

CABINET MEMBER FOR ENVIRONMENT – 29 MAY 2019

OXFORD – MAGDALEN ROAD AND HOWARD STREET AREA – PROPOSED CONTROLLED PARKING ZONE

Report by Director of Community Operations

Recommendation

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Magdalen Road and Howard Street area of Oxford, but incorporating some minor amendments to the proposed parking places where considered appropriate as requested in the consultation responses subject to local consultation as required, and to include number 284 Iffley Road (in addition to number 286 Iffley Road as currently proposed) within the Iffley Fields Controlled Parking Zone order.

Executive summary

1. Following approval by the Cabinet Member of Environment in June 2018 of a programme of new CPZs in Oxford, this report presents the responses to a formal consultation on a new CPZ in the Magdalen Road and Howard Street area.

Introduction

2. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking, and also in some areas – such as the Magdalen Road and Howard Street area – where a high proportion of properties have no off-street parking provision and where there are many houses in multiple occupation, leading to an excess demand for on-street parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

Background

3. Proposals for a CPZ in this area were previously investigated as part of wider proposals for parking controls in the roads adjacent to the East Oxford CPZ. with a formal consultation being carried out in 2012 . However, the balance of local opinion at that time was not supportive and it was decided, therefore, not to progress a scheme here, though the adjacent Magdalen North CPZ was then approved and implemented.

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4. In the intervening years, concerns of residents over parking pressures in the area have increased significantly and, following representations by the former local member, it was agreed in early 2017 that £250,000 should be allocated from the County Council's Capital Programme to fund the design of a CPZ scheme in both the Iffley Fields area as the first priority, with the residual funding following implementation of this scheme being available to fund a scheme in the Magdalen Road and Howard Street areas to address the needs of the residents and businesses, and – subject to consultation on the detailed proposals – their implementation.
5. Subsequent to the allocation of the above funding, a joint project was set up between the County Council and Oxford City Council in 2017 to identify the need for and scope of a wider programme of CPZs in Oxford and in June 2018 the Cabinet Member for Environment approved a programme of new CPZs in Oxford, with it being agreed to use the above capital funding, together with contributions secured from development to deliver this programme.
6. Following extensive consultations new CPZs were implemented in Iffley Fields in October 2018, and in Wood Farm in April 2019, at a combined cost of approximately £115,000. The comparatively low cost of these schemes reflected the preference of residents of these areas for minimum impact CPZs with no marked parking bays. The remaining balance of the above capital allocation together with a contribution of approximately £69,000 towards a CPZ secured from Wadham College in respect of the Dorothy Wadham Building (a large student accommodation project due to open in September 2019) provides an overall budget of approximately £204,000 for the delivery of a scheme in the Magdalen Road and Howard Street areas.

Informal Consultation

7. Following the allocation of the above funding, an informal consultation seeking the opinion of residents on current parking pressures and whether they supported in principle the introduction a CPZ scheme was carried out in the autumn of 2017 and the early part of 2018. This comprised a questionnaire and an accompanying letter providing information on permit eligibility criteria and costs; these were sent to all premises (approximately 1330) in the area then proposed for a CPZ (but noting that the proposed CPZ taken to formal consultation is a slightly smaller area, which excludes Ridgfield Road and Cricket Road and their side streets north west of Howard Street and Howard Street north east of its junction with Cricket Road).
8. 209 responses were received (16% of those contacted); the responses are summarised below:

Difficulty of finding parking place	% of respondents reporting moderate or severe difficulty
Monday - Friday day time	46%
Monday - Friday evening	75%

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Weekend - day time	62%
Weekend - evening	68%

9. The above responses indicate that there is significant parking pressure in the area, particularly in the evenings.

Views on existing double yellow lines	% of respondents
No changes required	52%
Changes required	47%
No view expressed	1%

10. A majority considered that no changes to the existing double yellow line restrictions are required at present, though noting that views on the need for any such changes will likely reflect the views of the respondent with respect to their immediate vicinity.

Views on footway parking	% of respondents
Current informal arrangements are acceptable	40%
Marked pavement parking places are required	58%
No view expressed	2%

11. A significant majority supported the marking of footway parking places to formalise such parking where it occurs, requiring therefore a conventional CPZ (rather than a 'minimum impact' CPZ).

Number of vehicles currently owned by residents of a property	% of respondents
0 cars	16%
1 car	60%
2 cars	18%
3 cars	2%
4 or more cars	3%

12. The above indicates that only a small number of residents (less than 5%) live in households with more than 2 vehicles and who, therefore, would be affected by a limit of 2 vehicles registered at the same address if applying in this area the permit eligibility that applies in the adjacent CPZs.

Business customer parking demand	Mon to Fri (day)	Mon to Fri (evening)	Mon to Fri (day)	Mon to Fri (evening)
	Up to 2 hours		More than 2 hours	
	75%	66%	25%	33%

13. The above questions were included in the questionnaire to assess requirements for shorter stay waiting in the area by businesses and other non-residential premises, given the significant number of such premises particularly in Magdalen Road. Although the number of such respondents

was quite low, they indicate that the majority of such parking demand is for relatively short stays of up to 2 hours.

Views on a CPZ in the Magdalen Road / Howard Street area	
Support	70%
Don't support	12%
Undecided	8%
No view expressed	9%

14. The final question sought overall views on the possible introduction of a CPZ, and as can be seen in the table above, there was a high level of support for a CPZ.

Proposals for Formal Consultation

15. Following a review of the above, officers – in consultation also with the local member - considered that the proposals for a CPZ in the area as consulted on in 2012 formed a very good basis for a scheme that addressed the concerns and views of the respondents to the informal consultation. It should be noted that the 2012 scheme did not include Ridgefield Road and Cricket Road and their side streets north west of Howard Street and Howard Street north east of its junction with Cricket Road. This reflects the fact that the character of these roads (post WW1 housing) is very different to the majority of the area, which is predominantly 19th century terrace housing within a grid of narrow streets, but also with significant business and other non-residential land use in some streets. Proposals for a CPZ in the former roads will be consulted on separately as part of a larger CPZ scheme in the Cowley Marsh area.
16. Following a detailed review of the 2012 proposals, some minor changes were made to take account of changes in the usage of some premises.

Formal Consultation

17. Formal consultation on the above proposals and as shown at Annex 1 was carried out between 28 March and 26 April 2018. 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 properties in the area (and the properties consulted in the informal consultation which are now due to be included in a separate CPZ in the Cowley Marsh area as referred to above) which included the formal notice of the proposals providing details on permit eligibility and costs. Street notices were placed on site.

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18. Additionally, the consultation included a proposal to amend the boundary of the adjacent Iffley Fields CPZ to include one property on the Iffley Road not currently included in this CPZ.
- 19.121 responses were received during the formal consultation. These are summarised in the table below:

Response	Businesses and other organisations	Residents	Overall Percentage
Object	7	27	29%
Support	2	64	55%
Support with concerns	1	3	3%
Neither/Concerns	3	14	14%
<i>Total</i>	13	106	

20. The above table is based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and, similarly, some of the objections related to specific details of the scheme, including the roads not being included in the current proposals but were, otherwise, in support.
21. The individual responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.
22. Seven objections were received from businesses and other organisations, with four of these being on behalf of Helen and Douglas House, a charitable organisation providing care for terminally ill children and children with life limiting conditions and their families, citing concerns that due to their limited on-site parking, staff and volunteers would be adversely affected by loss of uncontrolled parking in the area. Objections and concerns on the grounds of loss of parking for staff and volunteers etc. were also received from a number of other businesses and other organisations, including a nursery school.
23. The above concerns of organisations are noted but it is not considered viable to amend the parking bays available to non-permit holders to allow longer waiting, as this would appreciably undermine the effectiveness of the scheme and, in any case, such parking spaces would be attractive to other non-permit holders with no guarantee that they would, in practice, be available to the intended users. The provisions of the CPZ include the issuing of permits for businesses and carers etc. and the needs raised by the respondents can be reviewed by officers, while accepting that only part of the current parking demand by organisations such as Helen and Douglas House or the nursery school can likely be accommodated through this process.
24. Cyclox, a group representing cyclists in Oxford, while noting their support for the principle of managing parking in this area expressed an objection on the

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grounds that the plans were not ambitious enough and raised specific concerns about the retention of some on-street waiting on the A4158 Iffley Road to the detriment of cycle safety and amenity. Also proposals to formalise pavement parking at many locations within the narrower residential streets, was considered to present a significant risk and loss of amenity to pedestrians, including the many school children walking to and from school in this area.

25. While accepting that the removal of parking on the A4158 Iffley Road is in principle highly desirable, as with other radial routes in Oxford, that has to be balanced against providing some parking for existing residents and businesses etc. which have no off-street parking. Wider plans for improving radial routes in south and east Oxford are being developed and it is considered more appropriate to review this matter as part of that work.
26. The objection raised by Cyclox on pavement parking was also raised by a number of other respondents expressing objections and concerns. It is accepted that formalising pavement parking is far from ideal but it is not considered currently viable due to the very appreciable loss in overall parking capacity in the area that would result. By designating marked footway parking places, such parking will be far better managed than at present, with it being possible to issue penalty notices in cases where such parking occurs beyond the marked place. Experience with footway parking in adjacent CPZs has typically been good, although accepting that a longer term goal of removing such places would be highly desirable for the reasons cited by the respondents raising these concerns.
27. Objections and concerns were also raised in respect of some points of detail of the designation of parking places and double yellow lines, including in Charles Street, Essex Street, Hertford Street, Magdalen Road and Percy Street. Officers will review the scope to make minor amendments to accommodate the suggested changes, subject to local consultation as required. However, any more significant amendments would require further formal consultation and, as with other CPZs, it is planned to monitor the operation of the scheme should it be approved to assess – subject to funding – the need for any such changes. It is also recognised that further development in the area - and in particular the former primary school site – will likely require further amendments.
28. Several objections and concerns were received on the grounds of the cost of the permits, the limit of two vehicle permits per property (mostly on the grounds that this was too restrictive, though some respondents considered that properties should only be eligible for one vehicle permit) and the visitor permit allocation. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as those which apply in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, is consistent with other CPZs in this part of Oxford.

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29. A small number of objections were received on the grounds that the parking pressures in the area are not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents and businesses and their customers. While accepting that some parts of the area are more pressured than others, the informal consultation indicated high overall levels of parking pressure and both in the informal and formal consultation, the majority of respondents expressed support for a CPZ.
30. A request was made from the owner of number 284 Iffley Road to be included in the Iffley Fields CPZ and similarly from the owner of number 286 Iffley Road which was included in the current consultation. It is recommended that both are approved.
31. Some objections and concerns were in respect of the omission of Ridgefield Road and Cricket Road and their side streets north west of Howard Street and Howard Street north east of its junction with Cricket Road, from the proposed CPZ. It is accepted that, should the proposals be approved, parking pressures in this area in the short term may increase, but these roads will be included in the proposed Cowley Marsh CPZ which is planned to be taken to formal consultation later in the summer, with implementation – subject to this scheme being approved – likely in late 2019/early 2020.

Monitoring and evaluation

32. 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.

How the Project supports LTP4 Objectives

33. 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.

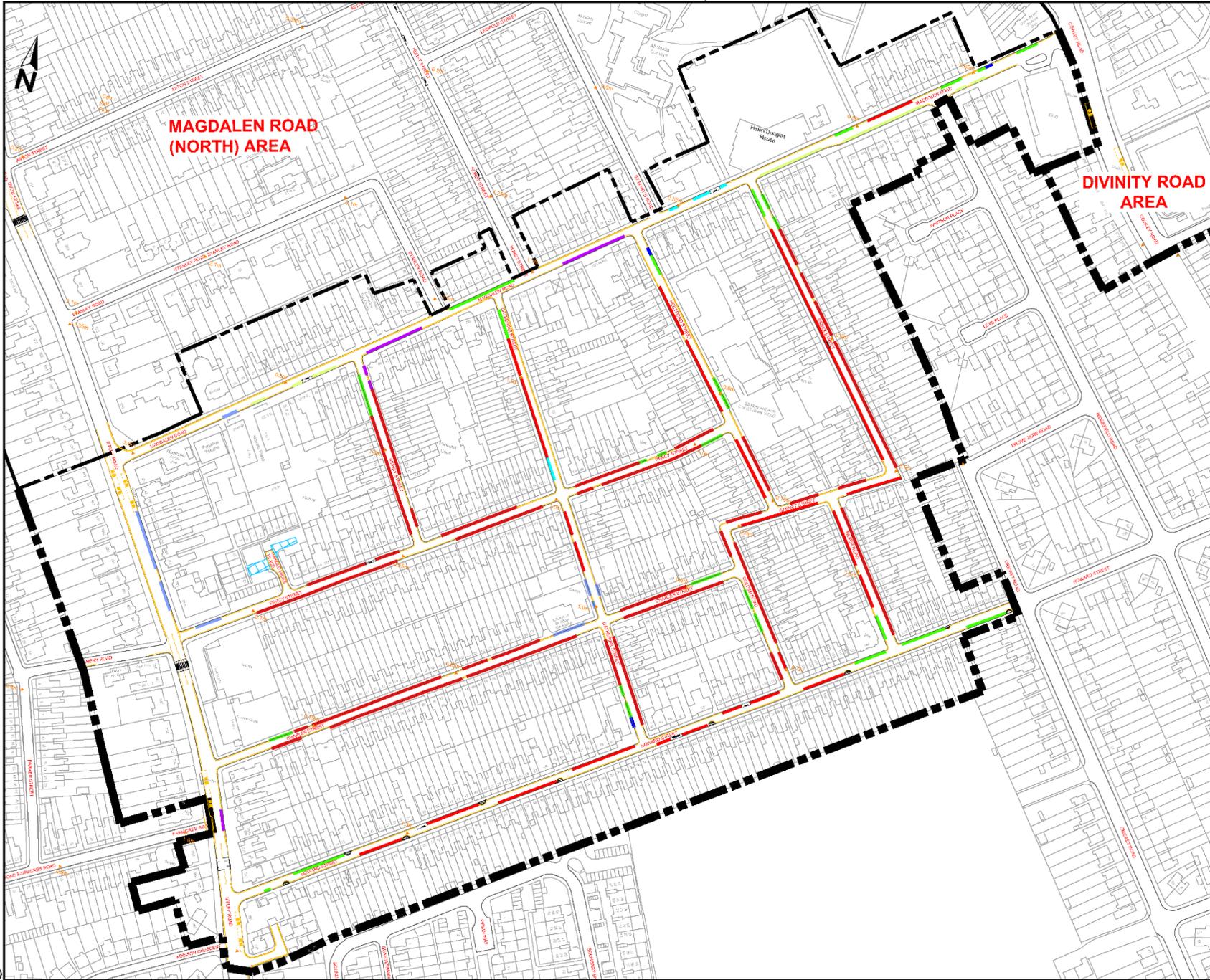
Financial and Staff Implications (including Revenue)

Funding for the proposed speed limit has been provided from the County Councils Capital Programme and from developer contributions.

OWEN JENKINS
Director of Community Operations

Background papers: Plans of proposed Controlled Parking Zone
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
May 2019



Drawing	MR_A1_001	Issue	0
<p>Key</p> <ul style="list-style-type: none"> ▬ Zone Boundary ▲ Fire hydrant ▬ Proposed No Waiting at Any Time ▬ Proposed No Waiting 8.00am - 6.30pm, Mon-Fri ▬ Proposed permit holders only parking at Any Time (See note 1) ▬ Proposed 2 hour parking places 8.00am - 6.30pm, Mon-Sat (see note 1) ▬ Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun Resident and visitor permit holders exempt from the time limit (see note 1) ▬ Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun Permit Holders Only parking 8.50pm - 8.00am Resident and visitor permit holders exempt from the time limit (see note 1) ▬ Proposed 3 hours shared parking, 8.00am - 6.30pm, Mon-Sun Resident and visitor permit holders exempt from the time limit (see note 1) ▬ Proposed 3 hours shared parking, 8.00am - 6.30pm, Mon-Sun Permit Holders Only parking 8.50pm - 8.00am Resident and visitor permit holders exempt from the time limit (see note 1) ▬ Existing Car Club bays ▬ Disabled parking bays (see note 1) ▬ Bus stop ▬ Private Road <p>Notes:</p> <ol style="list-style-type: none"> 1. A black line through a bay depicts partial bay parking. The widths are indicative and do not reflect the actual width to be retained. 2. The proposed/existing disabled bays are not part of this consultation and are shown for information only. 3. The existing car club bays are not part of this consultation and are shown for information only. 			
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Rev.	Date	Purpose of revision	Drawn / Checked/Approved
<p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Oliver Jenkins Director of Infrastructure Delivery Oxfordshire County Council Sovereign House Sovereign Street Oxford OX1 1HZ Tel: 01865 813100 Fax: 01865 241577</p>			
<p>Proposed Magdalen Road (South) Area Controlled Parking Zone</p>			
<p>Drawing title Proposed Layout of Restrictions</p>			
<p>Drawing Date For Consultation</p>			
Scale 1:1	Drawn by NTS	Checked by JAC	Approved by
	Date drawn 02/11/10	Date checked	Date approved
<p>Consultation Period 10.5.10 to 15.5.10</p>			
Drawing No.			Revision 0

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Cllr Damian Haywood , Local member (St Marys and Iffley Fields	Support - My understanding was that the CPZ is proposed for all streets in this wedge, right up to Cowley Road, so including all Howard Street, Ridgefield Road 1 - 59, Cricket Road 2 - 24, Whitson Place and Leys Place. If these are left out of consultation now, many of the residents in those streets will not be happy, due to increased displacement if this plan goes ahead. They get displacement from roads such as St Mary's Road.
Objections	
(3) Resident, (Oxford)	Object - Generally I support the CPZ as described except the on street parking on Silver Rd, Barnett St and Charles St. Silver Rd currently operates well without cars needing to park on the pavement. Charles and Barnett Streets' pavements are impassable without damaging vehicles when pushing a buggy. Pedestrians should not be pushed on to the road to dodge cars, bins, vegetation and residents' detritus. As it is cars park on the corner of Silver Rd and Barnett St and, because of the street sign taking up some of the footpath, a person (let alone a buggy) can not pass. Heaven help you if you're on crutches or in a wheelchair. There can be no claim that the area is accessible but we can do our best. Please don't reduce what little pavement there is available. Further, could the vegetation encroaching on pavements be addressed?
(4) Resident, (Oxford)	Object - Generally I really welcome efforts to control car parking, and I think just about any scheme will be an improvement on the present dangerous and unmanaged chaos on roads such as Percy Street. From speaking with several residents on Harold Hicks Place, there is unanimous welcoming of continuous double yellow lines on both sides of our entrance and looping round into our place - we would strongly urge that these remain in the final plan to ensure safe crossing along Percy Street and to stop the obstruction of the pavement by the big red house. It also looks like there might be limited improved control on parking on Iffley Road, which will help a little to reduce the dangerous squeeze on people on bikes at peak times, though this really does need to be along the whole stretch to the traffic lights with Donnington Bridge Road without exceptions.

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	<p>However, I am disappointed that the plans as they stand seem to repeat the mistakes of previous CPZs, in particular the adjoining zone covering Stanley Road, regarding parking on pavements. I walk or cycle along Stanley Road every day to take my young son to and from nursery, and am absolutely clear that the experiment of permitting cars to park on pavements is a dangerous failure.</p> <p>I strongly object to permitting cars to park on pavements in principle: there can be no justification in taking away space from those who need it most (pedestrians) and giving it to those who need it least and already take too much (private car owners)!</p> <p>I also object to this in practice - it creates a dangerous situation where cars are encouraged to drive on pavements (though I believe this is illegal?), and leaves as little as 1m pavement which is insufficient to allow safe passage for pedestrians if any other factors impinge (cars parking slightly outside of the lines, vans which are too wide for the lines, hedges, bins, bikes etc against the wall). Surely a far better solution is to only allow parking on one side at a time, fully on the roadway</p> <p>Firstly, they will need strong political leadership to convince them of the benefits to their environment this will bring. Secondly, they are not the only or even the most important constituents - Percy Street must be for the safe use of all local people, not just those who live directly on it and want to park their cars there - the road is a direct route between St Mary's & St John's Comper and Meadow Lane sites, and as such is used every day by a much wider population than just those living there - including children, who are unlikely to have commented, but must surely be given greater priority than any other group.</p>
(5) Resident, (Oxford)	<p>Object - Proposal to introduce CPZ on Percy Street OX4:</p> <p>I think the Council should consider that there is already a limited number of parking spaces available to residents of Percy Street due to the high number of residential properties on Percy St that have claimed off-street parking. This has already significantly reduced the number of potential parking spaces available to residents. The Council should publish how many potential parking places would be reserved for residents who have not utilised the front of their houses for dedicated parking. Timings: I think parking restrictions should prohibit people parking at peak times, such as at the start of the working day. I think it should not be possible to park as a non-resident before 10am. It would not be advisable to have people able to park from 8.30pm as you may have people parking to take their children to local schools.</p>

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(6) Resident, (Oxford)	Object - <i>No comment</i>
(7) Business, (Oxford)	<p>Object - Schedule 4 part a - 2 hour parking places, 8am - 6.30pm, Monday - Saturday Magdalen Road - please extend this to include Sunday as The Goldfish Bowl among other shops trade Sundays as well. We had already suggested this before. The no parking zone by the school, we suggest this is lifted during school holidays to allow for more parking. Has this been looked at?</p> <p>Business permits are £100 - why is this more than residents, considering businesses pay higher rates, with ours at approximately £16000+ a year. Civil enforcement officers (traffic wardens) will need to be more vigilant with this parking and to enforce all these new parking regulations. From our experience, it is very unpredictable whether traffic wardens visit this area.</p> <p>On the visitors permits proposal, a "temporary resident" will be entitled to 25 visitors permits. What is the definition of a temporary resident and will they have to have proof of residency as in the usual permit schemes? We are concerned as the area is full of accommodation with a high turnover for students and workers alike. In a meeting with residents and the council, there was a discussion about the black market sale of parking permits from those that have moved on from accommodation.</p>
(8) Resident, (Oxford.)	Object - <i>No comment</i>
(9) Resident, (Oxford)	Object - If the council are planning on putting restrictions on parking in certain areas, they should be offering alternatives like building car parks. However, I see no reference to this happening to support local residents and businesses.
(10) Resident, (Oxford)	<p>Object - I support the principle of the CPZ in this area, but object to the presence on Sidney Street of 2 hour only bays where restrictions also apply to permit holders (marked in purple on the plan). There is barely enough space in the road for all the residents to park so removing some bays from resident use will mean the existing parking problems continue. What is not indicated on the plan is that several houses have dipped curbs meaning parking is not possible in these areas.</p> <p>I would support the plan if these were amended to two hour parking with residents exempt.</p>

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<p>(11) Resident, (Oxford)</p>	<p>Object - parking in the area is difficult, yes, but not impossible - most people parallel park nearby to their house without much problem - for much of the year parking on our street (Essex street) improves outside of term time, I'd expect likewise for neighbouring streets - proposal is skewed in favour of 'typical' family unit who may car share and discriminates against the students and young professionals who spend huge amounts to live in the area - and whose quiet enjoyment of the area is just as important as those who own property in the area - 2 residents permits per property will put most of the burden on shared households - it is unfair to expect a house of four individuals (for example) to decide who is most important when all require their own vehicle for work. The decision to own a car is one of personal choice and that freedom should not be restricted...should young professionals simply move out of the area? - what will the £60 per permit be spent on exactly? Individuals could spend this money without the situation being much improved if many households on the street take up the 2 permit maximum. - why not reward residents for not having a car rather than punish/burden those that do? - a limitation on guest permits is unreasonable - I wouldn't expect any of my neighbours to have to restrict the amount of visits friends and family make and neither should that be expected of me - proposal will overwhelmingly be supported by the wealthier residents to whom losing £60 is of little concern in exchange for convenience; in a city centre it is not unreasonable to expect residents to live harmoniously and considerately - rather than implement restrictions to reduce the 'inconvenience' of our neighbours</p>
<p>(12) Resident, (Oxford)</p>	<p>Object - I live on Cowley Road - right amongst the proposed new residential parking areas. Yet as it stands I won't be eligible to apply for a permit myself (on Cowley Road only no. 300 will get permits - why? Because they're Christian??). This will just make it harder for me to park - in the place where I live.</p>
<p>(13) Resident, (Oxford)</p>	<p>Object - <i>No comment</i></p>
<p>(14) Resident, (Oxford)</p>	<p>Object - My wife and I live on Catherine Street. We have never had much trouble with parking - sometimes have we had to park around the corner but the inconvenience is slight. The additional cost of purchasing a residential permit is not worth it as far as we are concerned, and the extra cost will be a strain on us, considering that the council tax is already so high. Since she is not a student we are not exempt from council tax and since she is an immigrant we are not eligible for a means tested reduction. The additional cost of a residential permit would be an unnecessary addition to an already heavy tax burden for us.</p>

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<p>(15) Business, (Oxford)</p>	<p>Object - We have been a business on the Magdalen Road for over 50 years and supply the local community. We have 5 employees of whom 2 have been with us over 30 years, 1 for over 40 and 1 over 10. Three live outside Oxford. Our main working days are Mon to Fri. I am worried I will lose loyal staff as they will not be able to park anywhere near the premises and therefore put the business at risk. We have noticed over the years the over development of Douglas House, Stonemason house and multi let properties etc that put pressure on parking. Over the course of the day once the locals have gone to work there are various spaces we could use which would not affect their return as we close at 4:30. We understand that we can only apply for 2 parking permits, but we feel we would need at least 4 under the circumstances.</p>
<p>(16) Resident, (Oxford)</p>	<p>Object - We don't want a controlled parking zone. We don't think it is needed.</p>
<p>(17) Resident, (Oxford)</p>	<p>Object - I have been resident of Golden road for more than 25 years. I appreciate that it is truly a privilege to have been provided with this house and therefore, have always maintained this property to a high-standard and it is very much my home. This means I regularly use the front door and access under the building- where my car is parked- multiple times each day.</p> <p>There is shared access way running underneath our building (below the living-room) which has been the cause of many problems over the years but it has generally been managed well with the support of the Council. The house does not have a front garden, the front door leads immediately onto the footpath which is not ideal. During the early years of this tenancy we had recurring problems with people parking directly on the footpath outside of our front door: limiting front door access, engines left running and their fumes coming through the house windows, access under our building being restricted. Following persistent efforts, poles were erected by the Council on the outside of the footpath; the key poles benefiting are the poles either side of the lowered curb that allows access under the building and one of these is situated opposite the front door: restricting cars from parking immediately outside the house.</p> <p>Judging from the new parking bays marked out on the road/footpath immediately outside, the pole will be removed. This will inevitably lead to recurrence of all the problems I had to deal with during the earlier years of my tenancy here. The newly marked-out parking bay will prevent easy access under the building, even with a small car I am unable to complete this manoeuvre via a 5-point turn to avoid entering the parking bay and/ or contact with any cars parked on the opposite side of Golden Road. On top of this there is the significant problem of access through the front door being restricted. This problem will be exacerbated by natural human error, drivers are not likely to always park directly within the marked parking-bay, irrelevant if they will be punished for not abiding by traffic law etc, in real-time this will cause serious problems with either access under 1 Golden Road building or the front door of the house.</p>

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	<p>I accept that Parking Restrictions are coming into place on Golden Road, this area seems to be flooded with students and carelessly parked vehicles during much of the year and maybe this is the best solution. I am also confident that your team of specialist planners will have looked at all options and these parking restrictions are seen as the outcome most appropriate. I am just very concerned by the lack of consideration shown by planning to place a parking-bay immediately outside of 1 Golden Road as all of the problems listed above are quite obvious and I hope that on receipt of this polite note that you reconsider plans, plus, you are also able to look into archived documents and see the grief caused in the past.</p> <p>I hope you are able to recognise the problems presented by your parking-plans. I am not trying to be a nuisance by putting up resistance, I understand the pressures the Council are under but I this will directly have a negative effect on me.</p>
(18) Resident, (Oxford)	<p>Object - Yes, parking is annoying on those roads (I live on Essex Street) but it is bearable and better to keep it free than permitted because of the following:</p> <ul style="list-style-type: none"> - My housemates and I (group of 4) individually rent as young professionals and between us we have 3 cars, all of which are required to get to work. You state only 2 permits per house would be available, which would be unfair to one of us; - In the case of our household, if we were to have friends/family/girlfriends/boyfriends visit, a 'set' amount of parking permits would not be enough to accommodate us throughout 1 year (especially if over the weekends or for long periods of time), which again, is unfair; - It seems as though this scheme is only to benefit family households with 2 cars. Students would be unentitled to parking (which is clearly the biggest problem for these roads as there are noticeably more free parking spots over the summer, Christmas and Easter periods). Perhaps a better alternative would be to introduce a residents parking permit for student households, as is done by Southampton City council.
(19) Resident, (Oxford)	<p>Object - I live in a shared house with three other women on Essex street. Between us, we own three cars. We all use them to go to work and get around, to places inaccessible by public transport. Even if we didn't frequently use our cars, they are our possessions and we would not suddenly get rid of them. If this proposal goes ahead, at least one of us would be forced to move house. We are also campaigning with our landlord because his house price may go down if he can only let to those without cars. While I agree that a greener Oxford is definitely needed, I don't support forcing people to move home and pretending that has created a greener space. All it will do is force those with cars to move elsewhere and create more pollution somewhere else.</p>

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	<p>I also appeal of behalf of the students, because, while I feel they do not require cars to get around Oxford, it seems rather harsh to essentially say that they cannot bring cars at all. Perhaps some students need cars to easily travel home? I have depression and anxiety which I also suffered with during my university years. Having a car at university helped me enormously, in that I could easily drive to a shop when I was too anxious to walk, and I could quickly get out of the city to see family when I struggled most. My other issue I would like to raise is that you cite safety in your statement. I am interested to know if anyone has actually been hurt by the current parking situation (though I understand prevention is better than cure). My car has been scratched which I would much rather avoid at my home; however, I would much prefer a scratched car than the inability to have a car at all.</p>
(20) Resident, (Oxford)	<p>Object - The proposal is for some parking spaces to be 2-hour parking. Given the extremely short supply of resident parking spaces, ALL spaces should allow permit holders to be exempt from the time restrictions.</p>
(21) Resident, (Oxford)	<p>Object - The introduction of a controlled parking zone is an entirely unnecessary additional financial and organisational burden on local residents. The current parking situation is not particularly problematic. I have not once had problems finding a parking space, even at night, in the area. I therefore strongly petition the council to NOT go ahead with this proposal.</p>
(22) Resident, (Oxford)	<p>Object - I support the idea of a CPZ in this area due to increased demand for car parking following the introduction of other CPZs in the area. I do not support footpath parking on (in particular) the east side of Silver Road and along Essex Street. Currently, the residents do not park on the footpath and this does not appear to be a problem for delivery vehicles (for example supermarket delivery trucks) and bin trucks. Restricting parking on the ends of these streets (at the corners) would provide enough space for longer vehicles (eg. fire trucks) to access the area. The foot paths in this neighbourhood are not wide enough and the hedges of residents are not maintained to provide enough space of the footpaths for pedestrians, placing cars on the footpaths would exacerbate this issue.</p>
(23) Resident, (Oxford)	<p>Object - I agree with the fundamental principle of the CPZ, which will stop people using these streets as a parking spot before getting a bus into the city centre. What I thoroughly object to is pavement parking. This should be illegal, as it is in London: there is of course a government consultation on this issue. It's a huge inconvenience for pedestrians, and a major obstruction for people with disabilities, and for people pushing prams etc. The more narrow streets in this area should only have parking on one side of the road. If this means that some people can't park that's OK. It's a minor inconvenience. We have pandered for far too long to car-owners, who seem to think that they have a fundamental right to leave their private property on public land.</p>

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<p>(24) Helen and Douglas House Group/Organisation, (Oxford)</p>	<p>Object - Helen & Douglas House is a charitable organisation providing care for terminally ill children and children with life limiting conditions and their families. We currently have 132 patients on our books and we have up to 6 patients and their families at any one time staying with us (our maximum capacity is 8). Many of our families require disabled accessible parking close to the Hospice. Our grounds do not provide sufficient parking for our families, staff and volunteers. Increasing further restrictions on parking along Magdalen Road, Leopold Street and streets further away but in the vicinity of the Hospice will make it more difficult and stressful for our patients and their families as they need to access our services and difficult for staff and volunteers to park. There is therefore a need for 6 designated disabled parking bays for the Hospice on the surrounding streets with unlimited time; our families who may be with a dying child do not need the pressure of continually needing to move their car. Having designated disabled bays on the local streets for our families will free up some of the limited number of spaces we have for staff and volunteers to park off the local streets within our grounds.</p> <p>We have 110 volunteers based on the Hospice site along with a further 110 paid staff. Local staff are encouraged to walk, cycle (we run a cycle to work scheme and I cycle myself) or use public transport. However many of our specialist staff come from a considerable distance and do not have the option of walking, cycling or using the park ride services, as an alternative to using their own cars. Increasing the restrictions on parking on the nearby streets will potentially raise the cost of travel to work for many of our staff, lengthen their journeys in such a way as to question whether working at the Hospice is still a viable option and may affect our ongoing ability to recruit from a strong pool of high calibre staff, as people consider the journey to work and its costs, when looking for a new job.</p> <p>In summary we oppose the proposed furthering of parking restrictions, unless we are allocated disabled parking for families and permitted parking for some staff and ask you to reconsider.</p>
<p>(25) Employee of business in area (Buckingham)</p>	<p>Object - I work on Magdalen Road, on a good day it takes me over an hour to travel to work, the journey itself can be stressful due to the high volume of traffic in Oxford and finding a place to park once I get to work only adds to that stress. It has taken up to 45 minutes to find a space previously and by putting these restrictions in place you will only add to the stress. I truly believe you will decrease the attraction of working in Oxford, there needs to be more parking provision for people who work in this area included in these plans not just for the people who live here. Is there a possibility of a shared permit? I appreciate there are public transport options however these often take an awful lot longer than driving in, it can also be a nuisance to get public transport if you need to take work home with you (laptops etc.) Adding to that, if you work irregular hours it can often be difficult to get public transport to suit your needs.</p>
<p>(26) Volunteer at Helen & Douglas House (Oxford)</p>	<p>Object - I volunteer to support Helen and Douglas house. It would take me an additional 45 mins each way on buses if I were to not drive and park down one of the side streets. I will not volunteer there if I have to catch the bus as depending on bus regularity which isnt always good it could add 2 hours onto my journey.</p>

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<p>(27) Other, (Oxford)</p>	<p>Object - I run classes in St. Albans Hall on Charles Street. The CPZ does not have enough spaces allocated during the day for users of the hall. It will mean that businesses (like mine) will not be able to operate. I offer parent & baby classes to the community and have been running them there for the past 14 years. They are a valuable support to vulnerable local new mothers. Not only will I not be able to park but a large number of my customers will not be able to park (and it is unrealistic to expect them to travel using other means). My classes will have to move elsewhere. I am aware that many other hirers of the hall who offer equally valuable community groups are going to be in the same position. More 2 hour parking slots are needed near the hall and some sort of permits available for half day parking (paid or otherwise). Thanks Bea Waterfield, Baby College Oxford</p>
<p>(28) Other (Oxford)</p>	<p>Object - Helen & Douglas House does vital work for children with life limiting illnesses and their families. The organisation cares for children in house, but also had a large fundraising team who find 80% of the running costs. Other administrative, support staff as well as the care team of nurses and doctors all work out of the building on Magdalen Road. Visitors to the hospice include patients, families, other health professionals, donors, contractors and they arrive at any time of day for varying periods of time. Parking is limited now but with these proposals will be far more difficult and will result in people experiencing greater difficulties in visiting the hospice.</p>
<p>(29) Group/Organisation, (Oxford)</p>	<p>Object - <i>No comment</i></p>
<p>(30) Employee of Helen and Douglas House (Oxford)</p>	<p>Object - Travel to work - I would need to catch 2 buses to get to work and it would make my working day very long. I need my car for work as I visit families where children are dying or have died. What parking strategies are you putting in place for people who need their cars? Your charging residents 60.00 for a permit. Where does this money go? How are you going to help the staff working in my Organisation with parking, so that we can continue to deliver our service?</p>
<p>(31) Resident, (Oxford)</p>	<p>Object - This scheme is predicated on the false idea of market elasticity for parking vehicles. Vehicle ownership is not flexible: some of us must use a vehicle and cannot use bicycles or public transport. Even though we do use bikes/foot where possible. So this CPZ is just yet another tax. The CPZ will be in operation during evenings and weekends, so restricting visitors. Even with maximum visitors permits it allows fewer than one visit per week. If the purpose is to prevent, the fictitious, "excessive commuter parking" then it only needs to operate during weekdays. In Headington it's</p>

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	<p>only for a few hours either side of mid-day. This stops all-day work parking, but allows free parking at other times. We were not allowed to object to the antisocial effects of neighbouring schemes. Displaced parking was one of the arguments perversely in favour of CPZs. The people in surrounding streets will also be denied any consultation or right to object to this scheme.</p>
<p>(32) Buisness / Group/Organisation, (Oxford)</p>	<p>Object - I run a three hour long classes at St Albans Hall for parents with babies/young children. Many of the visitors to my group drive if they are not local. Parking is already a problem in this area however if this CPZ were to be implemented, it is vital that spaces for hall hire users were provided/included. Otherwise groups, such as mine, will not be able to hold sessions here if the proposed limited time restrictions of one or two hours only, or less spaces to park in the first place, are actioned.</p>
<p>(33) Cyclox - Group/Organisation, (Oxford)</p>	<p>Object - Response to proposals for Controlled Parking Zone for Magdalen Road Area South from Cyclox: The Voice of Cycling in Oxford.</p> <p>Cyclox supports the move to better control car parking, in so far as it:</p> <ul style="list-style-type: none"> a) helps to re-balance limited roadspace back to people walking and on bicycles, and away from dominance by private motor vehicles b) improves safety for all road users by regulating otherwise chaotic and often dangerous car parking, including stopping parking on pavements and in cycle lanes and making routes such safer around schools and homes c) discourages car use by reducing the number of people driving and attempting to park cars from outside the area, including use as 'informal park and rides' <p>These are already the stated policies of Oxfordshire County Council's Local Transport Plan, as referenced below.</p> <p>Cyclox welcomes some elements of the present plans for Controlled Parking Zone for Magdalen Road Area South as follows:</p> <ul style="list-style-type: none"> * helps to re-balance limited roadspace: the present plans may help to re-balance limited roadspace back to people walking and on bicycles, and away from dominance by private motor vehicles, in that they appear to introduce limited restrictions on car parking on Iffley Road. The yellow lines on nearly all of the southbound Iffley Road from Percy Street to the Coop are very welcome as they will at least prevent parking at peak times which is particularly dangerous for people on bikes during rush hours * improves safety: the present plans do have the merit of regulating otherwise chaotic and often dangerous car parking, which any scheme with painted line markings will achieve * discourages car use: the present plans also have the merit of reducing the number of people driving and attempting to park cars from outside the area, including use as 'informal park and rides', which any scheme with permits will achieve

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Cyclo objects, however, to several elements of the plans which are insufficient or even contrary to stated aims:
* helps to re-balance limited roadspace: this is a particular problem on Iffley Road and we urge this aspect to be reviewed and improved.

The present plans fail to introduce any kind of yellow lines on the southbound Iffley Road from Magdalen Road south to Percy Street, and instead continue to prioritise parking of private cars over the safety of people on bikes - this is wrong and should be changed. This stretch of road should at a minimum have single yellow lines, preferably double yellows, to allow for safer cycling in the short term, and prepare for the promised introduction of safe, segregated cycle lanes as soon as possible.

Similarly, the present plans still include a short stretch of 'purple' 2 hour parking places 8.00am-6.30pm, Mon-Sat outside 285-287 Iffley Road - again this is wrong and should be changed. This short stretch of road should at a minimum have single yellow lines, and preferably double yellows - to specifically allow parking during rush hour traffic is perverse, and is particularly dangerous to people on bikes as it prevents continuity of filtering and will force people on bikes into the main flow of busy motor traffic. If this parking is included on the misunderstanding it helps shops then this needs to be challenged and political will needed to prioritise the safety of many people on bikes over parking of a few private cars.

* improves safety: the present plans include actively encouraging car drivers to park on - and therefore drive on - pavements - this is wrong and needs to be changed. There can be no justification for taking away space from pedestrians, including for example young children on balance bikes, and handing it over for the parking for private cars. Whilst we strongly believe that no pavement space should be taken away, our understanding is that pavements need to be at least 1.5m wide to allow double buggies and electric wheel chairs, and we request reassurance that at the absolute minimum that width will be available. The proposals to take space away from pedestrians and allow car parking on pavements on Percy Street are particularly disturbing given that this is a heavily used route by children and parents walking / cycling to, from and between St Mary & St John's Comper site on Hertford Street and their Meadow Lane site the other side of Iffley Road - these people may not live on Percy Street itself, and may not have a political voice, but their interests must be prioritised. There is clear evidence of better alternatives, based on the acceptance that there is only enough space for car parking on one side of the road at a time. Examples include the present set up of neighbouring Howard Street and of Magdalen Road, which both have similar density housing and function well by allowing car parking on alternative but not both sides of the road. Other suggested options include allowing some car parking at a 45 degree angle on one side of the road - even this would be better than legitimising pavement parking, and should at least be considered.

* discourages car use: whilst the present plans will discourage car use by people from outside the area, perversely they may encourage car use by local people; permits should be restricted to 1 car per household, and the number of parking spaces limited, especially by limiting parking to only one side of the road at a time, which is all there is space to do safely. Again this requires political will, and we hope that a revised scheme will include an effort to encourage people to give up

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	<p>private cars and use alternative transport with all its benefits for health, environment, congestion and the economy.</p> <p>In summary, Cyclox welcomes the introduction of a Controlled Parking Zone for Magdalen Road Area South. Whilst the present scheme would lead to modest improvements, it is at best unambitious in helping modal shift, and at worse actually prioritises private cars over people walking and cycling. We would welcome the opportunity to work with you on better proposals which could really benefit all the people of Magdalen Road Area South.</p>
(34) Resident, (Oxford)	<p>Object - the implementation of controlled parking zones throughout the Iffley road area has drastically decreased the availability of free parking, and this is problematic. This may seem like a petty argument but it must be understood that the area in question is increasingly becoming a strong student area, providing business for many shops in the area and helping to build a strong infrastructure that Oxford benefits from. The £60 p.a that will be spent on a residence parking permit is the equivalent of single handedly removing approximately £36,000 p.a from the local economy based on two permits per household.</p>
(35) Resident, (Oxford)	<p>Object - I thoroughly object to the above proposal as another way for the council to make money while dampening the lives and living of hard-working people. Oxford centre is already relentlessly over-controlled and expensive to park in. Where will young, poorly paid academics park? How will people get to work?</p>
Support	
(36) Resident, (Oxford)	<p>Support - Would welcome clarity on whether, as I do not own a car, I can apply for visitors' permits without also applying for a resident's permit.</p>
(37) Resident, (Oxford)	<p>Support - The only reason I support this, and the only reason why the CPZ is needed on Howard Street, is because of the new student accommodation being built on Iffley Road. Wadham College should be paying for the residents permits which are only required because they are unable to prevent their students bringing cars to the area.</p>
(38) Resident, (Oxford)	<p>Support - I don't have a dropped kerb outside the side gate to the property but as well as needing to have access for bikes - our form of transport. I also need to be able to get my friend into my house via the side gate as he is in a wheelchair and can only access my house using a ramp via the back door so I need a gap outside the gate so he can get down the side of the house.</p>

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	<p>I also wanted to comment on behalf of 2 neighbours. 1 is Gary who uses a mobility scooter from the small council bungalows on Barnet Street. When I phoned your department I was told that he will be ok to get out of the alley way from his bungalow but he is worried about having enough room to drive his mobility scooter along the pavement round into Essex street.</p> <p>I also wanted to mention another of my elderly neighbours who our street are looking out for who needs a gap between cars outside his front gate as he is disabled and often has an ambulance coming to help him. His daughter is also disabled. The house is Last but one house on Essex street at the Barnet Street end possibly number 76</p>
(39) Resident, (Oxford)	Support - <i>No comment</i>
(40) Resident, (Oxford)	<p>Support - I am happy with the plans overall and think this will address both the huge student parking problem we face and also the day time commuters.</p> <p>What is not 100% clear is the visitor parking situation. Is it 50 per resident or is it 50 per household? Overall all I feel each house should be allowed up to 100 regardless of how many residents or resident permits they have. 50 is too few, especially for a lot of families who have regular carers and family coming to help with child care etc. Over 100 you start to get into a situation where guest permits could be used as defacto resident permits, especially for temporary residents and students. This is especially a concern for student houses some which have 6 or even 8 residents on Essex Street where we live - if each resident is allowed 50 or even 25 then I students will be able to bring a couple of cars for term time.</p> <p>I also fully endorse drawing lines for all parking (unlike Iffley Fields) as the standard of parking is often appalling and blocking far too much of the pavement - as demonstrated in the Magdalen North CPZ , the drawing of lines does make people pay attention to how they park.</p>
(41) Resident, (Oxford)	Support - You say that Visitors' Permits will be free of charge for anyone over the age of 70. Can I suggest you extend that exemption to include anyone disabled who requires carers to come in?
(42) Resident, (Oxford)	Support - I strongly support the detailed proposals for 1-34 Catherine St. I am particularly satisfied to see there is no partial footway parking proposed outside #2-34 which means there will be proper access for wheelchairs and pushchairs even on bin days and adequate privacy to the terrace which gives directly on to the footway.

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(43) Resident, (Oxford)	Support - Bring this in before the new halls of residence on Iffley Road is opened
(44) Resident, (oxford)	<p>Support - I realise that having a Controlled Parking Zone in this area has now become essential. I do,however, have concerns which I have voiced in previous consultations. Mainly that in Percy Street, where I live, there will be a paucity of spaces for residents like myself who do not have off street parking. This is because in many instances those properties which do already have off street parking are afforded the equivalent of one and a half to two parking spaces, in order for residents to gain access to their 'driveways'.</p> <p>If you do the maths,it's obvious that there may very well be insufficient spaces left for residents parking on the street. I'm also surprised to see you intend to make provision for permits for Hotel Visitors. Why? Most of the small hotels and B&B's already have their own off street parking. If they haven't then visitors should be encouraged to use the buses provided, or the Park and Ride facilities. The permits you propose to issue to hotel guests mean that these visitors will be taking up spaces essential for local residents. They may come for 5 days and spend £5 to leave their car permanently parked for five days while they use buses, or walk into the town centre. This is very cheap parking for visitors who is most towns and cities are obliged to use local car parks.</p>
(45) Resident, (Oxford)	Support - The introduction of CPZ to this area is essential and long overdue. The excessive use of the limited parking space available by both Oxford Brookes students and residents from neighbouring controlled areas makes it extremely difficult for residents to park near their own homes. For households with small children and family members with physical disabilities, this creates additional problems.
(46) Resident, (Oxford)	Support - I do support the proposed CPZ, as long as it is properly managed to stop the influx of students and those associated with the universities taking up parking spaces for residents who live in this area. Whilst I do not currently have a car, I would like to have the use of a Visitor's permit for my partner when he visits, and if he moves in, he will register for a Resident's permit. I understand that such permits have to be applied for and paid for.
(47) Resident, (Oxford)	Support - We, at 286 Iffley Road, support our inclusion within the Iffley Fields CPZ (FS) as stated on your proposed amendment to The Oxfordshire County Council (Oxford-Iffley Fields) (CPZ and Waiting Restrictions) Order 2018. This allows us to park once again outside our property.

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	<p>Why have you put double yellow lines outside the Wadham building, when this will remove at least 8 parking places that are used currently without problem? There is parking on this side of Iffley Road in both directions, which doesn't seem to cause any difficulty, so why the exception here?</p>
(48) Resident, (Oxford)	<p>Support - I think this is a fantastic and much needed initiative.</p>
(49) Resident, (Oxford)	<p>Support - I live in Essex Street and am very much in favour of a CPZ. At present the street is used for parking by restaurant customers, commuters who continue into the centre of town by public transport, and a lot of car owning students. The corner into Barnet Street becomes dangerous with cars parked diagonally on the bend.</p>
(50) Resident, (Oxford)	<p>Support - I own a house in Sidney street and would ask that as part of your implementation process you should review the now irrelevant and redundant single white lines painted outside houses 20 and 22 Sidney Street.</p>
(51) Resident, (Oxford)	<p>Support - An additional double yellow line space should be considered half way down the street to allow traffic to pass. This would be best as an addition to an area already assigned as double yellow for the purpose of a personal drive.</p>
(52) Resident, (Oxford)	<p>Support - <i>No comment</i></p>
(53) Resident, (Oxford)	<p>Support - The critical issue for residents is parking overnight near our homes. Glad to see permit holders only from 6.30pm to 8am. Happy to share with shoppers and businesses during the day.</p>
(54) Resident, (Oxford)	<p>Support - I often cannot park my car due to students parking their cars on our streets from other close by CPZs.</p>
(55) Resident, (Oxford)	<p>Support - As a resident in Essex street we fully support this scheme</p>

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(56) Resident, (Oxford)	Support - I support this but afraid that people will still use the area - Charles Street and others, as a place to park whilst waiting for children who use St Albans hall for ballet on Saturday mornings till 12. Also, many people will still no doubt park their cars and walk to the river or to town as they do already! The 2 hour and 3 hour will cater for these people - hoping to God that when I pay for the permit that I can actually get to park my car in the street that I live in! Carrying shopping is a nightmare!
(57) Resident, (Oxford)	Support - Parking is a nightmare on Sidney Street and we would be very happy if a CPZ was put in place.
(58) Resident, (Oxford)	Support - <i>No comment</i>
(59) Resident, (Oxford)	Support - <i>No comment</i>
(60) Resident, (Oxford)	Support - <i>No comment</i>
(61) Resident, (Oxford)	Support - <i>No comment</i>
(62) Resident, (Oxford)	Support - I support the CPZ, parking has become very difficult in this area with the ever increasing student presence. However, I do NOT support dropping Cricket Road (north of Howard Street) from the CPZ. Parking is already nearly impossible here. Everyone affected by the CPZ who doesn't have parking permits will start to park here and I will be left looking for spaces half a mile away. This seems very unfair.
(63) Resident, (Oxford)	Support - I am fully supportive of these plans. I live in the area and the parking situation is intolerable. The frequent parking on corners means that cycling with my 8 year old daughter is dangerous. I know that some other residents point out that the plans are not perfect - but we should not sacrifice the good for the perfect. Obviously, the introduction of a CPZ will not make the roads or pavements wider - but it will cause a reduction in the number of cars parking on these very narrow Victorian streets; the addition of more double yellow lines at key junctions will also improve safety; both of

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	<p>which can only be beneficial to the residents.</p>
(64) Resident, (Oxford)	<p>Support - Although we are now in support of a CPZ we would object to the planned pavement parking in Silver Road. Since moving into Silver Road in 1997 cars have been able to and do park on both sides of the road without pavement parking. The exception to this has always been outside the Donnington Arms pub where 3 cars use the pavement here there is easy access (a dropped curb) and its makes turning into and out of safer and easier. With the planned double yellow lines on the corners (long over due) stupid and irresponsible parking should be curbed and there should be no reason to force residents of any street to park on the pavement where they currently do not. Parking like water finds its own level.</p> <p>Pavement parking means pedestrian access is restricted and car speed is increased. Silver Road DOES NEED pavement parking!</p>
(65) Resident, (Oxford)	<p>Support - I am happy with the proposals and look forward to their introduction as swiftly as possible.</p>
(66) Resident, (Oxford)	<p>Support - I live in Howard Street. I am concerned that two residents' permits will be available per property, as there are not enough parking spaces for one per property. I will be paying £60 a year for my permit but still may not be able to park in my street. It would be more sensible to issue one permit per property.</p>
(67) Resident, (Oxford)	<p>Support - Please consider raising the maximum number of parking permit per household for professionals. There are a number of professional househares of all ages in the area due to the high cost of renting in Oxford. Some need parking due to work commitments. They are not responsible for the overcrowding of the parking spots in the area which is mainly due to students parking overspill from other restricted roads.</p>
(68) Resident, (oxford)	<p>Support - There are a number of anomalies that needs resolution to help/make the CPZ work as well as ensure safe and accessible locality:</p> <ol style="list-style-type: none"> 1. New Houses adjacent to 299c Iffley road and behind the existing substation need to be included within the boundary - current boundary excludes them 2. Essex Street - no passing spaces for cars coming from either end 3. Essex Street - no 43 Garage has a parking space shown across entrance on the plan

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	<p>Suggest double yellow in front of 43 and extending to 41/45 to allow access to garage and a passing space.</p> <p>4. Essex Street - Double Gate school access is blocked by proposed parking space - this access should be retained for emergency access (1991 fire was made worse as fire engines could not access) - suggest double yellow to preserve access.</p> <p>5. Essex Street - SEB substation requires 24/7 access which is has via the zigzag lines currently - this is a lease requirement and statutory one I suspect. Suggest a double yellow line to preserve access at all times. Other local Sub Stations (Hurst Street) enjoy this level of access.</p> <p>6. Essex Street - disabled space outside 34 has been redundant for many years and was there for a past resident. Virtually disappeared and no longer in use as such. Suggest - removal to provide additional space.</p> <p>7 Charles Street - lack of passing space of sufficient size half way down - suggest longer area of double yellow line at mid point.</p> <p>8. Hertford Street - school building access double yellow line replacing zigzag not long enough for existing school type use - extend the double yellow lines towards Barnet Street.</p> <p>9. Percy Street - car parking on plot seems to be widespread - check all is covered to prevent car parking in front of offstreet spaces.</p> <p>10. Enough parking spaces for Magdalen Road residents?</p>
(69) Resident, (Oxford)	<p>Support - We need more evening parking on Hertford Street. I request residence parking permit to be required from 8:30am to 6:30pm and NOT (as proposed) from 6:30pm to 8:30am. The current proposed solution would prevent any evening visitors!</p> <p>Also you need to remove the zigzag section that is in front of the old school on Hertford Street now it is no longer a school and has been sold. It shouldn't have zigzag lines in front of it any more. I am surprised the details of this plan don't match the markings painted on the street by your team in preparation for the consultation which clearly crossed-out the unneeded zigzags.</p> <p>A maximum of 50 visitors permits per annum is too few - you cannot even have one visitor per week. I have to have regular visits from health professionals to aid me with my disability so I currently would not be able to have a weekly visit or any other visitors if there are no available timed-parking bays.</p>
(70) Resident, (Oxford)	<p>Support - <i>No comment</i></p>

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(71) Resident, (Oxford)	Support - <i>No comment</i>
(72) Resident, (Oxford)	Support - I live on Iffley Road. The previously imposed CPZ's now make parking in the surrounding uncontrolled areas utterly impossible for residents. The proposed 3 hour waiting time outside my property seems reasonable, given the proximity of businesses. The now almost unused Daubeney Road parking area should also be changed to a two or three hour waiting time, as should any spaces on the Magdalen Road. The previous plan, which left the spaces on the Iffley Road unrestricted, was utterly unreasonable.
(73) Resident, (Oxford)	<p>Support - I live on Magdalen Road. I fully support the proposal to introduce a CPZ, and also proposals to extend CPZs to cover other areas of the city.</p> <p>The specific proposal for Magdalen Road South Area could be improved by better addressing some of the reasons people choose to own a car rather than using other forms of transport:</p> <ul style="list-style-type: none"> * There should be no parking permitted whatsoever on Iffley Road at any time of day. It's a major arterial route into the city and cannot afford for a third of the width of the road to be used as a car park. It slows buses down, and makes cyclists feel in danger. * Iffley Road, if free of parked cars, could support a segregated bike lane in each direction. * Turn at least one of the proposed parking spaces per street into secure parking for bikes, particularly cargo bikes. * Have you talked to Co-Wheels (and potentially other operators) about whether there's a desire for more car club bays? * To incentivise usage, car club cars should be allowed to park anywhere in any CPZ in Oxford without being subject to the normal restrictions. <p>I think a second permit per property should cost a lot more than the first one, similar to the way additional visitor permits are charged. I recognise there are a lot of HMOs in this area but it is a Victorian suburb not designed for car ownership; we have to acknowledge that there is not space for each house to have two cars.</p> <p>Additionally, I hope the council is prepared to spend the resources to take enforcement seriously, particularly of the 'No</p>

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	Waiting' restrictions which are so often completely ignored by people parking up to go to the local shops.
(74) Resident, (Oxford)	Support - <i>No comment</i>
(75) Resident, (Oxford)	Support - I really hope they will introduce a controlled parking zone in Howard street . Every evening I always find hard find a space around my house . Most of the cars are parked on the street and I am sure they do not need to be parked there,untaxed veichle and also a lot of cars waiting especially at night time.
(76) Resident, (Oxford)	<p>Support - When the original consultation was done, we were not too fussed about making Howard Street a parking zone. But in the last couple of years since then, it has become a nightmare to park our own car anywhere on our street. The street is clearly being used by people who are commuting into town, leaving their cars all day, whilst residents struggle to unload their children, shopping etc and park anywhere near their homes.</p> <p>We would now strongly support a residents parking area, and the strict enforcement of the rules accordingly, especially with the student block going up and in place from September. We knew when we moved into a street of Victorian terraced properties that parking would probably not be straightforward, but it really is making life difficult now. Thank you for organising this, we will keep our fingers crossed for residents parking asap.</p>
(77) Resident, (oxford)	Support - In support of a Monday to Saturday 8-6.30 two hours parkibg, will also help a one way system for the roads perpendicular to Cowley road (Divinity road etc)
(78) Resident, (Oxford)	<p>Support - Generally I think the scheme is needed, as parking has become increasingly difficult in this area since the surrounding CPZs were introduced, and will be impossible if the Dorothy Wadham building students start parking cars in the surrounding streets.</p> <p>Objections/comments The proposed 2-hour parking at the north end of Sidney Street will become unavailable for a considerable time, as there is a planning application in for extensive building works at that end of the road. At the south end, 91 Percy Street has been rebuilt to provide two off-road parking spaces, so I would suggest putting some 2-hour parking spaces there.</p>

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	<p>I think the plan needs more 2-hour spaces, to allow for visits to local shops and businesses, visits from tradesmen to do small jobs, cat feeders when owners are on holiday, etc. but still prevent all-day parking by commuters.</p> <p>The limit of 50 visitors' permits per year is too low, as I have stated often in previous rounds of consultation. Why can people not buy additional permits if they need them, as happens in other cities?</p> <p>The list of exempt vehicles must include those of carers and medical staff. I know of at least one neighbour who relies on twice-daily visits from home carers and regular visits from the district nurse. I expect there are others.</p>
(79) Resident, (Oxford)	<p>Support - <i>No comment</i></p>
(80) Resident, (Oxford)	<p>Support - Parking in East Oxford is frustrated by commuters parking in side streets when they go to work in Oxford. It is very difficult for residents and their visitors to park outside their own homes. Even worse Taxi firms are always parking in my street.</p> <p>Recently traffic wardens have been parking their car outside my house while they go to work! They stop me parking outside my house because their car sits there all day while they are at work. Ironic?</p>
(81) Resident, (Oxford)	<p>Support - The current situation regarding parking in the area (I am a local resident) has reached a critical point, whereby it poses a danger to those who live here, in that larger emergency service vehicles would be unable to quickly access many of the streets in the area.</p> <p>Apart from this serious issue, parking is always difficult, cars parked are often damaged due to overcrowding, and vehicles are often left in ridiculous places, either blocking the pavement or the road - and often both.</p> <p>The CPZ is needed AS SOON AS POSSIBLE</p>
(82) Resident, (Oxford)	<p>Support - The parking situation is out of control on Charles St, Catherine St and the surrounding streets like Hertford St, and I notice that a higher number of people are parking on my road (Charles St) who are not residents, because of the controlled parking zones that have been put into effect around us.</p>

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	<p>I have 2 queries:</p> <p>1) When you specify "parts of" Charles Street and other streets, how will we know which parts. I live at 107 - am I within the CPZ? I hope so, otherwise my section of the road will become even more congested.</p> <p>2) The charge of 60 GBP per annum - could you outline what this fee covers please? It seems high given the number of permits available on the street and the fact we will still be parking on the curb.</p>
(83) Resident, (Oxford)	<p>Support - As a resident, I am constantly frustrated by the inconsiderate parking in this area, and the sheer number of cars packed into the street. This situation urgently needs fixing, and I am glad this is going ahead.</p>
(84) Resident, (Oxford)	<p>Support - Pleased at the introduction of a CPZ, but disappointed that we will have to wait for the introduction of one in Cricket Road. On reflection, happy that Cricket Road has been excluded from this zone due to the likelihood of Howard St residents parking in Cricket Road to avoid getting into the one-way system, so would have preferred both zones to be implemented at the same time to prevent this.</p>
(85) Resident, (Oxford)	<p>Support - I generally support the proposed CPZ because parking on our street has recently become very difficult. However, I would like to see more visitor parking. 50 permits is not enough and I think the 2 hour bays should be free for general parking in the evenings and at weekends so we can have visitors then. If bays are marked on the pavement, which I understand may need to be done to let traffic through, the council must ensure there is enough space for prams etc to get down the pavement and enforce cars park in the bays. On Hertford Street, I would like clarity about what's going to happen with the current zig zags outside what was the school. Will this become parking? That's not what is currently marked out on the pavement.</p>
(86) Resident, (Oxford)	<p>Support - As a resident if Howard street, this is a great idea! Parking is a nightmare.</p>
(87) Resident, (Oxford)	<p>Support - I strongly support this proposal. We should be doing all we can to discourage people from bringing their cars into the city. Currently people use Charles Street, where I live, as a park and ride for work. And since the Iffley Fields side of the Iffley Road streets have had a CPZ introduced, the problem of people parking here to go to work has noticeably worsened. Non-residents also drive very fast down the street, which given the number of families who live here, is a</p>

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	<p>worry. With the Wadham building opening in September 2019, unless there is a CPZ in operation, lots of students will bring cars and it will be impossible to park on the street at all.</p> <p>I understand that users of St Alban's Church Hall will be objecting to these plans. However, if there is a CPZ they will still be able to park for a limited time and hopefully it will encourage more people to walk, cycle, or use public transport. I do not expect to be able to park outside my house - it is a public road after all. However with a 2-year and 1-year old, and a husband with a brain tumour, it would be good to park somewhere close, especially when bringing home shopping. I very much hope the CPZ goes ahead as soon as possible.</p>
(88) Resident, (Oxford)	Support - As a resident I feel that controlled parking is required
(89) Resident, (Oxford)	Support - <i>No comment</i>
(90) Resident, (Oxford)	Support - <i>No comment</i>
(91) Resident, (Oxford)	Support - <i>No comment</i>
(92) Resident, (Oxford)	<p>Support - As a resident of Percy Street, I support the introduction of a CPZ in the Magdalen Road South area. But I think the plans for changing parking in the area should be much more extensive – Charles Street and Howard Street are similar roads which have been made one way with parking provided only on one side of the road at any point. This allows space for trees, wider pavements and a much more pleasant environment. Please consider doing the same for Percy Street. It's currently a very unpleasant street with the cars taking up most of the pavement on both sides of the road which is ridiculous. Pedestrians often have to walk down the middle of the road, it's often difficult to get my bicycle into my hose because there are tow vans blocking my gateway, and it's generally very unpleasant. It seems absurd to give cars so much priority at the cost to everyone's environment.</p>

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<p>(93) Resident, (Oxford)</p>	<p>Support - The lack of space for a wheelchair or a pram on Percy St footpaths due to care parking is fairly shocking.</p> <p>Can Percy St have extensive on-street parking and be a liveable, humane, green, child-friendly, bike-friendly, disability-friendly street? I don't think so.</p> <p>The controlled parking zone is a small step in the right direction. But I'd like to see the council thinking bigger about improving our street. For example, proper wide footpaths and parking on one side only would be a good next step. Blocking the access onto Magdalen road for cars to make the street a cul-de-sac would be another. Adding green patches / trees like on Charles Street would be great too.</p> <p>We want to live on green, healthy, welcoming streets, not a dangerous and ugly carpark. Make bold, ambitious changes!</p>
<p>(94) Resident, (Oxford)</p>	<p>Support - Parking is a huge problem in this area - I support this proposal without hesitation.</p>
<p>(95) Resident, (Oxford)</p>	<p>Support - Living on Magdalen Road as part of a 1 car family, parking is often extremely hard to find, especially in the evenings during University term time. This has forced us to park in areas where we've had our car damaged and vandalised. Both myself and my wife have talked about the benefits of a CPZ, and both of us strongly support its implementation. We think it would be fo great benefit to us and other similar family households living in Magdalen Road South. I also deem it especially important given the future opening of the Wadham College residence on Iffley road.</p>
<p>(96) Resident, (Oxford)</p>	<p>Support - I am in full support of the proposed CPZ of Magdalen south area proposal. I am also all of the proposal introduction of CPZ in Ridgefield Road. We have witnessed a massive change to out street with the now run down loom of our road. With multiple rental properties & excessive cars parked everywhere & even on corners of adjacent roads.</p> <p>I hope my road also has CPZ introduced as soon as possible And that the property owners not the landlords actually living on my road respond in a similar fashion.</p>
<p>(97) Resident, (Oxford)</p>	<p>Support - I am very much in favour of the proposed controlled parking zone in Magdalen South area. However, I have noticed that when this was recently implemented in the nearby Iffley Fields area, the sign posts used to denote it stood out too much and were a detriment to the Victorian properties character of the streets. The consultation paperwork</p>

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	<p>appears to make no reference to sign placement. I would prefer if the CPZ signs were made as discreet as possible, placing them in front garden walls instead of high posts when feasible.</p>
<p>(98) Local Church, (Oxford)</p>	<p>Support - of the opinion that the CPZ will be of benefit to existing chapel users. Our preference is that a good number of 2-3hr spaces should be installed locally to allow for short term use of this and other local facilities. This appears to be the case in the draft plans. We are unsure if the current proposals have sufficient temporary spaces for all the Business and Community uses locally - 41a/ St Albans Hall/ Pegasus Theatre to ensure that uses can be maintained, and all thrive alongside the café and restaurant businesses locally.</p> <p>Overall, we would like to reiterate our support for the introduction of the proposed CPZ and ask that our current use and proposed development of the Irving Building could be accounted in the introduction of the scheme. Although we are without a planning application at present, we are aiming to bring this building back into full use in due course, and therefore hope that its proposed use can be factored into the CPZ calculations.</p>
<p>(99) Group/Organisation, (Oxford)</p>	<p>Support - There are a number of anomalies that needs resolution to help/make the CPZ work as well as ensure safe and accessible locality:</p> <ol style="list-style-type: none"> 1. New Houses adjacent to 299c Iffley road and behind the existing substation need to be included within the boundary - current boundary excludes them 2. Essex Street - no passing spaces for cars coming from either end 3. Essex Street - no 43 Garage has a parking space shown across entrance on the plan Suggest double yellow in front of 43 and extending to 41/45 to allow access to garage and a passing space. 4. Essex Street - Double Gate school access is blocked by a proposed parking space - this access should be retained for emergency access (1991 fire was made worse as fire engines could not access) - suggest double yellow to preserve access. 5. Essex Street - SEB substation requires 24/7 access which is has via the zigzag lines currently - this is a lease requirement and statutory one I suspect. Suggest a double yellow line to preserve access at all times. Other local Sub Stations (Hurst Street) enjoy this level of access. 6. Essex Street - disabled space outside 34 has been redundant for many years and was there for a past resident. Virtually disappeared and no longer in use as such. Suggest removal to provide additional space. 7 Charles Street - lack of passing space of sufficient size half way down - suggest longer area of double yellow line at mid point. 8. Hertford Street - school building access replacing zigzag not long enough for existing school type use - extend the double yellow lines towards Barnet Street.

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	<p>9. Percy Street - car parking on plot seems to be widespread - check all is covered to prevent car parking in front of offstreet spaces? 10. Enough residents spaces for Magdalen Road residents?</p>
<p>(100) Resident, (Oxford)</p>	<p>Support – I have no objection to the introduction of a CPZ for Magdalen Road South to Howard Street, as it is an inevitable consequence of existing CPZs in adjoining areas of East Oxford.</p> <p>It appears to be the case that the snort-stay parking bays for 2 or 3 hours in, and near, Charles Street are not overly long in linear terms. This is likely to be difficult for the odd-job person with a small-scale business who needs to get awkward and/or heavy equipment near to a specific property to undertake their job that may only take under an hour. I understand that it would be more acceptable to a larger scale firm/contractor undertaking short or long term projects to make application for parking permits, but this might seem onerous to the small scale enterprise. As I do not own a car, and am the sole occupant of my house, I do not think it reasonable for me to hand out 24 hour visitor permit for a very short amount of time, when the number of annual permits allocated is limited.</p>
	<p style="text-align: center;">Support with Concerns</p>
<p>(101) Local Nursery School, (Oxford)</p>	<p>Support with concerns- An overall comment: We strongly support the proposals for CPZ in the vicinity of the school and are pleased to know that road immediately in front of the school will be marked with double yellow lines.</p> <p>A question: We are very concerned about having enough parking spaces for our staff. We are the only school directly affected by the proposal. With over 200 children and nearly forty staff, our LA maintained school is a key provider of early learning and children places in East Oxford. Although we strongly encourage and support walking, cycling and use of public and shared transport, we still have twelve staff who live at distance and so rely on car transport. We have no school car park but have negotiated use of six spaces in an adjacent site. This leaves us requiring six places for other staff. Given our unique and important role in our public service, what is the best arrangement can we make for the six essential spaces?</p>
<p>(102) Resident, (Oxford)</p>	<p>Support with concerns - It's been unbearable for some time and is sorely needed. I often have to park at least 10 minutes from my home. The situation at present simply isn't sustainable, so I'm glad this is finally being proposed.</p>

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	<p>I only have two objections.</p> <p>1) why does this not include Ridgefield road? Part of the reason for the lack of spaces is because Mr Farooq and co run their huge property empire from there. It results in at least 8, often more, large vans parked there at any one time. Imposing a cpz in this area too will encourage them to get a proper base of operations rather than taking up an entire street with their work vans. It's not as if they can't afford a dedicated unit or warehouse. It wouldn't make sense to impose the restriction on Magdalen / Howard / Essex etc without also including Ridgefield road, which is equally difficult to park in (regardless of landlords and their vans) and it runs between Howard Street and Magdalen road just like the other streets do.</p> <p>2) is £60 a year really necessary? This is more than a garden waste bin. It seems like you'll be making a tidy profit when all is said and done. It seems a little excessive of a price. Obviously I would prefer it to be cheaper... But it could be a price worth paying I suppose.</p> <p>The overall the idea is sound and desperately needed. I fully support the idea with the exception of the two objections listed above.</p> <p>Again I would urge you to seriously consider including ridgefield road within the cpz. It doesn't make sense not too!</p>
(103) Resident, (Oxford)	<p>Support with concerns - While everyone sees the need for disabled parking, there is a problem with the number of old, extinct badges still being displayed.</p> <p>In Sidney Street we have two such notices. The person in question died many years ago. On nearby Percy Street, right hand side of the road, going towards the Iffley Rd there is the same situation.</p> <p>As there is such a chronic lack of space this kind of what amounts to petty fraud is very unfair.</p>
(104) Resident, (Oxford)	<p>Support with concerns - would like to respond in support of the CPZ but I would like to feedback that there are many properties on Percy street that have a drive. I believe these properties should not have permits. If they were allowed that will mean some houses have 4 spaces- 1 on the drive, 1 in front of their drive and 2 on the street. There are many students on the street who already take up many spaces.</p>
<p>Neither/Concerns/Other</p>	

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<p>(105) Resident, (Oxford)</p>	<p>Neither - I am not intrinsically against a CPZ for this area. But I am dissatisfied with the proposal in its current form in two respects.</p> <p>1) The principal stumbling block is the intention to introduce pavement parking on the east side of Silver Road, a street where such parking is not currently needed. This feature was also in the two previous CPZ proposals for the area. Objections were made by me and others to those proposals on the grounds of the undesirability of introducing pavement parking. It is disappointing to find that those objections were not listened to and no solution has been found in the interim.</p> <p>At the public meeting where the decision was made not to enact the previous CPZ proposal, officials admitted that the CPZ scheme was regrettably inflexible. Surely the solution is to enable flexibility within the scheme. Why has this not been done in the intervening years? The scheme should be designed to fit the streets not the other way around.</p> <p>Given the high number of vehicles now regularly parking in Silver Road, there is something to be said for a CPZ. But it should improve the road not spoil it. Introducing pavement parking where it does not currently exist spoils the road.</p> <p>2) A minor problem with the current proposal concerns residents, like me, who do not own a car but who from time to time hire one. Under the proposed scheme, they would only be able to park hire-cars outside their houses using visitor-permits, thereby reducing the effective number of their visitor permits. A way must be found within the scheme of enabling residents who use hire-cars to serve their transportation needs to park these vehicles in the street within a resident's-permit allowance and without eating into the visitor-permit allowance.</p> <p>Each of the streets in this area has its own character and needs. Unrolling a one-size-fits-all CPZ scheme will not serve these needs and will damage the area. Please revise the scheme and formulate a proposal that really serves the area.</p>
<p>(106) Resident, (Oxford)</p>	<p>Neither - I strongly object to the inclusion of pavement parking in Silver Road in this proposal. The road is wide enough to make it entirely unnecessary. Pavement parking creates danger and inconvenience for pedestrians trying to use the pavement - especially children (and there are plenty in the street), pram users, wheelchair users. Pedestrians are forced to walk in the road (Essex Street is a particularly bad case), especially on bin collection days.</p> <p>If pavement parking (in Silver Road) were removed from the proposal, I would support it.</p>

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<p>(107) Resident, (Oxford)</p>	<p>Neither - The Council website states that one of the intended purposes of the proposed parking zones is to contribute "to road safety and improvements to the street environment" by ensuring "cars are not parked in inappropriate or unsafe places". I see nothing in the proposal which will address this issue. It mentions that some parking over parts of the footway will still be allowed. It does not include provision for how this will be regulated to ensure that people with walking frames, wheelchairs, visual impairment, guide dogs or pushchairs will be guaranteed safe passage along footways. Will the on-footway parking be marked out with lines as per Magdalen North CPZ?</p> <p>The parking zone proposals do nothing to address blockages to the pavements caused by people parking in their front garden areas with portions of their cars blocking the pavement on the non-roadside part of the pavement.</p> <p>The proposal also fails to address the existing extremely unsafe footways caused by people lowering sections of the footway to allow them to easily access their gardens for parking - in particular along Percy Street. This constant up-and-down camber along parts of Percy Street renders the pavement DANGEROUS for wheelchair users. This problem may be further exacerbated by an increase in the numbers of households lowering the pavements to facilitate parking in their front gardens to avoid paying the permit fees.</p> <p>The proposals allow free visitors permits for the over 70s. What about permits for disabled residents and Blue Badge entitled residents? People with disabilities often require more frequent visitors throughout the daytime, for professional care, personal care and social interaction. Our household is under 70 years old and we do not have a car. My husband has a Blue Badge for use if we go out in someone else's car. Under to the rules of use for the Blue Badge scheme, visitors to our house are not entitled to use the badge in their cars to allow for parking. The effect of the proposed scheme will be to further isolate vulnerable people in our neighbourhood.</p> <p>The details of the "visitors permits" section of the scheme is unclear as to whether the 50 days worth of permits applies per household or (as with the parking permits) per adult in the household (to a maximum of 2 adults). This needs to be clarified.</p>
<p>(108) Resident, (Oxford)</p>	<p>Neither - My household is one of several in the area who do not have a car. Somehow that option is not mentioned in the consultation. Given how much we have helped the parking situation over the years, I would like to make a case for some extra 'perks' for car-free households like ours. I do drive occasionally and might find that I would have to use visitors' permits for myself, and thus have fewer for actual visitors who drive. In order to encourage less car ownership, in line with County Council initiatives around low carbon living and the recently declared climate emergency, would the Council like to support our continuing efforts with, for example, more free visitors' passes?</p>

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	<p>I am also very concerned that streets like ours lucky enough to have front gardens will get even more concreted over, as people flout the spirit of the CPZ by covering over yet more green space. Can the Council ensure that those who do so still have to pay for the parking space that they are actually using in front of their house? The old-fashioned techniques of using slabs can and have been easily reversed around here, but the new methods are much more likely to be permanent and lead to further issues with drainage and excessive heat, plus lose yet more space for flora and fauna.</p>
<p>(109) Resident, (Oxford)</p>	<p>Neither - I appreciate that local residents often find it difficult to park here, and the Wadham college development adds to the pressure. So there is good reason to introduce a CPZ. However, the plans seem to reserve all the space for residents after 6.30. Surely the Council wants to encourage local social and cultural life? Why not allow evening visits by car to The Gladiators, Pegasus and other local venues (not to mention private homes - fiddling around with permits is a considerable hassle)? Some of the people who want to come find it hard to do so on public transport, and yet do not qualify for blue badges. I myself had to abandon a proposed visit to SJE on Iffley Road because the new CPZ nearby makes it too difficult to park. Can't the restrictions start after evening activities have ended?</p>
<p>(110) Resident, (Oxford)</p>	<p>Neither - The controlled parking zones just push the parking problems from one area to another. The part of Boundary Brook Road which runs parallel to Howard Street has suffered additional parking since the Iffley Fields Parking Zone was introduced. The Magdalen Road South Area zone will make the situation worse. Why not include Boundary Brook Road, Quartermain Close and Pipkin Way in the scheme so that all residents in the Magdalen Road South Area will have somewhere to park.</p>
<p>(111) Resident, (Oxford)</p>	<p>Neither - The tick box above does not include an option for my comments. I do support Controlled Parking Zones and for the people included in this proposal I am pleased that It's coming to fruition. However I am distressed to learn that it does not include Ridgefield Road. I cannot recall being informed during the consultation that some roads had been dropped from the scheme. I have waited patiently for this CPZ to happen during which time parking and safety issues have worsened. To turn corners into Ridgefield road it is not uncommon to have no view of oncoming traffic and having to do so 'blind' just trusting that others will be aware of vehicles coming out of side streets. I have witnessed pedestrians frequently having to walk in the road as vehicles are parked on the paths and completely around corners. When the new CPZ comes into force this will have the effect of pushing even more vehicles to try parking in this road and its side streets and corners. I urge you to bring forward the consultation on CPZ for Ridgefield Road and others as mentioned in your communication to occupiers Ref CM/12.6.320MagdalenSouth CPZ.</p>

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<p>(112) Resident, (Oxford)</p>	<p>Neither - As a household in the area who have no car but regularly use hire cars (as well as car club cars in the area) for personal and business use there is not suitable provision for this. Visitors passes will not be available for a sufficient number of days to cover regular use of such vehicles requiring to be parked outside a home overnight and as the car used will vary each time we cannot utilise the standard residents parking passes. Are we to assume that the council would prefer us to clutter the roads up and impact more negatively on the environment by purchasing two new cars in order to be able to park outside our house rather than enable us and other residents who similarly make use of a vehicle only as and when they need it to park at their residences overnight on these occasions? This is a very retrograde step which fails abysmally in supporting residents in their efforts to make small changes to help with local sustainability initiatives. We would very much appreciate a response on how you will enable us to be able to park when we need to on our street in this circumstance?</p>
<p>(113) Resident, (Oxford)</p>	<p>Neither - I have an off-road parking space, and no car!</p>
<p>(114) Resident, (Oxford)</p>	<p>No opinion - I want to ensure that the provision of the CPZ does not block access to the front drive way of 104 Percy Street (I am the owner) - it was unclear from the diagram and I believe the area in front of the drive way should be marked as no parking if possible.</p>
<p>(115) Group/Organisation, (Oxford)</p>	<p>No opinion - I have had numerous enquiries re the cpz. It would be beneficial to us to have limited designated parking for users of the church or a few parking permits we could issue to hall users.</p>
<p>(116) Local Church, (Oxford)</p>	<p>Concerns - The first thing to say is that as a congregation we are very grateful for the fact that there are 3 hour slots along the Charles Street and Catherine Street sides of the church. Most of us are local but there are some older members of the congregation who have no option but to drive the quite short distance to church, and there are a small number of worshippers who come from out of the area. Occasionally there are larger number of visitors for baptisms etc, but I am hopeful that the number of shared parking spaces available in the CPZ as a whole will mean that these visitors can always find somewhere reasonably local to park. I think that the number of shared spaces alongside the church (about six I estimate) will normally be enough for our purposes. Thank you very much for thinking proactively about our needs as part of the community.</p>

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	<p>I am not quite so sure how things will work for all of our church hall users. The hall is very much part of what we try to do for the community. I think that for most users three hours of parking will be sufficient, but I think that some organisers of (as supposed to participants in) hall activities may need a little bit more than three hours. Please don't let anything I have said on behalf of the congregation over-ride any representations you may have had from any other users of the hall. We fully support the principle of the CPZ but obviously want things to work well for all those who use our facilities. What would be the appropriate actions for someone running an activity at the Hall for more than three hours? Should they simply move their car to another shared parking space?</p>
<p>(117) Resident, (Oxford)</p>	<p>Concerns - . I support the proposal but my concern is once the proposal start (controlled parking) all the vehicle will pushed towards South side of Ridgefield and cricket Road (I mean other side of Howard street and towards Regal Community centre).</p> <p>There for I am proposing if you could include the whole of Ridgefield road and cricket road under the control zone will be good for the resident for these road. As we know there are lots of students live in this area they will park cars where ever they can to park.</p> <p>I hope the panel will consider my proposal and include whole Ridgefield Road and cricket road for controlled parking zone.</p>
<p>(118) Resident, (Oxford)</p>	<p>Concerns - I am very concerned that the occupant of number 20 Sidney Street. Both properties have a single white line painted on the road outside the property and both properties display unofficial disabled parking signs.</p> <p>The white lines and disabled parking signs are no longer relevant. They are historic, relating to many years ago when a disabled lady resided there. Sadly, she died many years ago.</p> <p>I would ask that as part of the highways exercise to implement the CPZ in Magdalen road/Howard Street your department review and remove these parking restrictions. Parking space is in short in this area.</p>
<p>(119) Resident, (Oxford)</p>	<p>Concerns - There is real and growing concern amongst Silver Road residents about the implications for pedestrians, disabled and wheelchair users (which includes at least two of our residents) and families with children of allowing cars to encroach onto the pavement. The pavements in Silver Road are narrow enough as it is when compared with other streets and when on occasion a non-resident decides to park their car on the pavement, it has the effect of forcing pedestrian traffic, including children, buggies and wheelchairs, out into the street. A 900mm walking width would be</p>

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	<p>questionably adequate (especially for wheelchair users) even without the added obstacles of overhanging hedges, bins and street furniture which further compromise this width. The result, if this is introduced, will be a direct loss of accessibility and amenity. The Council cannot responsibly take a view that matters such as bins are 'out of their control' - it is for them to consider the knock on implications for amenity and accessibility of any scheme they introduce. In any event I have also measured the car to car running width in the street at several points in the last two weeks and it more or less already 3m. I have also talked to ambulance and refuse truck staff who have advised that the main problem in Silver Rd is a) cars parking too close to junctions, and b) poor parking standards (in that order). Once they have turned into the street, the running width is only an issue if someone has parked poorly.</p> <p>All of these matters would be amply and adequately addressed by the demarcation of bays to ensure cars park hard against the kerb (as responsible residents do already) and that the standard of parking is good (i.e. any cars not strictly within bays are ticketed - incidentally what measures are being introduced to ensure enforcement?).</p> <p>I do not accept that there is a sustainable case for the significant harm to residential amenity and accessibility that enforced pavement parking would introduce. Everyone - emergency services, refuse and residents - has managed adequately for years, and such problems as there are can be solved without recourse to this. There is a clear correlation between inconsiderate or poor standards of car parking and student car ownership and it is student car ownership that has always been the problem in ours and neighbouring streets. We welcome that part of the CPZ that seeks to address this, but we reject that it should come at such a cost to our recreational amenity and accessibility. Forced introduction of pavement parking into streets where it has never been the norm (as opposed to e.g. Essex Street where it is standard and accepted) is not justified and we ask the Council to revise the proposals such that bays are demarcated within the carriageway and up to the kerb, not encroaching on the pavement.</p>
<p>(120) Resident, (Oxford)</p>	<p>Request - - we live at 284 Iffley Rd, and requested visitors permits for Iffley Fields CPZ when that went operational (Oct/Nov 2018)</p> <ul style="list-style-type: none"> - we were informed that this was not possible, as our property is not included in that CPZ - after some correspondence, we were advised to make a formal request to be included in Iffley Fields CPZ when the consultation for Magdalen Rd South opened - and so this is what we are now doing - we are requesting to be included in the Iffley Fields CPZ please.
<p>(121) City Councillor (Iffley Fields)</p>	<p>Concerns- My understanding was that the CPZ is proposed for all streets in this wedge, right up to Cowley Road, so including all Howard Street, Ridgefield Road 1 - 59, Cricket Road 2 - 24, Whitson Place and Leys Place. If these are left</p>

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	out of consultation now, many of the residents in those streets will not be happy, due to increased displacement if this plan goes ahead. They get displacement from roads such as St Mary's Road.
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Appendix 3 – Parking survey (November 2017) Summary

Road	Time						
	04:00	08:00	10:00	12:00	14:00	16:00	18:00
Abbots Wood East	13	2	1	1	1		3
Abbots Wood West	9				2	3	2
Acre Close	4	3	3	2	2	3	1
Atkyns Road	11	3	7	7	7	7	3
Awgar Stone Road	7	7	6	8	4	4	3
Blackstock Close	17	14	13	11	11	9	13
Bonar Road	14	9	10	10	10	11	13
Bracegirdle Road	16	10	11	14	10	15	17
Broad Oak	24	13	10	13	19	18	17
Calcot Close	24	8	6	5	5	2	1
Chillingworth Crescent	40	33	24	24	28	27	41
East Field Close	14	15	14	11	12	13	8
Godfrey Close	1	1	1	1	1	1	2
Holland Place	10	12	8	7	10	9	12
John Lawrence Place	2		3	3	1	1	
Leiden Road	68	72	79	69	62	67	65
Long Close	13	7	4	5	5	5	
Masons Road	47	37	42	43	43	42	39
Meyseys Road	9	9	8	8	9	7	8
Nether Dunford Close	3	9	9	9	7	7	8
Nuffield Road	19	14	21	25	25	23	20
Old Barn Ground	5	3	2	2	2	3	3

Palmer Road	28	18	25	24	23	24	20
Pauling Road	25	43	35	37	36	34	29
Peppercorn Avenue	7	4	5	9	3	3	3
Pether Road	12	9	10	11	9	8	8
Pickett Avenue	4	4	4	6	3	2	3
Rede Close	12	7	5	5	6	5	4
Stansfield Place	14	7	6	6	3	2	6
Stubbs Avenue	10	10	8	6	5	8	9
Three Fields Road	18	16	17	16	14	15	14
Titup Hall Drive	18	26	35	29	27	23	14
Troy Close	7	4	3	2	2	2	5
Wood Farm Road	72	42	46	41	41	36	36
Totals	597	471	481	470	448	439	430