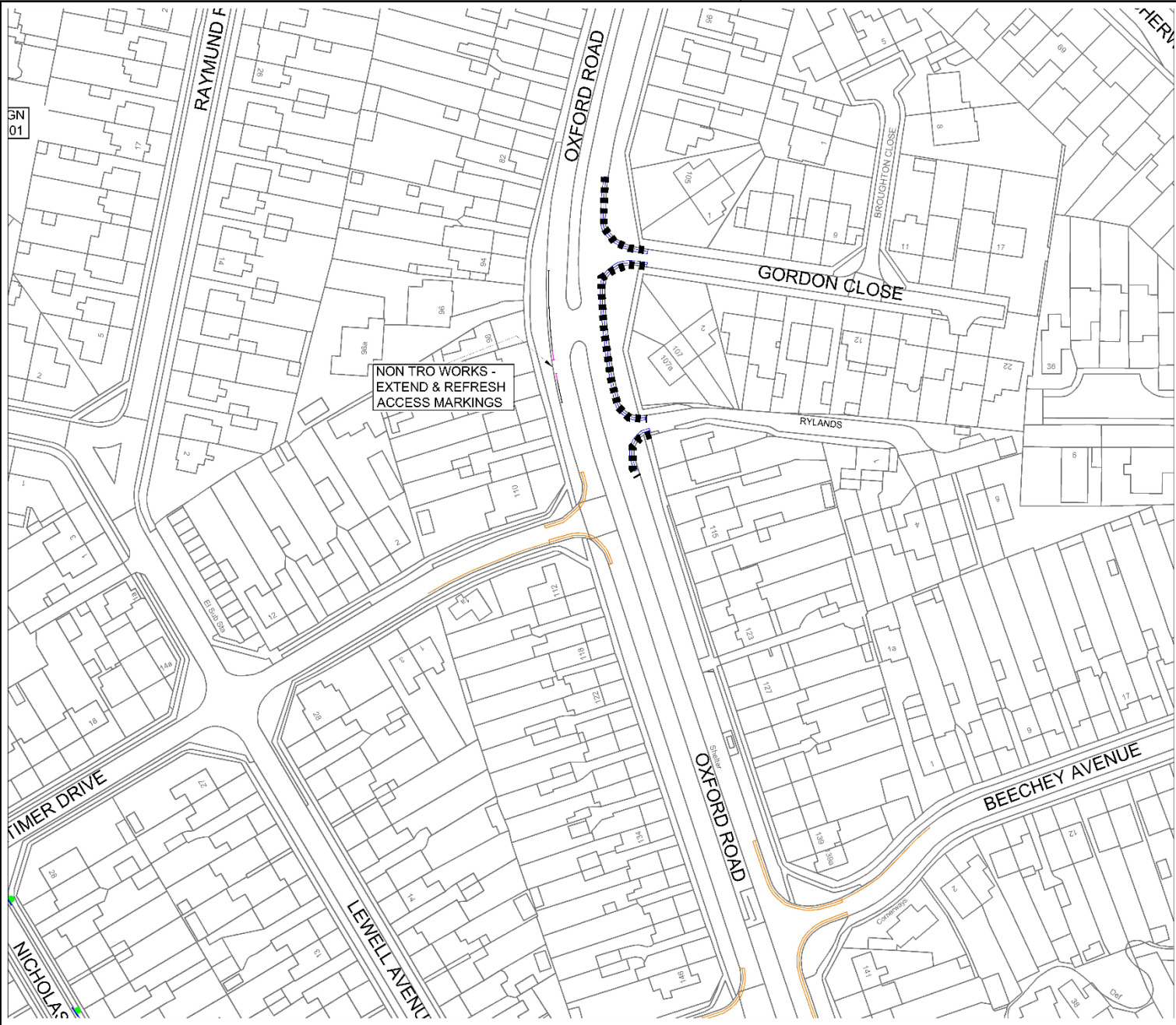
PROPOSED NEW PARKING RESTRICTIONS
DOUBLE YELLOW LINES
OXFORD RD & RYLANDS

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:1000	VN	J.W	J.W
	Date drawn	Date checked	Date approved
	17.06.21		

Oxfordshire Project No. & File Ref

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



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Residents' Association (Elsfield Road & Oxford Road, Old Marston)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>In principle most residents who contacted me do support the introduction of a CPZ in Old Marston, though questions have been raised about the sense/need for a CPZ on roads that already have double yellow lines.</p> <p>Our main concerns are:</p> <p>(1) Inadequate/confusing signage for the 'Prohibition of Motor Vehicles'. The prohibition from the Marsh Lane side is not adhered to because drivers either don't see the sign or find it very easy to ignore. Furthermore, it would be unsafe for drivers to turn round in that area once they had seen the sign, if they did want to comply with the prohibition. This situation must be improved if it is to help address the rat-running - which will get worse, not better, if the CPZ makes it easier for traffic to flow through the village.</p> <p>We are also very concerned about any measure that will permit more cars to pass through (from the Marston Ferry Road to the ring road) because this too will exacerbate the already serious problem of speeding traffic (I would refer you to the three serious incidents in the past few months where vehicles have ploughed into houses/walls in the village).</p> <p>(2) Concerns about the 'No waiting at any time' around Mortimer Hall. This is not sufficient, as outlined in the consultation. Cars often park opposite the recreation ground, Mortimer Hall and the Red Lion pub forcing drivers exiting the village onto the wrong side of the road on a blind spot, where they can't be seen by cars entering the village. Vehicles are frequently forced to stop abruptly and manoeuvre around each other in this area, and this is especially problematic for buses.</p> <p>At peak times, people looking for parking seem surprisingly willing to leave their vehicle at the bus stop and in the 'Give Way' section of the road opposite the pub. Mortimer Hall and the pub have their own car parks, and the recreation ground is intended for local people, so surely does not need parking (other than blue badge and cycle). Therefore, we suggest, for safety reasons, there should be no waiting on either side of any part of Oxford Road, up to Boults Lane, or even up to the first set of chicanes.</p> <p>(3) Land West of Mill Lane and Marston Paddock must be excluded from the CPZ, as Hill View Farm is, to dissuade the residents of these new housing developments from owning more than one car, which they could then park elsewhere in</p>

	<p>the village. This will support the Council's targets for being carbon neutral, and its wish to promote Active Travel. Allowing residents of these new housing developments to own more than one car and simply park it elsewhere in the village will undermine the Council's own strategies and should not be permitted.</p> <p>I hope these points are helpful and would be willing to discuss further if you would like - either over the phone or in person if you wanted to visit the places in question.</p>
(3) Local Resident (Marston Village, Barns Hay)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The restriction on visitors passes to 50 per year will be damaging to my health and wellbeing - I rely on my support system for informal care visits once or twice a week. The council's parking officials are setting an arbitrary limitation on how much free informal social care people are allowed to receive? Can the social care budget withstand more people needing to officially register their needs to replenish the things you disrupt?</p> <p>I'm sure that you're going to reassure yourselves about making allowances for disabilities, but the process for registering a disability and having it assessed is ridiculously convoluted and way over the top as a barrier to entry for accessing parking *on my own street.*</p> <p>I could understand it if we all consistently struggled to park, but you seem to have decided to fix a problem that doesn't actually exist with a solution that will annoy some and disadvantage others ... Without justification of why this is a good idea.</p>
(4) Local Resident (Old Marston, Barns Hay)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Barns Hay has no issues with parking, and the changes would require me to pay every year for use of the road I live on, as well as making it far more inconvenient to host visitors. The entire thing seems like an excuse to make money for nothing, as there's no reason to suddenly require me to pay for a pass to park on a road that previously never needed it. I've never had any issues finding space on the street.</p>
(5) Local Resident (Old Marston, Church Lane)	<p>CPZ - Object Parking Restrictions - Object</p>

	Unnecessary waste of time - I've never had any problems with parking.
(6) Local Resident (Old Marston, Church Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The residents of Old Marston have already filled in forms and returned our opinions and the percentage majority of us did NOT support these proposals, so why are they being rolled out again.</p> <p>Why are we not being listened to or our opinions respected. We get asked, say no and it happens anyway, is it something to do with the £65 per annum revenue because it is beginning to feel that way.</p> <p>My objections which I have already given twice still stand</p>
(7) Local Resident (Old Marston, Church Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not feel there is enough traffic in Church Lane to require a controlled parking zone. It is an unnecessary measure.</p>
(8) Local Resident (Old Marston, Church Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I do not see any reason to implement a controlled parking zone in the Old Marston area. Parking is not an issue. If approved this scheme would just realise an additional expense for local residents in the way of parking permits. Please do not implement.</p>
(9) Local Resident (Old Marston, Church Road)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Currently not a problem except down by Mortimer hall.</p>

	<p>Residents should be provided with free permits for first year</p> <p>Parking is not a problem in church Lane</p> <p>We would support yellow lines near the chicanes which make it dangerous as blocks view</p> <p>Yellow lines will spoil the rural nature of the village</p> <p>Marked parking places and more signs would ruin village nature</p> <p>Focus should be spent on restricting through fare - this would prevent any parking issues</p>
(10) Local Group/Organisation (Old Marston, Elsfield Road)	<p>CPZ - Object</p> <p>Parking Restrictions - Object</p> <p>Until very recently, our parents had lived in the village for over 50 years, and that we are surprised that the council feels a need to do this, as neither we nor our parents have ever had an issue with parking in the street outside of the property. To us this is 'a solution looking for a problem'.</p> <p>Now our mother has sadly passed away, we (her children) are having to sort out the house - none of us live locally, so that will mean driving to the property and possibly needing to park for several hours. The house has a drive which we will use as much as possible, but if several of us visit at anyone time, we will need to use the road. In addition, we may need to use contractors at various times, who will need to park on the road.</p>
(11) Local Resident (Old Marston, Elsfield Road)	<p>CPZ - Object</p> <p>Parking Restrictions - Object</p> <p>Objections:</p> <ol style="list-style-type: none"> 1. There is NO proven need for this as there is NO parking problem in Elsfield Rd, either from residents, visitors or others parking on the road. 2. In order to implement this proposal, the "prohibition on motor vehicles" which prohibits unauthorised access to Old Marston will be seriously compromised as the proposal will allow unauthorised access to the village by non-permit holders. This WILL exacerbate the actual problem. (See below) 3. Elsfield Rd is the main bus route through the village. The CPZ proposal will encourage more parking on the street, thus compromising the bus route. <p>The REAL problem in Old Marston as regards traffic is not parking but unauthorised access AND speeding through the village. There is no enforcement of the 20mph limit nor has there been any response to the community's ongoing</p>

	concerns about the above. I see nothing in the proposal that acknowledges or addresses these concerns.
(12) Unknown (Old Marston Village, Harlow Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is no need to impose parking restrictions in this road, nor in the whole village. There is little difficulty for parking for residents, there is no congestion for parking in the village. This is clearly yet another money spinning enterprise manufactured by Oxford city council and a further drain on our council taxes by consequently employing the need to introduce more paid personnel - from our Council taxes, to walk the streets in Old Marston and impose penalties on residents and furthermore impose scrutiny on our privacy when there is no demand for it. Conclusion: Money spinner for Oxford city council, paid for from our council taxes.</p>
(13) Local Resident (Old Marston, Lodge Close)	<p>CPZ - Object Parking Restrictions - Object</p> <p>There are too many properties on roads such as Lodge Close and Mill Lane which have no off-street parking. Owners/tenants are forced by the nature of their property to park on the road. However, many other properties have off-street parking for one or more cars which will enable them to avoid the parking charge. This proposal therefore creates an additional unavoidable tax on a scattering of properties which are often the smallest properties and likely to be owned/rented by the least well-off people. The parking charge is effectively an additional tax which is regressive in its impact.</p> <p>There is no need for a CPZ in Old Marston. We currently manage with the current level of on-street parking.</p> <p>If the development of new properties in Old Marston is a factor in the perception of a need for a CPZ, then apply the CPZ only to those new developments.</p>
(14) Local Resident (Old Marston, Lodge Close)	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>I don't have a drive and have to park on the road. I object to having to pay for this in the future, particularly as there is no guarantee that I can always park near my house anyway, given fluctuating numbers of vehicles belonging to local residents - (NOT visitors or people from outside the road).</p> <p>I also worry that people living on Oxford and Elsfield Roads will struggle to park because of double yellow lines, which I assume are being proposed to alleviate the inevitable traffic problems that will be caused when the totally unsuitable housing developments at the end of Mill Lane are built. As far as I can see the parking regulations are part and parcel of plans which will destroy the existing character of this very pleasant area.</p>
(15) Local Resident (Oxford, Lodge Close)	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>we object to the proposal of having to pay for parking permits outside our properties. Why can't the houses in our cul-de-sac which do not have a drive for parking their cars, have white painted lines with their house number in the box outside their property so they have somewhere to park their cars.</p> <p>We would appreciate it if you or someone from the OCC could come and view our situation so you can see the problem we have.</p>
(16) Local Resident (Old Marston, Mill Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>We don't have any issues with street parking on Mill Lane. I don't think these restrictions are needed at all. It will destroy the pleasant village feeling we have in the area and will add stress to us and our guests.</p> <p>Most of us don't have a off street parking and driveways; if this plan was to proceed you would see more roadside curbs being dropped to access off street parking. I don't think this is appealing to anyone.</p>
(17) Local Resident (Old Marston, Mill Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>1. Unnecessary and a waste of resources which could be used to address the terrible traffic problems we have to live with in the village.</p>

	<p>2. Insufficient data provided to support these measures. It seems that the parking problems at the Swan School end of the village arise throughout the week and are not caused by commuters.</p> <p>3. Will make speeding traffic in village even more dangerous and encourage further use of the rat-run.</p>
(18) Local Resident (Old Marston, Mill Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>Having parked cars in the village helps to control speeding and prevents the area from turning into a rat run.</p>
(19) Local Resident (Oxford, Oxford Road)	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>Introducing parking restriction in Old Marston Village is unnecessary. I have lived here for over 15 years and have never had any problems finding a parking spot.</p> <p>Introducing parking permits also is a financial concern for us in addition to the high level of Council Tax that we are paying at the moment.</p>
(20) Local Resident (Old Marston, Oxford Road)	<p>CPZ - Object Parking Restrictions - Support</p> <p>The proposals will allow parking for the Swan School on Oxford Road. This will inevitably cause accidents as the No Motor Vehicles Except for Access is not enforced and vehicles speed along Oxford Road in excess of the speed limit. Parking should be prohibited near the junction of Oxford Road and Marston Ferry Road and should either be outside the CPZ or parking should be prevented to say the junction of Oxford Road and Boults Lane.</p> <p>This will prevent accidents or injury to children.</p>
(21) Local Resident (Old Marston, Oxford Road)	<p>CPZ - Object Parking Restrictions - Object</p>

	<p>It appears to me additional payment for a resource that is not currently needed in my street. I would be out of pocket for no additional benefit.</p>
<p>(22) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>There is NO obvious parking issues in Old Marston Village at the moment. Sometimes in the mornings, there are many cars parked on Oxford Road near Cherwell Drive, but this does not happen every day. Local residents can cope with it. The proposed CPZ and Parking restrictions will be a complete waste of public money for an non-existent problem.</p> <p>A few years ago, some road blocks were erected along Oxford Road and Elsfield Road to slow down traffic. However, they only make driving more difficult without actually make the road safer. Drivers have to stop and start, causing air pollution. Moreover, a recent accident where a car smashed into the house at 1 Oxford Road indicates that all the road blocks are at wrong places. They only make frustrated drivers to speed up after they pass one. Since the erection of these blocks, the wooden poles have been broken numerous times, presumably by drivers who could not see clearly at night. Their only purpose is to put these drivers' lives in danger.</p> <p>In fact, all cars parked along Oxford Road and Elsfield Road can slow down the traffic along these roads, albeit making it safer to both drivers and pedestrians. The parked cars belong mostly to local residents. The CPZ and Parking Restrictions will remove some of them, which actually makes the road more dangerous. As an engineer specialising impact engineering, I can advise that hitting a stationary car is safer to the drivers than hitting a wooden pole.</p> <p>In sum, I am strongly against both CPZ and Parking Restrictions. Moreover, I suggest that removal of all road blocks on both Oxford Road and Elsfield Road.</p>
<p>(23) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>The level of parking within the proposed area has not changed significantly over the past decade and is not problematic. The areas where parked cars are a problem to through traffic are mainly resident parking which the proposals would not alter. The proposals would impose additional, unwanted costs and obligations on residents and their visitors.</p>

<p>(24) Local Resident (Oxford, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>I am a resident of the area in question. The introduction of a CPZ in our neighbourhood is not wanted by any of the local residents that I have contact with.</p> <p>We do not see a parking problem to be solved in the area - at the moment, it is always possible to find a parking place when one wants one, and traffic flow is not blocked by unwanted parking.</p> <p>The introduction of a CPZ would induce significant inconvenience and expense for local residents, to (as far as we can see) little or no gain.</p>
<p>(25) Local Resident (Oxford, Oxford Road)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>As a resident in Old Marston Village, I have off road parking and am not so affected as others. However, my thoughts are as follows:</p> <ol style="list-style-type: none"> 1) In general I oppose the introduction of a CPZ. 2) I am concerned about the 'no parking' from the junction of Oxford and Elsfield Roads on the North side. Those who live in the small cottages on Mill Lane and at the beginning of Elsfield Road, park there, and on Sundays (pre pandemic) many older residents, who cannot walk the distance, drive to the church. I realise that parking there is not ideal, but everyone is aware of it and takes the corner of Oxford/Elsfield Roads slowly. It's fine as it is 3) I agree that there should be yellow 'no parking at any time' lines on Oxford Road but only between the junction with the Marston Ferry Road, and to a point roughly adjacent to Bishops Farm (41 Oxford Road). 4) I oppose any other parking restrictions. 5) I understand that it is proposed to remove the Prohibition of Driving road sign at the junction of Oxford and Marston Ferry road (north side). I would strongly object to this. I walk my dog every morning and witness the danger caused (during term time) to cyclists and pedestrians by the cars that use Elsfield and Oxford roads as rat runs. Children wobble their way around chicanes whilst cars just push past. I have often been confronted by cars driving on the pavement on the west side of Oxford Road, as they seek to push past other cars. I feel very strongly that both Oxford and Elsfield roads should remain essentially access only.

(26) Local Resident (Oxford, Park Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I have lived at on Park Way, Old Marston, continuously since 2010 when we bought our home, and there have never been any problems at all for my family in parking. In addition, I have not observed any issues with my neighbours regarding parking outside their homes. This is because there is ample space. Therefore, there is absolutely no need whatsoever to impose either Controlled Parking Zones or Parking restrictions in Old Marston.</p> <p>Our son is severely disabled with spastic quadriplegia caused by cortical dysplasia. As an integral part of his Care Plan funded fully by the Oxfordshire Clinical Commissioning Group continuing care, nurses have to come to our house to work Monday-Friday from 8.30am-5pm. The proposed parking restrictions would cause severe problems for the delivery of our son's essential care package, as nurses his nurses need to park outside our home in the daytime 260 days a year (52 weeks x 5 days). The proposal of a mere 50 days' worth of parking permits for visitors is utterly inadequate. If the proposal proceeds and impacts negatively on the ability of Continuing Care to deliver the legally required care for our son, we would be forced to take legal action against the Oxfordshire County Council.</p> <p>For reference, my son's name is Neo Ryuichi Burgess, so you can confirm the veracity of his care needs, specifically the legal requirement for nurses to work at our address (for which they need to be able to park nearby) to deliver his care plan Monday-Friday in the daytime with Oxfordshire Clinical Commissioning Group. We will be also happy to provide evidence of his disability and care needs.</p> <p>Finally, your letter (ref: CM/12.6.320_MA) states that you now formally propose the Controlled Parking Zone following a consultation in Nov 2020. However, I believe the results of this consultation (in which 157 responded) were that 59% opposed it, only 29% supported it, and 12% had no opinion either way. Therefore, this proposal should have stopped there and then, and it is shocking and dismaying that you have ignored the democratic will of the people Old Marston in pursuing this.</p> <p>I am aware that your logic may be that the housing development in Old Marston off Mill Lane will result in some people parking outside other people's dwellings, but according the submitted plans, adequate parking spaces will be provided, therefore this argument does not stand up.</p>
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(27) Local Resident (Oxford, Park Way)	<p>CPZ - Object Parking Restrictions - Object</p> <p>From observation as a resident, I don't think there is currently a problem with parking in the area. I've seen the argument that the CPZ further south will displace parking by non-residents here, but it doesn't seem convincing to me - it's too far to be plausible or convenient for them whether by bus or on foot.</p> <p>However, even if this reason is accepted, why not first implement the adjacent CPZ, and monitor the situation here for a few months? Then if it does turn out there is a problem, the matter could be reconsidered.</p> <p>The downside is not just the expense (for the council as well as residents) but the element of bureaucratic control. This may be justified if there is a clear need, but it's an inherently negative factor - something to apply for, remember to pay, and manage, especially when it comes to visitors.</p> <p>It's perhaps worth saying that I am a cyclist, and rarely use my car for journeys within Oxford. I fully support the general trend to reduce traffic and encourage public transport and cycling in the city.</p> <p>I live at 30 Park Way, and my house and some neighbouring ones seem not to be included. I presume this is because of the walled parking area facing these houses. However, I'm worried that with the CPZ in place, there will be more pressure on those spaces, especially from regular visitors to these, and other houses (perhaps also the sneaky commuters, if it turns out they do exist). That could be someone's partner who regularly visits for extended periods, or multiple-car households (two of my near neighbours fall into that category, but don't currently always park in that space).</p>
(28) Local Resident (Old Marston, Ponds Lane)	<p>CPZ - Object Parking Restrictions - Object</p> <p>The removal of cars will allow faster traffic, which will represent further safety concerns as demonstrated by multiple significant road traffic accidents in recent years. The restriction of access to Elsfield road has never been effective and the solution given has no evidence it will be. The suggestion that commuters park in old Marston has not been proven, this will make residents lives more difficult and dangerous. A low traffic neighbourhood/prevention in overall traffic and restriction in overall motor vehicles for the area is only real option. Furthermore, any changes to a conservation area must comply with national policy.</p>

<p>(29) Local Resident (Old Marston Village, Southcroft)</p>	<p>CPZ - Object Parking Restrictions - Object</p> <p>In response to letter dated 05 July 2021 ref proposals to have a controlled parking zone in Southcroft, Old Marston village, I would like to add our family's objections please. My family have lived here since the house was built in 1989. I didn't even think the council had adopted the road but in any case not once in 32 years have we felt there has been a need for this tactic to reduce parking. We all have ample driveway space and only occasional visitors' parking is on the road, causing no obstruction or inconvenience to others.</p> <p>A parking permit scheme here will not only be unsightly due to unnecessary painted lines / signs, it will reduce the appeal of the close thus potentially the house prices, but also create a financial burden to those who live here. It is also most importantly a waste of public funds to fix a problem that no one has any evidence of existing. I cannot think of who or why anyone not linked to these addresses would park in the cul de sac. Why is Cannons Field exempt from such a scheme?</p> <p>If this is only done as a result of anticipated shunt demand for parking as a result of CPZs elsewhere in the village then this is disproportionate and unfair on residents here. I see no evidence of the need for this. Perhaps the council would be wise to start with an evidence base first before jumping to expensive and costly tactics.</p>
<p>(30) Local Resident (Oxford, Southcroft)</p>	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>Our view is that in our close, Southcroft, we have had no problems with non-resident parking in the 16 years we have lived here. The road is not suitable for parking. We do not want any painted lines in the close and support the idea of a sign at the entrance to the close saying Parking in Close for Residents only. We oppose the idea of a sign specifying hours during which non-residents may or may not park in the Close because this would legitimise non-resident parking. This point is an important one, as non-resident parking would block the narrow close and damage the green verges or clog up drives and the roadway.</p> <p>Further we strongly oppose the council's proposed amendment to the existing 'Prohibition of Motor Vehicles' on Elsfield Road between Oxford Road and Southcroft to allow access for the proposed parking measures, with only the remaining short section of road to its junction with Marsh Lane retaining the prohibition to help prevent authorised access. There is, as the council must be aware, a serious issue with dangerous rat running through the village, and in recent</p>

	<p>years there have been no attempts made to enforce this prohibition. At least it has remained, to discourage some drivers from 'rat running.' It is incomprehensible to us why the council would actively seek to dilute this prohibition, to encourage non-residents to park along Elsfeld Road and adjoining roads like Southcroft. Any dilution of the prohibition would lead even more people to ignore it, and positively invite them to park in residential streets where they did not previously consider parking. It therefore runs directly against the council's stated desire 'to protect residential streets.'</p>
(31) Local Resident (Oxford, Southcroft)	<p>CPZ - Object Parking Restrictions - Concerns</p> <ul style="list-style-type: none"> • As you know, we are a small close at the very bottom of Old Marston Village. We have no problems with non-resident parking whatsoever, nor is there any reason in the future why we should, certainly based on the Council's own forecasts. The road is quite narrow and doesn't lend itself to parking. Quite apart from that, all properties in the Close have ample off-street parking, including for visitors. In over 30 years, we have never experienced any parking issues in the Close and, in particular, we don't expect any knock-on effects from restrictions you may apply in the rest of Old Marston. • The other residents in the Close realise that the CPZ may well be very relevant for parts of Old Marston, but one size, as you will know, doesn't always fit all. I for one want to be supportive of what you are doing, but at the same time must ask you to consider certain changes to your plans for Southcroft. • Firstly, no painted lines in the Close please. Residents don't park in the Close and see my next point as to why lines aren't needed. • At the entrance to the Close I would like to see a Council sign saying simply "Parking in Close is for Residents Only". I am totally opposed to any signage specifying hours during which non-residents may or may not park in the Close. They have never done so, and if you were to do this, you would immediately legitimise non-resident parking, in the hours you might allow, clogging up our narrow street. This point can't be over-stressed.
(32) Local Resident (Oxford, Southcroft)	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>So would like to add our names to the below comments: I am writing to object to the proposed CPZ within Old Marston.</p> <p>Having read the results of the informal consultation it is clear from section 6 of the outcome document dated 17 Dec 2020, that the numbers expressing difficulty parking are both low (maximum of 15%) and don't really differ at the evenings or weekends (Saturday/Midweek 15%, Sunday 14%, Evenings 13%) which brings me to the conclusion that what little parking problems there are, are not caused by commuter traffic otherwise the weekend and evening numbers</p>

would be very different.

I also get the impression from the comments, that the problems individually highlighted relate mainly to the area along Oxford road nearer to Marston Ferry road and the 'Rat Run' that this road is sometimes used for. A CPZ would not prevent thoroughfare and there may be better solutions for that, in fact freeing up space may make the road more dangerous with faster thoroughfare.

I therefore object because...

1. There have been no formal studies to show what proportion of parking in Old Marston is caused by commuters or to show what parking problems there might be.
2. The numbers that have come out of the informal consultation and are shown in section 6 of the document dated 17 Dec 2020, suggest that the problems are not caused by commuter traffic, as the numbers show the weekend and evening problems are in line with the weekday numbers so the CPZ will therefore not help or solve what it says it will.
3. Whilst it looks like a CPZ will have no material impact on the parking problems a small proportion of residents have highlighted, it will bring additional cost and logistical issues to the parts of Old Marston where there is no problem.
4. The proposed CPZ will not solve short term school drop off problems as there would be ample 2 hour parking, and a 5 minute drop off is impossible to police anyway.
5. There has not been shown to be a problem with day to day Swan school traffic. The construction traffic is temporary and will not be around by the time any CPZ is implemented.
6. Although there are housing developments in the pipeline, these are not yet built, they have their own parking allocations and there is no data to suggest they will cause additional parking problems.
7. It is not clear what problem, if any, this CPZ would solve.
8. A CPZ may make the village more dangerous with faster thoroughfare.

I would therefore like to propose the council first verify what parking problems there are, how extensive they are and most importantly, what is causing it and whether it is isolated to a small subsection of Old Marston. I feel that the council is seeing a CPZ as a 'One Size Fits All' solution around Oxford, to a problem that might not locally exist, and that if a problem is identified it should consider, under consultation, several different solutions specific to the area. Not just a CPZ just because the neighbouring suburb has one, which feels like a sledge hammer to a walnut in this case, especially as Old Marston is very different to the areas around it.

If the council are to implement a CPZ regardless, as a resident of Southcroft, I would request that Southcroft is included but does not have any road markings added nor any signs with the exception of a single sign at entry, that would be necessary to be included in the CPZ as applies Monday to Friday (9am-5pm) with 2 hours non-residents parking

	throughout. I make this request still objecting to the CPZ as a whole.
(33) Local Resident (Oxford, Southcroft)	<p>CPZ - Object Parking Restrictions - No opinion</p> <p>I am writing to object to the proposed CPZ within Old Marston.</p> <p>Having read the results of the informal consultation it is clear from section 6 of the outcome document dated 17 Dec 2020, that the numbers expressing difficulty parking are both low (maximum of 15%) and don't really differ at the evenings or weekends (Saturday/Midweek 15%, Sunday 14%, Evenings 13%) which brings me to the conclusion that what little parking problems there are, are not caused by commuter traffic otherwise the weekend and evening numbers would be very different.</p> <p>I also get the impression from the comments, that the problems individually highlighted relate mainly to the area along Oxford road nearer to Marston Ferry road and the 'Rat Run' that this road is sometimes used for. A CPZ would not prevent thoroughfare and there may be better solutions for that, in fact freeing up space may make the road more dangerous with faster thoroughfare.</p> <p>I therefore object because...</p> <ol style="list-style-type: none"> 1. There have been no formal studies to show what proportion of parking in Old Marston is caused by commuters or to show what parking problems there might be. 2. The numbers that have come out of the informal consultation and are shown in section 6 of the document dated 17 Dec 2020, suggest that the problems are not caused by commuter traffic, as the numbers show the weekend and evening problems are in line with the weekday numbers so the CPZ will therefore not help or solve what it says it will. 3. Whilst it looks like a CPZ will have no material impact on the parking problems a small proportion of residents have highlighted, it will bring additional cost and logistical issues to the parts of Old Marston where there is no problem. 4. The proposed CPZ will not solve short term school drop off problems as there would be ample 2 hour parking, and a 5 minute drop off is impossible to police anyway. 5. There has not been shown to be a problem with day to day Swan school traffic. The construction traffic is temporary and will not be around by the time any CPZ is implemented. 6. Although there are housing developments in the pipeline, these are not yet built, they have their own parking allocations and there is no data to suggest they will cause additional parking problems.

	<p>7. It is not clear what problem, if any, this CPZ would solve.</p> <p>8. A CPZ may make the village more dangerous with faster thoroughfare.</p> <p>I would therefore like to propose the council first verify what parking problems there are, how extensive they are and most importantly, what is causing it and whether it is isolated to a small subsection of Old Marston. I feel that the council is seeing a CPZ as a 'One Size Fits All' solution around Oxford, to a problem that might not locally exist, and that if a problem is identified it should consider, under consultation, several different solutions specific to the area. Not just a CPZ just because the neighbouring suburb has one, which feels like a sledge hammer to a walnut in this case, especially as Old Marston is very different to the areas around it.</p> <p>If the council are to implement a CPZ regardless, as a resident of Southcroft, I would request that Southcroft is included but does not have any road markings added nor any signs with the exception of a single sign at entry, that would be necessary to be included in the CPZ as applies Monday to Friday (9am-5pm) with 2 hours non-residents parking throughout. I make this request still objecting to the CPZ as a whole.</p>
(34) Local Resident (Old Marston, White Hart)	<p>CPZ - Object Parking Restrictions - Support</p> <p>The majority of residents of Old Marston are against the CPZ - see results of the informal survey. There is no provision for residents of White Hart to be able to obtain visitor parking permits,</p>
(35) Resident (Witney)	<p>CPZ - Object Parking Restrictions - Object</p> <p>I am writing to object to the new parking restrictions in Marston North, Oxford Road and Elsfield Road.</p> <p>I am a nurse who works in critical care at the John Radcliffe and have done so since 2004. I used to live in Oxford and could easily walk or cycle to work but moved to Witney in 2008 due to the unaffordability of housing in Oxford. I have not had a permit to park on site at the John Radcliffe except for during unsocial hours and by using their now discontinued day ticket scheme. However, I have made an effort to reduce car driving by lift sharing and cycling (which involves a 13 mile cycle followed by a 12.5 shift, starting at 0730 and finishing at 2000 mostly on my feet with a further 13 mile cycle home). On the days I do drive I have parked at the council car park off Marsh Lane and walked up to the hospital. However, a few years ago charging was introduced (which for a long day was considerable) so I had to find an alternative. There was unrestricted parking in some roads in Marston (such as in Ewins Close and Cherwell Drive which I</p>

	<p>used, which lengthened my walk, but at least kept costs down). When the pandemic occurred I found myself unable to lift share and the extra strains of having in work in level 2 PPE was exhausting meant I found it hard to cycle. However, the council kindly made the Marsh Lane car park free for parking during this time. Recently this stopped and I had to go back to on street parking. I have discovered that since Covid all the previous locations for parking are now restricted to permit or 2 hours. I have had to park further out in Old Marston and it takes me 20 minutes to walk to the hospital. However, I note that parking in this new location is due to become restricted. I object to this as I don't see any options for where I can park without incurring an unreasonably high fee. I moved out of Oxford as a place to live due to cost and it now seems the council is determined to make it impossible for me to park anyway near the hospital without incurring a fee. There are no good bus options or park and ride schemes that I can use for the hours I work and so I find myself considering whether I should leave my job at the John Radcliffe. Please would you consider not imposing restrictions on all the parking around the hospital (especially on the Marston North site where I currently park) or restarting the free scheme at the Marsh Lane site for hospital staff. I am not the only person in this situation at the hospital, which has historically struggled to attract staff to work due to the high cost of living. If you want a world class hospital in the city then the system must operate to ensure that staff can afford to live and travel to work. Your new and historical restrictions have exacerbated staffing shortages and will continue to do so. Therefore, I urge you to not impose further restrictions in Marston.</p>
<p>(36) Local Resident (Old Marston, Boults Close)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I understand the broad policy reasons for introducing CPZs and do not object in principle to this proposal.</p> <p>However:</p> <p>1: It does not address the main problem relating to traffic in the village, which is the large number of vehicles which flout the law and use Elsfeld Road and Oxford Road as a route from the bypass to Summertown. None of the CPZ measures will be of any benefit to Old Marston unless the ban on the use of this route as a through route is enforced. The 20 mph speed limit also needs to be enforced. At the moment the use of these roads for unrestricted parking does provide some degree of traffic-calming.</p> <p>2. It is not clear (if there is a detailed plan in the proposal, I have not found it) where the proposed parking places in Boults Close can go. There needs to be space for cars emerging from driveways (sometimes backing) to manoeuvre and for service vehicles including refuse lorries to do the same. Cars do park at present in the Close but have almost always to park partly onto the pavement to leave space. Space needs to be reserved for disabled access outside no. 6.</p> <p>All the residents in Boults Close have some off-street parking. I suggest that the proposed resident/2-hour spaces in the</p>

	Close be limited to one at the most.
(37) Local Resident (Oxford, Boults Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>This is neither an against or support email. Rather it is a question about the information in the letter to residents as it is not accurate regarding Boults Close. Let me explain.</p> <p>The letter states under Section 1 Waiting Restrictions that Boults Close has an existing double yellow line. It does not and never has had in the 30 years I have lived here. Neither does it have a tarmac surface, just a patched ugly concrete surface. This may indicate that this is an unadopted road.</p> <p>Does this mean that to get a 'Prohibition at any time status' the Close will be tarmaced over? That would be a good thing. If not, can you put double yellow lines on a concrete surface? As we have no current double yellow lines and if we are not eligible for them because we do not have a tarmac road surface, under this plan, does this mean we would be left as the only road around here with no restrictions so all and sundry could park here? That would be dreadful.</p>
(38) Local Resident (Old Marston, Cumberlege Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>The proposed CPZ includes almost every street in Old Marston EXCEPT Cumberlege Close. This is frankly wrong: Cumberlege Close is narrow and already frequently obstructed by parked vehicles and with additional housing nearing completion the situation will become intolerable and dangerous.</p> <p>If the plan is to deter non-residents parking then all streets must be included or vehicles will just end up on other unrestricted roads, displacing the problem and blocking elsewhere.</p> <p>Unless the CPZ is comprehensive and includes all streets, including Cumberlege Close, then the planned is fundamentally flawed, unjust, and could result in emergency vehicles being obstructed. I cannot support this plan unless it is amended; I object to its current form.</p>

(39) Local Resident (Old Marston, Elsfield Road)	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>I am concerned about the use of a controlled parking zone if as a result you are proposing to remove the signs at the entrance to the village saying that the road is access only. This is already flouted by the rat runners and should actually be policed.</p> <p>I support parking restrictions because Old Marston village has very narrow roads, peppered with chicanes, and there is an increasing number of people parking along the road, turning it, in some areas, into a single track road. It is also a rat run with speeding cars, and this creates a very dangerous situation, especially for cyclists, when people rushing through don't wait their turn for oncoming traffic.</p>
(40) Local Resident (Old Marston, Mill Lane)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Most of the extra parking is at the weekends - The most serious problem for hold-ups is at the southern entrance to Oxford road where it meets Marston Ferry Road. This can present difficulties to traffic exiting the village as the visibility is limited. The main reason for altering the present situation is to alleviate the amount of traffic going through the conservation village - thus it is very important that the restriction to through passage is clearly indicated.</p>
(41) Local Resident (Old Marston, Mill Lane)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>Parking restrictions and limited access (to through traffic in Marston village) are strongly supported in light of the approval to the hill view farm development - without access to the ring road and inadequate parking. However, these measures will only be effective if routinely monitored and enforced. There is great concern that this will not be the case - as per the currently completely ignored access restrictions and traffic calming measures.</p>
(42) Local Resident (Old Marston, Mill lane)	<p>CPZ - Concerns Parking Restrictions - Concerns</p>

	<p>I along with 48 other flats and a guest room are wondering if this is going to affect our already in place parking for Bradlands if this was to come in to place, as we don't have enough parking spaces inside our carpark as it is and some of the residents still have to park on the road outside which will become part of the CPZ.</p> <p>Which will mean more cars trying to park in the carpark and block already parked cars in. Which will make it very difficult for the emergency services if someone should need them.</p>
(43) Local Resident (Old Marston, Mill Lane)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live in Bradlands of road parking in Mill Lane do I still have to pay the £65 parking permit?</p>
(44) Local Resident (Old Marston, Oxford Road)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I support a CPZ in Old Marston but not as currently proposed. Allowing parking on one side from the Marston Ferry Road to Boults Lane just pushes cars from both directions to one side of the road. The bus already struggles to get through on busy school mornings. Many times I have been alarmed in my house to hear multiple horns as traffic gets stuck and no one can / is prepared to move or give way. The only way traffic can move is often for cars to mount the narrow pavements. Parking must not be allowed on either side of the road from the junction of Oxford Road with Marston Ferry Road to past Boults Lane. This will make the bend safer for road and pavement users. I have off road parking and to exit my property [which is on the bend] is dangerous even without parked cars. My 15 year old daughter was knocked off her bicycle exiting our property in November last year and sustained concussion and a buckle fracture. Hundreds of cars use our village roads as a cut through / rat run every day - none of which obey the speed limit of 20mph. Many are nearer 50mph. It's my understanding that 2 houses in the village have recently been crashed into by cars [impossible to achieve without significant excessive speed] The proposal to remove the access only sign will only worsen the lives of all who live in the village. It's absurd to expect that cars will stop in the middle of the village and turn around and in any case even if they decide to obey the signage they will not be able to do so safely. I propose that the council have a meeting with concerned villagers and the Parish Council who will be able to help you understand what the potential problems are with your plans and thereby how to improve upon them - potentially saving lives. Delay decisions until September when all schools are back and then send professionals to monitor how much traffic flows through the village at peak times in the morning and how dangerous Oxford road and the pavements are between Boults Lane and Marston Ferry Road.</p>

<p>(45) Local Resident (Oxford, Oxford Road)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I'm a resident at the south end of Oxford Road and am concerned that removing the signage at the south end of the controlled zone will only make the current situation of motorists ignoring the access restrictions even worse. The road gets heavily used as a short cut when Marsh Lane is congested, and this tends to correspond to the time when there are a lot of children walking and cycling on their way to school, particularly at the south end. There have been many occasions where children have had to cross between queueing cars or cars have ended up on pavements alongside children to make progress.</p> <p>I'm concerned that increasing traffic along the road will lead to potentially serious accidents, and the opposite should be attempted - namely preserving and enforcing the current restrictions, or even imposing more restrictions on motor traffic than at present.</p> <p>For a while the road was subject to a slowly moving block during gas main replacement, and the transformation was remarkable - an imposed block on through traffic drastically reduced passing cars, suggesting that the majority are indeed regulation- ignoring through traffic. I would particularly support imposition of a physical barrier to through traffic in the long term, perhaps bollards allowing buses through, and would be happy for them to be at the maximally inconvenient location for me.</p>
<p>(46) Local Resident (Old Marston, Park Way)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>While I'm generally supportive of measures to manage car travel into Oxford, as a resident of Park Way, Old Marston I do not feel that there are currently issues with parking along the street. I understand that by introducing CPZs on other neighbouring roads, commuter parking may be displaced onto Park Way but it is not clear to me how much of an issue this might become. I would not want to see restrictions introduced for parking on Park Way unless they are warranted and clearly address a problem.</p> <p>I'm also concerned that many house numbers on Park Way are not currently included as 'Eligible properties'. The proposal includes Even Nos. 2-24 and Odd Not. 1-21. I live at 32 Park Way - will I, and other residents in the same row of houses, be eligible to apply for permits too, if the Marston North CPZ is extended? I'm not clear why we should be excluded - there is a small walled square for parking next to us but this area is not formally divided into spaces or</p>

	allocated to specific houses, and are too few to fit all resident cars, plus any extras (for guests/services etc). Can you please include all Park Way residents in the proposals.
(47) Local Resident (Oxford, Rimmer Close)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>1/ As a resident of Old Marston living in a road that is not on your list, I would like to request that we would still be able to apply for Visitors Permits.</p> <p>2/ I object strongly to the removal of the 'Access Only' sign which is presently situated at the entrance of the village at the Marston Ferry Road end. Your proposal recommends its removal.</p> <p>I would strongly request that it stays. The removal of the sign would lead to the village being a 'through' road to the ring road from the centre of Oxford. This should be avoided at all costs because of the increased dangers to cyclists and pedestrians. The numbers of cars and vans passing through the village is already excessive and should not be allowed to increase by the removal of this sign.</p> <p>3/ The busiest part of the Oxford Road for picking up and dropping off school children is along the Oxford Road from Boults Lane to the Marston Ferry Road. This area should I believe be a 'No Waiting area'. At school drop off and pick up it is extremely dangerous and with all the excess parking this endangers cyclists and pedestrians. It makes even walking through the village extremely hazardous.</p> <p>Mortimer hall and The Red Lion have their own parking areas and should be used to the full by their clients. Cars are also left parked by non-residents who go to work in other parts of the city and their cars are then parked all day causing an obstruction to residential traffic.</p> <p>4/ I should state that I wholly support the plan for a CPZ in Old Marston and it is long overdue. I am pleased that you are not proposing to have yellow lines throughout the village.</p> <p>5/ Hill View Farm development is not included in the CPZ proposal and I would ask that the new developments on Land West of Mill Lane and Marston Paddock NOT be included either in order to dissuade these new residents from owning more than one car.</p>
(48) Local Resident (Oxford, Rylands)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>In Rylands we had asked about having double yellow lines at the entrance to our road before the wretched CPZ was introduced, as sometimes vehicles park close enough to block our vision of oncoming vehicles, this is currently not helped by the overgrown verges caused by Oxford City Council not cutting them in order to save money (sorry, "protect</p>

	<p>the environment”).</p> <p>If you will be painting yellow lines at the entrance, how much would it cost us to employ your staff or contractors to paint some yellow lines down our (private) road, as discussed in previous correspondence? I hope that they will have enough paint, I regularly use Donnington Bridge Road and have noticed that, since it was resurfaced, the road markings have been repainted up to Donnington Bridge, but not on the bridge itself or Weirs Lane, except for a simple marking of the zebra crossing which probably does not meet the legal specification required for the crossing.</p>
(49) Local Resident (Old Marston, Southcroft)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I SUPPORT the principle of the CPZ to prevent the allocated developments being able to use the OM area to park additional cars within the village. There is a risk if there is no CPZ that there will be unchecked overspill of parked cars and those properties will be able to own and park more than one car, albeit one further from their property. Those properties are too far from public transport and if they were included in the CPZ (which I'm glad to see they are not) would be able to drive to the Cherwell Drive / Oxford Road junction and park there to use the buses on Cherwell Drive. That would further clog up that part of the highway. So I support the CPZ area in principle as it is drawn.</p> <p>I OBJECT to the line painting though - there is no reason for double yellow lines around the dangerous corners as there is no evidence that anyone ever parks there. I have never seen cars park on those corners and double yellow lines would be unsightly at those locations. Particularly at the corner of Mill Lane which is the historic heart of the village and centre point of the conservation area. Few cars park outside the Red Lion pub and I doubt that they are the local residents so the CPZ should prevent that parking at all.</p>
(50) Local Resident (Oxford, Southcroft)	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I'm a resident of Old Marston and would like to query whether parking is necessary in the village. Although there are problems with parking around the nursery at Mortimer Hall at drop off and pick up, a CPZ with a 2 hour visitors parking won't solve this.</p> <p>If the council are to implement a CPZ, though, as a resident of Southcroft, I would request that Southcroft is included as we would not want to be the only road with no restrictions. This may encourage displaced parking.</p>

	<p>A request though that we don't have any road markings added and just one sign at the entrance indicating parking is for residents.</p>
<p>(51) Local Resident (Old Marston, White Hart)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>We would like to ask if properties in White Hart could be made eligible for resident and/or visitor parking permits, so that our childcare arrangement can continue.</p> <p>Our house in White Hart has one parking space which we use for our family car. I am concerned that under the current proposals, our visitors will not be able to park anywhere nearby. This is a particular concern as our children's grandmother travels from Buckinghamshire to provide childcare for us on weekdays at our house and it would be impractical to ask her to park further away.</p> <p>It would be preferable to have a resident's permit so that we could move our car to a nearby street when we have a visitor, particularly our children's grandmother who comes regularly on weekdays. Alternatively, we would like to ask for access to visitor parking permits, in sufficient number that our childcare arrangement can continue.</p>
<p>(52) Local Resident (Old Marston, Boults Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>With CPZ areas nearby traffic will move to Old Marston for parking unless we are a CPZ too. Parking is under threat from new housing developments that will create a lot of extra traffic. There will be pressure to remove parking to improve access to these new developments. A CPZ recognises the need for parking.</p>
<p>(53) Local Resident (Old Marston, Church Lane)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I live in Church Lane, Old Marston, opposite the church. I am driven mad by people parking and leaving their cars for days or even weeks sometimes, making it difficult for me to park near my house. I think Oxford Brookes students are aware of this as a place to free park and take full advantage.</p>

	I fully support a CPZ for the Old Marston/Marston North Area and would be delighted to pay for a resident's permit.
(54) Local Resident (Old Marston, Church Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>But also, I understand that there is a CPZ order to allow for the 'Access only' sign which is situated just as you enter the village from the Marston Ferry Road, to be removed. At the moment, the village is accessed only from both ends.</p> <p>This is to register my protest. I THINK IT TO BE A DISASTROUS DECISION & SO VEHEMENTLY PROTEST!</p> <p>Additionally, is the inference for this that but possibly at some future date to allow Oxford and Elsfield Roads to be exits from the city onto the bypass?</p>
(55) Local Resident (Oxford, Church Lane)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I would like to be sure that I have parking available near my property, and I would like the number of badly parked vehicles to be greatly reduced.</p>
(56) Local Resident (Old Marston, Elsfield Road)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I often have problems parking outside my house. Sometimes people leave their cars there and then cycle or catch the bus, not returning until much later. I have a particular problem with people parking across the steps that lead up the low bank to my gate, making access to my gate difficult (and making it difficult for others to access the pavement and walk on towards the church).</p>
(57) Local Resident (Old Marston Village, Lodge Close)	<p>CPZ - Support Parking Restrictions - Support</p>

	I want the traffic in the village to be controlled.
(58) Local Resident (Littlemore, Marlborough Close)	<p>CPZ - Support Parking Restrictions - Support</p> <p>I think the CPZ should be introduced to limit commuter parking and overspill from nearby CPZs</p>
(59) Local Resident (Old Marston, Oxford Road)	<p>CPZ - Support Parking Restrictions - Concerns</p> <ol style="list-style-type: none"> 1. The 'no waiting' restriction doesn't go far enough - it needs to be on both sides of the road from the Marston Ferry Road to just past Boults Lane. Cars parking opposite the playground and Mortimer Hall cause a serious obstruction for traffic coming in either direction. 2. It seems unnecessary to make Boults Lane a 'residents only' area when it already has double yellow lines. Indeed, it ought to be unnecessary to make Oxford Road a CPZ at all, because vehicles are already prohibited except for access. 3. It is very unclear how the 'access only' changes will improve the traffic situation. Indeed they might make it worse. If I've understood correctly, it will remove the 'access only' restriction entirely for cars cutting through from Marston Ferry Road to the ring road. This, coupled with the clearer roads due to the CPZ, will make the village LESS safe, because even more cars might cut through, and they are very likely to speed more when the road is clearer. <p>At the ring road end of Elsfield Road, the 'access only' signs are either not noticed, or are ignored. So it is not clear how a shorter 'access only' strip, with no other changes to signage, will improve this situation. It's also not clear why this is being proposed. It seems to be simply so that residents from other parts of the CPZ can park in the village. That's very unlikely to be a problem, but rat-running and speeding are, so you shouldn't do anything that will make these two problems worse. If a shorter strip would help the police enforce the vehicle prohibition, by putting less demand on their resources, that would be good. The police should also be dealing with the speeding, given the recent spate of cars crashing into houses.</p> <ol style="list-style-type: none"> 4. Land West of Mill Lane and Marston Paddock should be excluded from the CPZ, the same as Hill View Farm.

<p>(60) Local Group/Organisation (Old Marston, Oxford Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>The amount of traffic currently in Oxford Road is very high. Any additional traffic going through the village would be dangerous in congestion terms and also to residents in health terms. Everything needs to be done to REDUCE traffic not increase it.</p>
<p>(61) Local Resident (Old Marston Village, Oxford road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>Oxford road in the village is getting impossible at times to get to my own driveway my only concern is why has it taken so long to enforce it!!!!</p>
<p>(62) Local Resident (Old Marston, Oxford Road)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>The current situation is dangerous and causes huge problems for buses and residents. For years, commuters have used Old Marston as a rat run and as an unofficial car park: driving into Oxford, parking in the village and then either getting on the bus or cycling into the city centre. Now, staff from the new Swan School seem to view the bottom of Oxford Road and the library as an extension of their school car park. As a result, Oxford Road and Elsfield Road are often impassable with speeding "rat-runners" coming head to head with local traffic and the buses. During the day, these roads are mainly single lane, due to the rows of parked cars (many in dangerous positions).</p>
<p>(63) Local Resident (Old Marston, Rimmer Close)</p>	<p>CPZ - Support Parking Restrictions - Support</p> <p>I support a CPZ in Old Marston because in the last 6-8 years more cars have been parked on the Oxford Road by non residents during working hours. They park and then cycle or take a bus to work in other parts of the city. I believe this will only get worse as the Swan School expands and teachers who travel into Oxford will need to park in the area as there are not enough parking spaces provided on the School site. The extra parking then makes it difficult for buses etc to pass through the village. Also it makes it more dangerous for cyclists, young and old.</p>

(64) Group/Organisation (Abingdon)	CPZ - Support Parking Restrictions - Support We support the CPZ and Parking restrictions as part of an overall strategy to reduce the impact of motor vehicle traffic on residents and the environment. Drivers from out of town use some of these streets for parking for free, instead of using public or active transport that is less polluting and causes less danger and inconvenience for residents. Controlling the parking will reduce the opportunity for this.
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Division(s) affected: *Cowley*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 24 SEPTEMBER 2021

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

Report by Corporate Director, Environment and Place

Recommendation

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

Executive summary

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

Introduction

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

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

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

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

Sustainability Implications

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

Financial and Staff Implications (including Revenue)

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

Equalities and Inclusion Implications

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

Formal Consultation

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

11.

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

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

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

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

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

CMDHM8

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

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

14. Thames Valley Police did not object.

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

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

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

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

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

Monitoring and evaluation

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

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

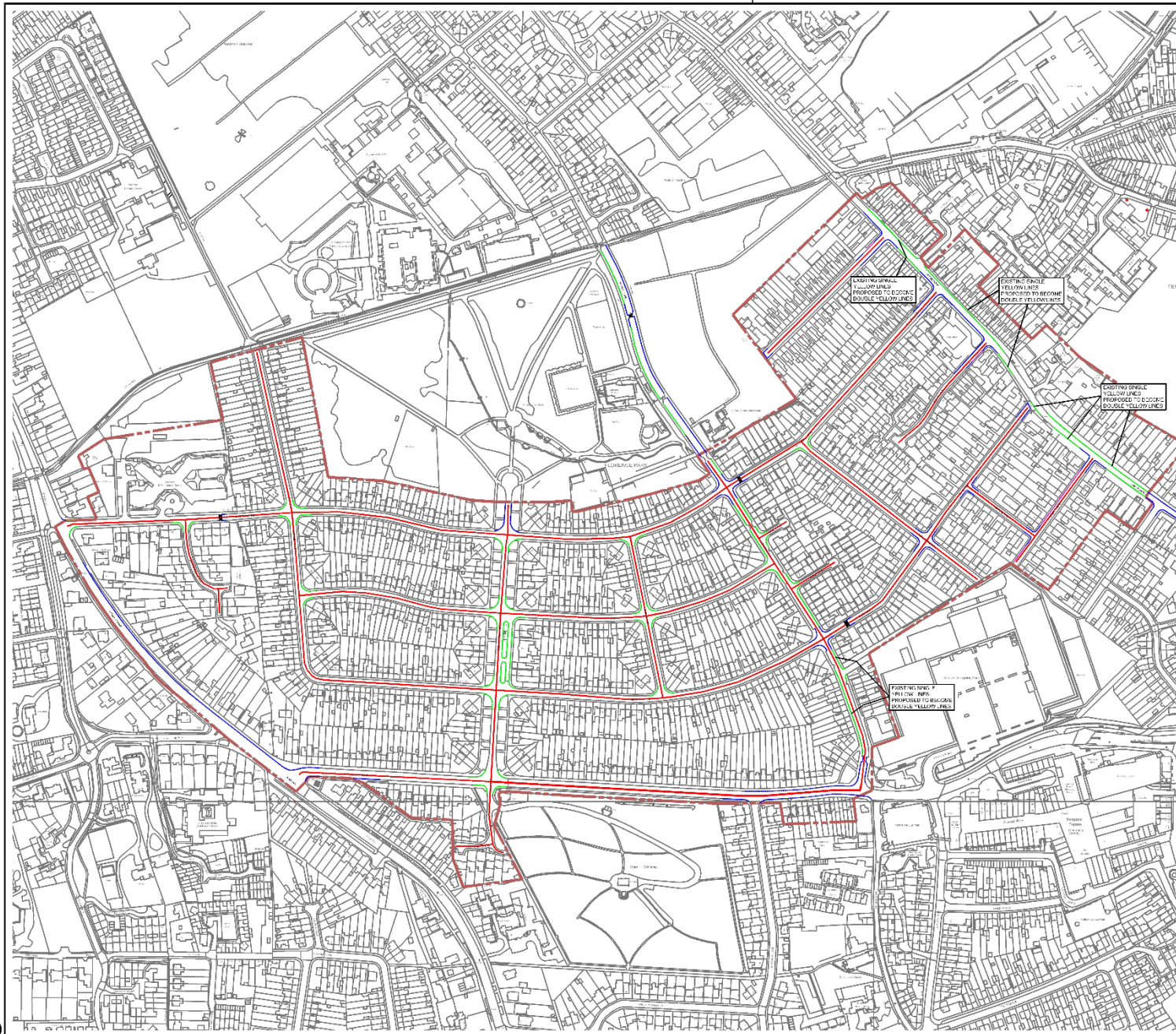
Annex 2: Consultation responses

Contact Officers:

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Jim Whiting 07584 581187

September 2021



Drawing No. FP/CPZ/2021/001		Revision v1	
KEY Zone Boundary Existing 'No waiting at anytime' (double yellow lines) Proposed removal of 'No waiting' restrictions (single yellow lines) Proposed new 'No waiting at any time' (double yellow lines) Proposed short term parking bays between 8am - 6pm Monday to Saturday No return within 2 hours Permit holders (Zone addresses's) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am to 5pm Monday to Friday with No return within 2 hours			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS: CONSTRUCTION (ENTER NONE IF APPLICABLE) MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE) USE (ENTER NONE IF APPLICABLE) DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)			
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Rev.	Date	Purpose of revision	Drawn/Checked/Approved
OXFORDSHIRE COUNTY COUNCIL Owen - J. Jones Director for Infrastructure Delivery Customer Services Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01845 310 1111			
Project title FLORENCE PARK PERMIT PARKING AREA (OXFORD)			
Drawing title PROPOSED PERMIT PARKING AREA (PPA)			
Drawing Status ANNEX 1			
Scale @ A3	Drawn by VN	Checked by JW	Approved by JW
N.T.S	Date drawn 22.07.21	Date checked	Date approved
Oxfordshire Project No. & File Ref			
Drawing No. FP/CPZ/2021/001		Revision v3	

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

<p>(138) Local Resident (Oxford, Hendred Street)</p>	<p>CPZ - Concerns Parking Restrictions - Support</p> <p>We think the hours for the residents parking permit are not inclusive enough to allow for residents to get a spot on the street - and increasing the hours needed for permit from 8am-6:30 (in line with single line rules) would benefit residents more. Arriving at 6pm on Hendred street it is nearly impossible to get a parking spot.</p>
<p>(139) Local Resident (Oxford, Henley Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>This is illogical, as I live on Henley Avenue and the obvious place for visitors to park is on Iffley Turn, as has been happening wiithout issue in the 25 years I've lived here.</p> <p>Your plans seem to say I have to walk a long way to a space in Cornwallis Road or Church Cowley Road rather than the 50 yards to Iffley Turn.</p> <p>We're already being treated appallingly by the LTN. Please assure us we will be able to use Iffley Turn with our permits when CPZ is imposed. It is very unfair to create a situation where there are 'winners and losers' and we are yet again the losers. This is a residential road and part of Oxford's community. We have genuine needs so do not treat us as an irritation.</p>
<p>(140) Local Resident (Oxford, Henley Avenue)</p>	<p>CPZ - Concerns Parking Restrictions - Concerns</p> <p>I live on Henley Avenue and the obvious place for visitors to park is on Iffley Turn, as has been happening wiithout issue in the 25 years I've lived here. Your plans seem to say I have to walk a long way to a space in Cornwallis Road or Church Cowley Road rather than the 50 yards to Iffley Turn.</p> <p>We're already being treated appallingly by the LTN. Please assure us we will be able to use Iffley Turn with our permits when CPZ is imposed. It is very unfair to create a situation where there are 'winners and losers' and we are yet again the losers. This is a residential road and part of Oxford's community. We have genuine needs so do not treat us as an</p>

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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