

## **CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2020**

### **OXFORD – MARSTON NORTH: PROPOSED CONTROLLED PARKING ZONE (CPZ)**

**Report by Interim Director of Community Operations**

#### **Recommendation**

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Marston North area, but with the times and days of week of the CPZ restrictions in Horseman Close, Clay Close, Jessops Close and Dents Close being amended so as to align with those for the other parts of the CPZ.

#### **Executive summary**

2. Following approval by the Cabinet Member of Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents the responses to a formal consultation on a new CPZ in the Marston North area (previously referred to as the New Marston area).

#### **Introduction**

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

## Background

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

## Formal Consultation

6. Formal consultation on the revised proposals as shown at Annex 1 was carried out between 19 August and 18 September 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County Councillor. A letter was sent directly to approximately 1065 properties in the area which included the formal notice of the proposals providing details on permit eligibility and costs. Additionally, street notices were placed on site in and around the area.
7. 158 responses were received during the formal consultation (an approximate response rate of 15%). These are summarised in the tables below:

<b>Response to CPZ</b>	<b>Businesses / other organisations</b>	<b>Residents</b>	<b>Overall Percentage</b>
Object	2	91	93 (57%)
Support	-	45	45 (29%)
Neither/Concerns	1	19	20 (14%)
No Opinion	-	-	0%
<i>Total</i>	<i>3</i>	<i>155</i>	<i>158 (100%)</i>

8. 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.

## Summary of local responses by road:

<b>Road</b>	<b>Object</b>	<b>Support</b>	<b>Neither / No opinion</b>	<b>Total</b>
Arlington Drive	4	4	1	9
Ashlong Road	8	1	-	9
Beechey Avenue	1	4	-	5
Broughton Close	1	-	-	1
Cavendish Drive	1	1	-	2

Cherwell Drive	3	1	-	4
Clays Close	12	1	-	13
Cotswold Crescent	-	1	-	1
Cromwell Close	-	1	-	1
Cuddesdon Way	1	-	-	1
Elms Drive	6	-	2	8
Ewin Close	1	2	-	3
Fairfax Avenue	-	4	-	4
Fane Road	2	-	1	3
Gordon Close	-	3	-	3
Haynes Road	3	-	-	3
Horseman Close	16	2	4	22
Jessops Close	3	-	-	3
Lewell Avenue	-	2	1	3
Marsh Lane	5	-	-	5
Mortimer Drive	5	1	-	6
Nicholas Avenue	-	3	-	3
Ouseley Close	1	-	-	1
Oxford Road	1	8	5	14
Ponds Lane	-	-	2	2
Raymund Road	7	1	-	8
Rippington Drive	2	3	-	5
Salford Road	2	-	-	2
Stanley Road	-	1	-	1
The Croft	-	-	1	1
Windsor Crescent	2	1	1	4
<i>non-Oxford</i>	3	-	-	3
<i>unknown</i>	3	-	1	4
<b>Total</b>	<b>93</b>	<b>45</b>	<b>19</b>	<b>157</b>

9. The table below summarises the main issues raised by members of the public expressing an objection or raising a concern. As respondents in several cases cited more than one concern, the totals below are greater than the number of such respondents:

<b>Objection/Concern</b>	<b>Reason</b>	<b>Number</b>
1. Need for / Effectiveness	CPZ not needed as parking for residents not an issue.	56
	CPZ should operate during working hours Monday to Friday 9am - 5pm.	2
	Concerns regarding minimal impact scheme.	2
	Effectiveness of CPZ at school pick up/drop off times.	8
	Old Marston Village should be included.	1
	Oxford Road should be included.	1
	Windsor Crescent should be included.	1
	Different restrictions needed for Ewin Close.	1
	Residents having to pay to park.	29
2. Cost of Permits	Having to pay for visitors.	3
	Maximum number of permits per property (2) is too low.	6
	Maximum number of visitor permits is too low.	11
3. Permit Eligibility	Contractor permits need greater flexibility.	2
	Visitor permits are too restrictive (i.e. short stay needs).	1
	Clays Close too restrictive.	3
	Horseman Close & Dents Close too restrictive.	18
4. Parking Provision	Restrictions would affect parking availability for customers.	2
	Restrictions would affect parking availability for residents.	12
	Restrictions would affect parking availability for visitors.	9
	Concerns over displaced parking.	3
	Concerns over Non-residents parking in private roads/areas.	4
	Concerns over parking in Elms Drive (current Access Only)	6
	More residents' vehicles are remaining during day (home working).	5
	Possible lack of enforcement.	4
	Better enforcement of existing restrictions is solution.	2
5. Enforcement Concerns	Environmental impact on area i.e. additional private parking created/verge parking.	7
	Safety concerns regarding parked vehicles	2

10. The individual responses are shown at Annex 2. Copies of the original responses are available for inspection by County Councillors.

11. Thames Valley Police did not object citing the fact that the burden on enforcement would not fall on them.
12. The remaining responses were from members of the public, with those expressing an objection or citing concerns raising issues covering: the overall need for and associated effectiveness of a controlled parking scheme in the area, the cost of permits for both residents & their visitors, the number of permits residents would be eligible for, the potentially adverse effect on parking availability of residents & visitors, current and possible lack of enforcement activity as well as potential local environmental & safety concerns.
13. The overwhelming majority of objections raised by residents queried the actual need for controlled parking in any form, citing that parking pressures in the area are not especially severe and that the scheme would instead cause unnecessary inconvenience and expense for existing residents and their visitors. Noting the above, it should be stressed that the proposals seek to alleviate the problems associated with commuter parking and overflow parking from adjacent CPZs, as well as the anticipated increase in issues arising from the potential parking pressures from the Swan School on Marston Ferry Road. While accepting that some parts of the area are more pressured than others and that not all roads within the area might be directly impacted by this, not including all roads within the proposed zone could lead to later problems of potentially displaced parking having a far greater effect on any road that was not part of the scheme.
14. Concerns regarding both the need for residents (and their visitors) having to pay to park outside their house and the number of actual permits (specifically the visitor allocation) available were raised by a number of residents. While accepting that these will impact on some residents more than others depending on their specific circumstances – and noting in particular concerns raised by occupants of properties currently with more than 2 vehicles – the permit costs and visitor permit allocation are as applied in all other CPZs in Oxford and, in respect of the proposed limit of 2 vehicle permits per property, consistent with many other CPZs.
15. A number of residents also highlighted the issue that, due to the current covid19 pandemic, a larger percentage of residents – who would ‘normally’ drive to work - would in fact now be remaining at home during the day (i.e. during the hours of operation) and would, therefore, be required to purchase a permit.
16. Residents of Horseman Close & those leading directly off of it questioned the proposals for residents’ permit parking at all times on all days of the week, citing that they were too restrictive for them, specifically suggesting it would hit them and their visitors harder i.e. by not having any shared parking provision. In view of these concerns it is agreed that the times and days of week for the CPZ restrictions in Horseman Close, Clay Close, Jessops Close and Dents Close should be amended so as to align with those for the other parts of the proposed CPZ.

17. Responses from those living in Old Marston Village, Oxford Road & Windsor Crescent suggested that they should be included within the CPZ area due to their proximity to the scheme and the potential for displaced parking. Whilst residents of Elms Drive were unsure how the proposed scheme would fit with the existing prohibition to vehicles (except for access), fearing that they would witness an increase in parking from residents from other roads within the zone.
18. Noting the above, proposals for a CPZ in the part of the Old Marston area not included in the current proposals will be taken forward subject to funding being available. Specifically, with reference to Windsor Crescent this road had not been included in the original notice of the proposal but had been included in the current proposals.
19. Concerns were also raised in respect to the proposed additional parking restrictions and their potential impact on parking availability for residents and their visitors. Officers will review the scope to make minor amendments to accommodate any suggested changes and should clear and obvious issues arise then additional measures could be investigated as appropriate.
20. In terms of concerns raised about the possibility of non-residents parking on the areas of private/allocated parking or within private roads, although outside of the direct remit of the county council and difficult to accurately predict, officers will monitor any potential adverse effects on these areas and look to take appropriate action if necessary.
21. Some residents expressed concerns that rather than introducing additional measures, the existing parking restrictions would be adequate given proper enforcement priority. Enforcement concerns are noted and residents are encouraged to report vehicles contravening the local parking restriction but the existing restrictions are not considered to be effective at controlling the levels of non-residential parking seen in roads within the area. Noting the concerns raised about enforcement of any proposed and more stringent restrictions, any new CPZ will see levels of enforcement similar to that of existing areas, with patrols at least twice daily and extra resource during the early periods of implementation or when required.
22. Queries were also raised about the effectiveness of 'minimum impact' style measures, citing that the lack of signs & lines within the scheme could result in a higher level of non-compliance. With the recent implementation of a number of these sorts of scheme across the City, officers are confident that a balance between creating an effective well-designed scheme, whilst minimising the amount of street furniture and associated costs has been appropriately struck. Officers will review and then consider any specific suggestions for minor adjustments raised during the consultation.
23. In terms of the concerns raised regarding safety (especially in relation to school pupils) the proposed additional parking restrictions and the restriction on non-residential parking should help ensure that junctions are kept clear and the number of vehicles parked within the area kept at a minimum.

24. Concerns regarding the impact on the local area in terms of potential increase in residential development for private parking and increased parking on green spaces and verges were mentioned by a small number of residents.

## **Monitoring and evaluation**

25. It is suggested that scheme, if approved, be reviewed approximately 12 months after the implementation.

## **How the Project supports LTP4 Objectives**

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

## **Financial and Staff Implications (including Revenue)**

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

## **Equalities Implications**

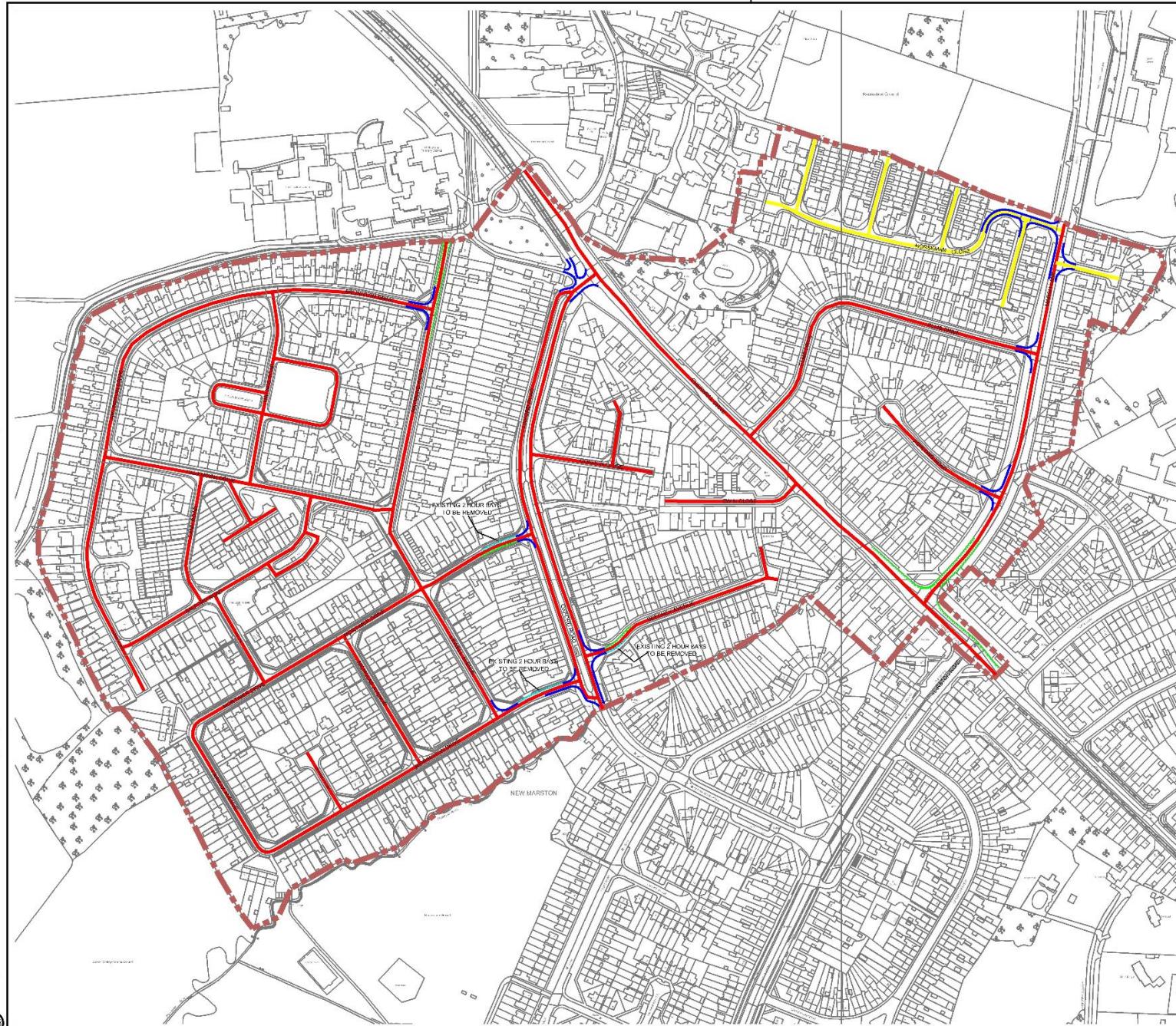
28. No equalities implications have been identified in respect of the proposals.

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Background papers: Plan of proposed Controlled Parking Zone  
Consultation responses

Contact Officers: Hugh Potter 07766 998704  
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Drawing No.

Revision 0

## KEY

Zone Boundary

Permit holders (Zone addresses's) between 9am and 5pm Monday to Friday and non-permit holders restricted to 2 hour parking between 9am to 5pm Monday to Friday with No return within 2 hours.

Permit holders (Zone addresses's) at all times

Existing 'No waiting at anytime' (double yellow lines) to remain.

Existing No Waiting (single yellow lines) to remain.

Existing Limited waiting Mon - Fri, 10am - 4pm, 2 hours max stay to be removed as 2 hour free parking is permitted over whole zone.

## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

**CONSTRUCTION** (ENTER 'NONE' IF APPLICABLE)

**Maintenance/Cleaning** (ENTER 'NONE' IF APPLICABLE)

**Use** (ENTER 'NONE' IF APPLICABLE)

**Decommissioning/Demolition** (ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Project title  
- NEW MARSTON (OXFORD)

Drawing title

## PROPOSED CONTROLLED PARKING ZONE

## Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S	JW	Date drawn 21.07.20	Date checked Date approved

Oxfordshire Project No. &amp; File Ref

Drawing No. WW/CPZ/2020/001

Revision 0

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> – these restrictions place no burden upon Thames Valley Police in terms of enforcement.
(2) Local Resident, (Oxford, Cherwell Drive)	<p><b>Object</b> - The initial consultation a CPZ in the Marston North area returned a majority response opposing the proposal so there is no valid reason that OCC to proceed with this plan. Residents in the area are generally content with the parking situation as there is very little commuter parking in this area. The only reason for this CPZ is for OCC to charge residents to park outside of their properties.</p> <p>I give notice to OCC that regardless of whether or not a CPZ is imposed I will continue to park in front of my property without purchasing any permit. I understand that I have an established right, under law, to continue to park on Cherwell Drive without any purchased permit.</p>
(3) Local Resident, (Oxford, Elms Drive)	<p><b>Object</b> - 1. Elms Drive is a no access road, and yet is used daily by cars cutting through from Marsh Lane to Cherwell Drive, or by drivers parking at the ends of the drive. Cars should not be driving through or parking here at all. Many of them speed, and with an increasing population of young children + elderly or disabled residents, there is a real risk of accident. Creating a CPZ will simply increase the traffic in the road, as cars drive through to park, and therefore increase the risk to children and elderly/disabled. As I write to you now, in the last 5 minutes, 8 cars have gone past my door at speed. This will only increase when schools reopen.</p> <p>2. By creating permits only in Horseman Close and Dents Close on all days, traffic from sports events will be pushed into Elms Drive and Ashlong Road. We already have problems with people parking and making it hard for emergency vehicles to pass. Anyone with a permit for the area will be able to park here all day, which means that Saturdays and Sundays will see cars parked along the road for kid's football, adult sport at Oxsrad, etc - and driving through.</p> <p>3. No bay markings will lead to cars parked across driveway access, parked on both sides thus narrowing the road dangerously and blocking entry and exit from driveways. It is ridiculous to assume that reduced 'sign and line clutter' will mean people park sensibly. It pushes the problem into the hands of residents, who could end up stuck on their own road. Allowing any car to park anywhere for 2 hours, without guarantee of enforcement, is ridiculous.</p>

	<p>4. What is the proposed means of enforcement, given that the no access rule has been flouted for years without any real change? I'm a disabled driver and have frequently seen violations of blue badge bays around Oxford, and yet nothing is done. The council has not shown itself able to reliably enforce existing parking rules.</p> <p>5. The cost is past to residents who oppose this measure and will not benefit from it. £65p/annum+ is an unacceptable additional cost for households.</p>
(4) Local Resident, (Oxford, Fane Road)	<b>Object</b> - The people parking on this street currently are mainly residents. It won't increase the number of available parking spots but we'll have to pay for a permit anyway.
(5) Local Resident, (Oxford, Marsh Lane)	<b>Object</b> - Residents who live on Marsh Lane and back onto Horseman Close have no off-street parking. We have no choice but to pay for permits. We do not have issues with non-resident parking and the weekend "football" parking has stopped since the double yellow lines have been installed on Horseman Close. I feel this is an unnecessary measure causing inconvenience to residents rather than helping them. We do not have an issue with hospital or commuter parking as we are simply too far away from those facilities. This proposal will result in misuse of front gardens and grass verge damage as residents and their visitors attempt to avoid parking on the road. The parking issues where Elms Drive meets Marsh Lane have stopped as the expanded cycle track has meant that end of the road is too narrow to park on by either residents or non-residents. I am very much against this proposal as it offers no advantages, if this is to go ahead, please exclude Horseman Close or better still just do not implement this CPZ at all.
(6) Local Resident, (Oxford, Cavendish Drive)	<p><b>Object</b> - There are no problems in the area of our road and the immediate surroundings and the two-hour visitor wait time proposed, although a sensible thing in itself, will therefore not remove the main cause of congestion which is the school run twice a day. Outside of these times parking on the street is not an issue and so there is no reason to have a control other than for you to generate revenue from parking permits and guest passes.</p> <p>I also strongly object to your rule about only one car per person. We have a two car household which is essential for our working requirements but I own both cars so I have to make an unnecessary choice on which one gets the permit or transfer one of the cars to another person's ownership which is an insult to my right to own two cars. I can just about understand a two car limit per household but putting further restrictions on who owns these two cars is an unnecessary imposition designed as bureaucratic overreach.</p> <p>This is wholly unnecessary proposal and a revenue generating venture by the council at a time of already stretched</p>

	family budgets created by overzealous civil servants. There is no evidence that you have published to justify this imposition.
(7) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - In my nine years of being resident in the area, neither me nor my partner experienced any problems with parking. My neighbours indicated that availability of parking has not been an issue. Thus, I object paying charges to solve the problem, which does not exist to the best of my knowledge.</p> <p>Council should consider publishing evidence (e.g. aggregate outcomes from the previous and this consultation) for justification of parking restrictions. Given the lack of evidence, we will seek to obtain all related information according Freedom of Information Act.</p>
(8) Local Resident, (Oxford, Clays Close)	<p><b>Object</b> - I really don't see that there is an issue with other people parking here. If however other roads are made into permit parking areas then it may cause people to park here instead. At present you may get the odd car parked but I don't see it hurts anyone. There's a small number of people who have lived here from when the houses were built which feel they own all of the land around there property along with the road outside and have nothing better to do than complain. You can occasionally see the odd sternly written note on a car! We don't have the luxury of a drive-way and our only choice for parking is on the road, it is very rare that you can't find a space.</p>
(9) Local Resident, (Oxford, Ashlong Road)	<p><b>Object</b> - We rarely have a problem with people parking unnecessarily in Ashlong Road. It is mainly the top of the road that people may park to use the shops on Cherwell Drive. We therefore do not feel we need to pay for a parking permit when it is not needed. Our car is nearly always parked outside our house as we cycle to work and school during the week. The cars that are parked in Ashlong Road are mainly residents' cars or people visiting residents. We don't have a problem, down our end of the cul-de-sac, of people parking and leaving their cars there all day for work.</p>
(10) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - This CPZ is unnecessary, we do not have a parking problem. This is a totally unnecessary intervention by the council fo no good reason. The Swan school has not yet opened so claiming it will cause traffic problems is purely guesswork and should not be part of the already poor justification for this.</p> <p>There is no commuter parking problem in Horseman Close at present. If you want to reduce the commuter parking problem (if there is one) I suggest removing the recently imposed parking charges at Court Place Farm and expanding</p>

	<p>the parking there so that it is available for commuters who will then not be commuting inside the city by car as stated in the justification for this. Another Park and Ride outside the ring-road alongside the Barton Park development would improve the situation and allow workers from the JR to have a local Park and Ride location. This would remove most commuter pressure from this area as the JR is the only large local employer near Marston.</p> <p>However If an unwanted CPZ is being imposed then</p> <ol style="list-style-type: none"> <li>1. Horseman Close (and Dents Close) should not be treated differently from other roads in the area, we MUST have lots of 2 hour (minimum) parking for visitors and the CPZ MUST only be imposed during normal working hours Monday to Friday 9am -5pm.</li> <li>2. The current proposed imposition of one visitor every 2 weeks (25 permits per year) is completely unacceptable and many more FREE permits should be provided. We currently have visitors most days so a minimum of 365 free permits should be provided if we are to have this unwanted CPZ imposed on us.</li> <li>3. Paying £65 per year for a much worse parking regime than the current one without restrictions is not acceptable, any imposition of a scheme should be free if not providing a reduction the council tax of the residents as the council will be providing a poorer service.</li> <li>4. It is unreasonable County Councillors should be allowed to have a say in what happens to parking in the city, this should be solely a city council responsibility</li> <li>5. The unnecessary double yellow lines at the entrance to Horseman Close should be replaced with additional parking spaces.</li> </ol>
(11) Local Resident, (Oxford, Elms Drive)	<b>Object</b> - This is just yet another way to make an indirect tax on local residents. You have never bothered to enforce the current 'access only' restrictions (once a year by local police is a joke). Please be honest and say you want to tax local resides as it will be more appreciated than treating us like morons.
(12) Local Resident, (Oxford, Ashlong Road)	<b>Object</b> - I do not want to pay £65 to park in my road. I don't believe we have a parking problem on our road.
(13) Local Resident, (Oxford, Clays close)	<b>Object</b> - Firstly Horseman Close should not be incorporated with New Marston consultation.  Despite various recreational groups by us Horseman Close does not suffer from parking issues. On very rare occasions over the past years we may have had extra cars this was during a cup game at Oxford City. These occasions are extremely seldom and it does not warrant us residents suffering 24/7 parking restrictions for this. We are happy to have

	<p>the parks and pitches by us even if at random times we accommodate extra traffic.</p> <p>When Marston Saints have big games they will use the third field on Marsh Lane for parking which is ideal and causes no problems.</p> <p>As residents of Clays Close we are shocked to have a Yellow zone slapped on us. We do not have any issues parking and we do not need restrictions. Totally oppose this for Horseman/clays/Jessops/dents closes</p>
(14) Local Resident, (Oxford, Windsor Crescent)	<p><b>Object</b> - As a resident of Windsor Crescent I don't have an issue with parking. However, I do realise that other Roads in our area have real problems, and sometimes it is very difficult to drive on and off our estate as cars are parked on both sides of the road and often parked dangerously. And we are aware that people park their car and catch the bus into Oxford to work and shop and attend the universities. This is unfair on the local residents. But I understand that the CPZ must be in all Roads in North Marston, not just a chosen few.</p> <p>But I am concerned that if we have a CPZ in Windsor Crescent, visitors and others will park on the green area outside our houses. This happens from time to time already if there is nowhere else to park. I assume that cars will be able park there without a permit? I do not want these areas to be used as a car park.</p>
(15) Local Resident, (Oxford, Raymund Road)	<p><b>Object</b> - I object strongly to the CPZ proposal.</p> <ol style="list-style-type: none"> <li>1. A CPZ will do nothing to solve parking problems caused by a small minority of anti-social drivers, mostly parents who park across drives and pavements and often become abusive if challenged by residents. Children, mobility scooter users and blind people are forced into the road when cars block the pavements. .</li> <li>2. A CPZ is a pointless and oppressive waste of time and money for residents.</li> </ol> <p>A CPZ fines the people who live here, their families and visitors. It wastes our time with bureaucracy and anxiety.</p> <p>We told you in 2018 that we don't want a CPZ. Why do you keep trying to bring it in, against the wishes of local people?</p> <p>What I suggest instead:</p> <ol style="list-style-type: none"> <li>1. Placard the zigzag safety lines outside St Nicholas School and enforce the restriction.</li> <li>2. Stop non-resident cars entering the last section of Raymund Road from Arlington Drive to St Nicholas, especially around school times. Currently cars drive down to turn round by the entrance to the school.</li> </ol>

	<p>This is very dangerous because the area has at least six access points into it - pedestrians and cyclists from the subway, cycle track and Back Lane, children walking from two St Nicholas gates, cars and pedestrians from Meadowbrook College.</p> <p>3. More frequent visits and action by traffic enforcement officers, 08:30 to 9:15 and 15:00 to 16:45.</p> <p>4. It would also be a great help if access to Meadowbrook College was via the Swan School on Marston Ferry Road, instead of down a small lane over a culvert, with lots of pedestrians, via a blind corner from Raymund Road.</p>
(16) Local Resident, (Oxford, Raymund Road)	<p><b>Object</b> - A CPZ would do nothing to solve the problems in Raymund Road. It would be expensive and inconvenient for residents and their visitors.</p> <p>For the majority of time the road does not have a parking problem. The present yellow line restrictions would be adequate control if they were enforced. The yellow zigzag line outside the entrance to St Nicholas School needs to be placarded to prevent waiting or parking at any time.</p> <p>The biggest problem is cars parking on pavements. That pushes people together, making social distancing impossible. Disabled and elderly people cannot use the pavement. This end of Raymund Road is an important access area for pedestrians and cyclists in multiple directions.</p>
(17) Local Resident, (Oxford, Haynes Road)	<p><b>Object</b> - Swan School development has been designed with insufficient parking on site. This has resulted in the CPZ being proposed to stop additional vehicles parking in the Marston area why was this allowed.</p> <p>Only 2 permits per household allowed, we have a 4 bedroom house with 4 adults and 4 vehicles, where are the additional cars to park during Permit hours,(Days off work, finishing before 5pm or Holidays) Why are Permits being limited to existing households and residents within the proposed CPZ.</p> <p>During the Covid 19 pandemic more people are working from home and more vehicles are remaining parked at home and on the roads.</p> <p>Introduction of CPZ will force homeowners to turn front gardens into Car Parks to avoid paying for Permits thus destroying the Rural feel of the neighbourhood.</p>

	<p>On street parking is not an issue within the estate areas, only limited issues are around School start and finish times and current Construction traffic from the Swan School site parking on Oxford Road.</p>
(18) Local Resident, (Oxford, Haynes Road)	<p><b>Object</b> - We have a 4 bedroom family house with 4 adults and 4 vehicles and only 2 Parking Permits allowed per property is insufficient for our needs as residents. Would like to see that on larger properties additional permits are allowed at the basic price otherwise we are being penalized for having a family home in this area.</p> <p>Concerns also that due to Covid 19, working from home, periods of isolating etc where are we to park during the restricted parking time when we normally don't require daytime parking but to comply with government rules we must stay at home? The same question applies to annual leave from work. The visitor parking permits allowance would not be any way near enough for us to use during these times and why should we have to pay to park outside our home when it's a government ruling? How will this be addressed so residents are not penalized?</p> <p>On street parking is not an issue within the estate areas, only limited issues are around School start and finish times which is acceptable and necessary.</p> <p>Disappointed that a reason for introducing the CPZ is that the new Swan School will lead to additional parking in the area! The Swan School is a large development and sufficient parking should be made available on site without impacting on local area. If this is not the case then the council should be looking at this and not enforcing local resident parking to overcome the issue.</p> <p>This area of Marston has a very rural feel and the Introduction of CPZ will force homeowners to turn front gardens into Car Parks to avoid paying for Permits thus destroying the Rural feel of the neighbourhood.</p>
(19) Local Resident, (Oxford, Mortimer Drive)	<p><b>Object</b> - I think this is ridiculous given the current Covid-19 Pandemic as most residents are working from home and this will be the new norm even afterwards. As my family and neighbours are working from home, there is mostly the normal resident cars on Mortimer Drive and the surrounding roads and regardless even pre covid-19 there has always been plenty of parking.</p> <p>As a council you should be ashamed of yourselves for making the less fortunate poorer and hitting your own residents. People have been impacted by covid-19 and the recession, they are either still furloughed, have no employment, being</p>

	<p>made redundant or being impacted by having cost of living already increased. I work in a respectable financial job trying to hold on to it and even I now only have a surplus income of £2.17 a day with no drive (which is what I have left for food not parking). People who live here can't afford the residential permits. Why are you penalizing residents. Do what Cambridge, Bath do free Parking at park and ride and charge only for buses, and free car park or subsidised for staff at the John Radcliffe. You are going to cause a lot of financial and material distress. There has never been an issue here or Rippington Drive. Maybe you should ask what each neighbour wants rather than adding to our stress.</p> <p>This is a ridiculous money making scheme for the council given the current climate and people working from HOME. If you're that concerned about parking and you really think this is not a money making scheme give each person with a car in each house hold free parking permits. Do no use the excuse of swan school causing traffic...with Covid-19 there is likely to be a second wave so it's really not going to be that busy.</p> <p><b>Reasons for objections</b></p> <ul style="list-style-type: none"> <li>1.Working from home current pandemic...no driveway</li> <li>2.neighbours at financial risk, some made redundant, some coming to end of Furlough, some with no surplus cost of living going up.</li> <li>3. Most are NHS staff who park and hospital not allowed to provide additional parking.</li> <li>4. They put daft bollards already up to stop people from parking in an irresponsible manner</li> <li>5.why wouldn't you give each residents with a car a Free permit 6.People already pay their Road Tax</li> <li>7.Other student cities like Bath and Cambridge do not charge for parking at park and ride, they only charge for public transport</li> <li>8.We still have the Covid-19 Pandemic, Recession, and working through a Brexit deal, people in general have other financial and health concerns to now be worried about yet another expense</li> </ul>
(20) Local Resident, (Oxford, Raymund road)	<p><b>Object</b> - 1. This should be free for residents and a cost of £65 per year is too much.</p> <p>2. Permits should be given to residents free of charge and this would prevent people who are not resident parking on the road all day.</p> <p>3.We are already paying a council tax which increases every year and this is yet another tax.</p>

(21) Local Resident, (Oxford, Ouseley Close)	<b>Object</b> - There is no problem that needs solving on these streets. There is plenty of room to park, and your own pollution data says that pollution levels are so low that you don't bother to monitor it anymore. This has all the appearance of (yet another) anti car measure that has no real evidence base to justify it.
(22) Local Resident, (Oxford, Horseman Close)	<b>Object</b> - I understand there are areas of Marston that need permit parking to stop workmen parking all day and walking to the city centre but Horseman Close doesn't have a problem with parking. And even if you did introduce permit parking to Horseman Close why is it 24hours per day, 7 days per week? How do my grown-up children visit at weekends? Am I supposed to concrete over my front garden so they can park? Why have you singled out Horseman Close and Dents Close when we don't have an issue anyway?
(23) Local Resident, (Oxford, Mortimer Drive)	<b>Object</b> - Me and my house mate have no choice but to use our cars as we have to commute to work. We are keyworkers and working 12-15hours per day. There is no way that we can safely use public transport. As go out to remote areas. We love hand to mouth and cannot afford another bill. Parking on our roads is not an issue. The council should be focusing on public car parking sites and helping to support us. Not putting local residents into further financial detriment. I cannot afford another bill.  You'll be effectively starving us to death. My food budget is £2.27 per day I cannot afford another bill. This is a deprived area. With people in social housing.
(24) Local Resident, (Oxford, Ashlong Road)	<b>Object</b> - I do not feel that parking spaces are limited in this area. I do not want to pay for a parking permit. I do not have a parking place in my home and this will force me to buy a permit. Lastly, this will limit people who would like to visit us, especially on weekdays.
(25) Local Resident, (Oxford, Horseman Close)	<b>Object</b> - 24/7 restrictions for Horseman Close is total overkill and completely unnecessary. This is not a busy road ever, and especially not evenings and weekends. It is not a through road, near any commercial areas nor neat busy bus routes.  Traffic is insignificant and predominantly residents only.  Please confirm the evidence you have to support this proposal as I consider this to be a complete waste of council

	<p>taxpayers money</p> <p>Today Saturday 22 Aug there is a football match in play at Boult's Lane. Horseman Close and Jessops Close are empty. I've taken three pics from the corner of HC and JC if you'd like to see them? Why fix what's not broken?</p>
(26) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - It is unnecessary and therefore not only a waste of money but with cause me inconvenience, annoyance and expense</p>
(27) Local Resident, (Oxford, Broughton Close)	<p><b>Object</b> - We do cycle most places as a family but when we do drive it seems like the CPZ schemes basically just result in loss of parking and make it more or less impossible to visit anywhere. The main issue is that there are hardly any 2 hour slots and where there are any they are full. There are Closes similar to ours that have been fully marked in double yellow lines. The only parking that occurs here in Broughton Close and Gordon Close is by residents or visitors. No one else and it's already hard to find parking. There are spaces at the start of the close and one or two other spaces that don't block drives. I object if it means these spaces are taken away for residents and visitors. We don't want to be having to issue every visitor a permit and for them to have to search for a space perhaps a few hundred metres away or perhaps not finding anywhere at all. We don't have a proper drive and I object if the scheme means not being able to park near the house. I could understand if there was a parking issue but that is not the case here. It seems to me it's simply making life hard and making money out of residents. We are put off going many places as a family of 6 due to similar schemes as it is awkward to have to ask residents for permits if just parking for a short time knowing that they have to pay for them. There should be more 2 hour zones that also allow for permit parking. It would solve the issue.</p>
(28) Local Resident, (Oxford, Fane Road)	<p><b>Object</b> - As a resident of the area, I strongly object to the introduction of needless parking controls and to being charged for parking on the street where I live. There are no parking problems in my street, and I do not anticipate any change as a result of the Swan School.</p>
(29) Local Resident, (Oxford, Mortimer drive)	<p><b>Object</b> - The road is usually empty there does not seem to be a problem of finding a place to park or overcrowding. Secondly our property has a driveway for 2 cars but we have three, and as students we are ineligible for a parking permit. However as medical students we need cars to go to our placements around Oxfordshire.</p>

(30) Local Resident, (Oxford, Ewin Close Old Marston)	<p><b>Object</b> - For one I have never lived in Marston North, North of what ,I live in Old Marston. Ewin Close has a residents' parking agreement, which has been waiting to be implemented for the last 5yrs + since the residents meeting attended by Mary Clarkson, Mick Haines and David Tole from the County Council, That was double yellow around the corner, ie the entrance to Ewin Cl, and a single yellow on the rest except the parking bay for the flats with low signs in keeping with the street restricting parking for 1hr in the morning an 1hr in the afternoon, now the money is available perhaps this could done as agreed</p>
(31) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - We are strongly opposed to this - in fact, if it had been in place originally we would have thought twice about buying our house in this area. We have never had problems parking on our Close, and from previous experience living elsewhere, know the inconvenience and expense from controlled parking zones. We therefore think this will add no value and instead cost money (2 permits plus an additional block of visitors permits will add up to an additional £155/year) and cause considerable inconvenience. This is a real issue for us and others who rely on people regularly visiting our house for more than 2 hours - for example grandparents who often provide childcare, and who we would quickly run out of visitor permits for (we know this first hand from previously living in a controlled parking zone). Adding to our concerns, we are likely to have significant building work starting mid next year and note the very tight restrictions on contractor parking, which will also be very difficult to manage (contractors will definitely need to park for more than a week). It seems to me these restrictions favour people without any caring responsibilities or care in place and are significantly less than ideal for working families or people with other informal care arrangements.</p>
(32) Local Resident, (Oxford, Cherwell drive)	<p><b>Object</b> - I strongly feel that residents and friends should be able to freely park without the worry of permits and fees.</p>
(33) Local Resident, (Oxford, Haynes Road)	<p><b>Object</b> - I believe the parking situation to be under control in Haynes Road and the roads immediately surrounding it. I do not think that non-residents use the area often to park for long periods as the transport links are not suitable. Changing the parking rules here would only be negative for me.</p>
(34) Local Resident, (Oxford, Clays Close)	<p><b>Object</b> - There is currently no/minimal problem with non-resident parking in Horseman's Close. Introducing permits will severely restrict residents' ability to travel (our household has three cars, and under the details of your scheme one of these would not be able to get a permit). It would also limit our ability to have visitors as the number of visitor permits would be severely restricted.</p>

(35) Local Resident, (Oxford, Arlington Drive)	<b>Object</b> - I do think parking in the area needs to be controlled especially around school drop off and pick up times but I strongly object to residents having to pay for parking permits especially since many more of us are having to work from home under our current circumstances.
(36) Local Resident, (Oxford, Beechey Avenue)	<b>Object</b> - We have lived here for over 2 years. There aren't, and never have been, any parking issues in this road. The CPZ is completely unnecessary administration and will cause further stress to residents. That said, we recognise that Councils are cash-strapped and this is an easy financial win. Of course, any Council would refute this, but such a position is only tenable in conjunction with a calculation showing no financial benefit for the Council.  The decision has already been made. We know that resident submissions won't really be taken into account, so please do us all a favour and ensure that implementation is smooth.
(37) Local Resident, (Oxford, marsh lane)	<b>Object</b> - i only have parking at the rear of the house, entrance via horseman close. i am elderly, live alone and look forward to my family and grandchildren visiting me. if you propose 24/7 parking restrictions where will my visitors park? it will make my life very lonely. it is so unfair and i cannot understand why we are not proposing 9-5 Monday to Friday as with all other roads in the MA area?
(38) Local Resident, (Oxford, Elms Drive)	<b>Object</b> - As Elms Drive is "Access Only" I do not think we need Controlled Parking
(39) Local Resident, (Oxford, Horseman Close)	<b>Object</b> - I oppose your proposal for permit holders only 24/7 with no restricted parking for any short stay visitors, tradesmen, carers etc at any time.  The results of your survey done two years ago in 2018, voted against a CPZ. An "at all times residents only" restriction in Horseman Close is not required. The rest of the zone will be "residents only Mon to Fri 9-5" with some shared parking. There is no reason, if a CPZ is implemented, for Horseman Close to be any different.

	<p>Visitors to the area using the sports facilities now have their own parking arrangements in place in the car park at Oxsrad, at the school, and outside the Boult's Lane. Weekend parking is from residents and their visitors which revised operational hours would allow.</p> <p>Some houses in Horseman Close, numbers 9 -19, only have the rear access to their garages for their cars and for visitor parking. Having no highway frontage or driveway we are disadvantaged. Properties with driveways do not have these issues or have to pay for a permit.</p> <p>I would like to suggest that your team considers:-</p> <p>a) Revising the operational hours to that in the rest of the zone ie: 9-5 Mon-Fri permit holders only with some 2 hour restricted places for visitors.</p> <p>b) It is "usual" to allow 50 permits per year to each resident, therefore single resident households are immediately discriminated against. A couple at the same address can have 100 permits.</p> <p>If you compare both options for operational times there should be a sizeable difference in the number of visitor permits given to reflect this. It is 40 hours of restricted parking compared to 168 hours. 50 permits per year is not even one visitor each week. It is too few. This is of great concern to older residents who rely on regular visits from family and friends. Most visitors are in the evening or at the weekends.</p> <p>Please increase this allowance to reflect this difference and our needs, and allow further permits to be purchased if required.</p> <p>c) Short visits of two or three hours do not require using a complete 24 hour permit. Some three hour or transferable short stay visitor passes, especially for the above mentioned properties, would offer a solution. This arrangement would protect us from parking by non-residents and offer flexibility when we get visitors calling in for a short visit.</p> <p>Should this proposal go ahead in its present form all our visitor parking will just be relocated to adjacent roads such as Arlington Drive and Ashlong Road. Your consultation plan shows these roads having non permit holders parking Monday to Friday and all weekend. Surely this outcome is not intended.</p>
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(40) Local Resident, (Oxford, Mortimer Drive)	<p><b>Object</b> - It is one of the only areas where free parking is still available. Having parking permits makes it very hard for friends to visit easily and we shouldn't have to pay to park near our house - nor should our friends and family. I appreciate that visitor permits are provided, but funny enough, I have more than 25 visitors a year! Also, as I share my house with another person from outside my family, we will be competing for parking permits to allow our various (non-mutual) friends to visit.</p>
(41) Local Resident, (Oxford, Jessops Close)	<p><b>Object</b> - During these times of COVID, which may continue for years, measures that make it more difficult for people to keep and use their own car. Any measure that forces people -including vulnerable people - to use public transport shouldn't be supported/implemented until the pandemic is fully under control.</p>
(42) Local Resident, (Oxford, Raymund road)	<p><b>Object</b> - I object to this proposal. I understand the council need to find funds but strongly object. As a resident that will be charged annually to park on the street, where I live is unfair. An annual charge for residents is just wrong. My road and surrounding streets is in no need of such controlled parking zone. Only times where some traffic and parking are an issue are during school run. Dropping off and picking up. And this is a very slight issue. If this is going through then i suggest a ONE off charge for residents. I am already paying Road tax annually. And now possibly an annual charge for the privilege to park on my street.</p>
(43) Local Resident, (Oxford, Mortimer Drive)	<p><b>Object</b> - I do not find this measure is needed in this neighbourhood. There are enough parking places for all the neighbours and visitors, so this cannot be the excuse to implement a controlled parking zone.</p>
(44) Local Resident, (Oxford, Ashlong Road)	<p><b>Object</b> - I don't think a CPZ is necessary in this street. The parking arrangements have been sufficient to date. I have had friends come in the past and not had a problem with finding parking. I don't think having a CPZ will be beneficial for me and do not want to see one imposed. I have talked to neighbours as well and they are not in favour either.</p>
(45) Local Resident, (Oxford, Clays close)	<p><b>Object</b> - I have lived at my address here for almost 12 years and at no point has commuter parking or any other form of parking ever been an issue.</p>

	<p>We do not have road access to the front of our properties so most people park outside of their garages. Visitors use the layby situated at the entrance to the close. Residents on Horseman close all have driveways and rarely use anything but their own drive.</p> <p>Family and friends often visit and it's never been an issue to park. Introducing this CPZ 24/7 is simply ridiculous it has not taken into account the fact we here in Clays close do not have driveways big enough for several cars and visitors. We have NEVER had a single issue with people parking in appropriately or where they shouldn't. My sister visits at least 3 times a week for support and often my mum will look after my children whilst I work after school hours if the proposed plans were to go ahead it would have a significant negative effect on my life and that of my friends and family as no one will be able to park as the visitors permits will very quickly get used. There is no proposed timed parking or times when it is not in force it really is unbelievable that this decision has been proposed as suitable. It clearly is not for the residents of clays close.</p>
(46) Local Resident, (Oxford, Clays close)	<p><b>Object</b> - No issue currently with parking          24/7 addressee only extremely affect family visit          3 people live here each with a car. Two permits not enough          The visitor permits being offered would not be enough for our family to visit          In clays close we have limited on road parking but we all live and look out for each other with regard to parking and have no problems</p> <p>Despite what you might think the football does not cause any issues. We do not want to be under this stress and worry as to whether we have enough parking permits/getting a ticket for parking without</p> <p>It's not clear what the plans are here with regard to road marking and our garage accesses which effects probably half the residents on this estate due to the road layout. We should not be under the same umbrella as New Marston as that is a totally different ball game.</p>
(47) Local Resident, (Oxford, Jessops Close)	<p><b>Object</b> - There's absolutely no problem with parking in Horseman Close, Clays Close, Jessops Close etc so I've no idea why we would need a controlled parking zone.</p> <p>I hardly ever see anyone park here who doesn't actually live here. I feel that creating the CPZ will also deter Oxford residents from using the playing field as well, which is their right.</p>

(48) Local Resident, (Oxford, Clays Close)	<p><b>Object</b> - There is plenty of parking for residents and spaces to spare both on weekends and week-days. We do not need permit parking and I am totally against this decision. Why should we be penalised for not having a drive way when others in the street have driveways and use them. The only cars parked in Clays Close, Jessops Close, and Horseman Close are residents' cars and we all park close to our properties without any problems. Please leave things as they are.</p> <p>If there is going to be problems from parking at the Swan School then more parking at the school should be provided for this as drop off and collecting bays. Most people will cycle or walk as they are local anyway like at Cherwell School.</p>
(49) Local Resident, (Oxford, Clays Close)	<p><b>Object</b> - Within the Horseman, Clay's Close area we have never had a problem with parking. I feel that I am being penalised for not having off street parking as other properties within the proposed control parking zone have. The only vehicles parked within the proposed CPZ are residents who park with consideration to others. There are occasional visitors to area, (including care workers looking after elderly residents), but these are normally in the daytime when the majority of residents are at work and the number of parked vehicles has considerably reduced. The only occasions when parking may be an issue is if there is a football tournament on, but as these are held on weekends/bank holidays most residents of CPZ have their vehicle parked, meaning additional parking space are at a premium and during such times a traffic warden visits the area which deters illegal parking. There was also a plan to expand the parking Boult Lane specifically for the Football club to alleviate the need for those attending football tournaments finding street parking in the nearby residential areas. It is my feeling that money to implement this scheme would be far better spent putting in place the additional parking at Boult Lane by the entrance to court place farm allotments.</p>
(50) Local Resident, (Oxford, Raymund)	<p><b>Object</b> - It will cost money and time for residents and create more problems for residents' families and friends.</p>
(51) Local Resident, (Oxford, Arlington Drive)	<p><b>Object</b> - I can't see the reason to do this.</p>

(52) Local Resident, (Oxford, Raymund road)	<p><b>Object</b> - This is an unnecessary burden on the pockets of families already stretched. The residents of Raymund road have not complained about parking and so we do not understand why this has become the most pressing issue for the council. The money to be collected will in no way benefit them.</p>
(53) Local Resident, (Oxford, Marsh Lane)	<p><b>Object</b> - If the establishment of the wooden barriers currently being erected on the East side of Marsh Lane (the side of the road with the even-numbered houses) is part of this plan it is already proving extremely disruptive to the residents of any house with multiple adult occupants. We have already observed our neighbours over the road - who live in an HMO - struggle to park in a manner that will not impede the parking of the other occupants, due to the new barriers erected yesterday (10/09/20).</p> <p>The houses on the West side of Marsh Lane between Ashlong Road and Elms Drive have - on average - more vehicles than the east side, per household. Both my household (35 Marsh Lane) and my neighbours at 33 have 3 each, and in addition we both have regular visits from friends and family, many of whom drive. I have personally widened my driveway to accommodate a second car, but our housemate still has to park out the front. If the bollards/barriers are erected here, it will become extremely difficult to park up and leave the house by car, as with no easy space to turn around we will not be able to pull out onto the road safely. The visibility along the road at the best of times is not great, and should there be a van on the west side (even when parked on the tarmac surface in front of a property), or a line of traffic blocking the view of the side travelling into Oxford, it is far more likely that an accident will occur. Even in the past day or so the number of car horns outside the property has increased.</p> <p>In addition, it will become far more difficult to receive visitors. While I am aware that we can obtain parking permits, that feels somewhat like taking away a benefit to living on this street (one which was a strong motive for me buying my house here back in 2018) and selling it back to us.</p> <p>I would suggest to my friends that they get the bus, but the bus services to Marston are frustratingly infrequent by comparison to Headington, where I lived previously.</p>
(54) Local Resident, (Oxford, Marsh Lane)	<p><b>Object</b> - I strongly object to a controlled parking zone on Marsh Lane.</p> <p>Due to main route from bypass for emergency services the need for off street parking is essential.</p> <p>I have lived for 20 years and never had a problem with parking.</p> <p>This is purely a money making scheme for Oxfordshire council, another form of tax on top of council tax.</p> <p>If the council knew the new Swan school Was going to cause traffic/parking problems then this should have been addressed during acceptance for plans of the building and room for cars etc made.</p>

	I am extremely upset that the council has already started works before the consultations have closed:-( Stop ?
(55) Local Resident, (Oxford, Horseman Close)	<b>Object</b> - I have family who live here and will not be able to visit them if these proposals go ahead.
(56) Local Resident, (Oxford, Horseman Close)	<b>Object</b> - Hi. I am objecting to the 24/7 restrictions especially at the weekend! I have lived in Horseman Close all my life (a long time). There has never been an issue with parking at any time. While I accept parking is becoming a problem city wide I totally object to having to pay for a permit to park outside my home and object to not being able to have family or friends being able to park in my close legally because of a parking problem that DOES NOT EXIST IN HORSEMAN CLOSE!.
(57) Local Resident, (Oxford, Elms Drive)	<b>Object</b> - On a road where access only is allowed this is unnecessary.  I assume this will go ahead. I live at 38 (on bend) and am concerned ease of access to property will be difficult if there is space opposite. If there is parking outside, there is only sufficient room for a small vehicle without blocking my entrance.  Of greater relevance (to stop speeding motorists day and night) cutting through to avoid traffic lights is to block one end, probably Marsh Lane end
(58) Local Resident, (Oxford, Clays Close)	<b>Object</b> - I wish to object to the proposed controlled parking zones in my street. I have lived in clays close for 43 years And at no point Have I encountered any problems with commuter parking or any inappropriate use of available parking in the area. I live alone and my children and family visit regularly having a CPZ will massively impact on my family Support network and the ability to see them.  I can understand that there has been concerns raised but the concerns are not valid. We live in a small cul-de-sac where the majority of houses have driveways but here in Clays Close the parking is already set out perfectly for residents and visiting friends and family. The impact of the proposed plan will be huge on many residents and the families and I feel strongly that they have not been considered fairly when these plans have been drawn.

(59) Local Resident, (Oxford, Clays Close)	<p><b>Object</b> - We do not need as no parking problem.  I have many visitors. The allocated permits are not enough and should be many more allowed for free  I cannot afford the extra permits  Should not be 24/7 residents only for clays close. Please do not do it</p>
(60) Local Resident, (Oxford, Rippington Drive)	<p><b>Object</b> - Are you kidding me?</p> <p>People are more so working from home, normal resident cars on Mortimer Drive always plenty of parking. People have been impacted by covid-19, furlough, no job, redundant or cost of living has already increased. I work in a respectable financial job trying to hold on to it and even I now only have a surplus income of £2.17 (which is what I have left for food not parking) a day with no drive. People who live here can't afford the residential permits. Why are you penalizing residents. Do what Cambridge, Bath do free Parking at park and ride and charge only for buses. You are going to cause a lot of financial and material distress. There has never been an issue here or in Rippington Drive. Maybe you should ask what each neighbour wants rather than adding to our stress.</p>
(61) Local Resident, (Oxford, Ashlong Road)	<p><b>Object</b> - I would like to clearly state that I am not in favour of the new Marston CPZ proposal for our road.</p> <p>We have to park on the hard standing and road opposite my house, due to having a shared drive and the need to keep it clear for access for my older neighbour.</p>
(62) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - It is with much apprehension that these Parking Permit conditions don't go forward for the reasons below without much further thought and considerable change to the present proposed arrangements:-</p> <p>Firstly is the £65., payable by residents, per annum, a mandatory fee for each household regardless of what each house needs throughout the year?</p> <p>Secondly we think it necessary for the Council to further, take into account, the different styles of property in Horseman</p>

	<p>Close, Clays Close, Jessops Close and Marsh Lane. It is patently clear that the need for further requirement of parking positions is significantly justified for houses that have no frontage parking and rely entirely on the rear access to garages and the one and only extra parking slot positioned in front of the rear gates without encroaching onto a main road. A house which fortunately has an individual sideway in front of a garage can obviously park a total of 4 cars without problems occurring to park on the road. In this regard an allowance must be thought through for the difference between these types of houses. Is it possible that the rear access's will have "private parking for the residences only and their respective families" otherwise this will be taken by anybody who can obtain a parking permit to park in the area, thus leading to further problems of the owners of these certain properties. These rear access properties with this different problem must not be ignored - they are as mentioned above.</p>
(63) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - I'm writing to oppose the proposed CPZ on the following grounds:</p> <ol style="list-style-type: none"> <li>1. The website/letter information is misleading. It implies that for all the roads listed, there will be a 2 hour free parking slot in the day. Hidden in the detail we discovered this will not apply to our road, Horseman Close. This needs to be made clearer in order for the consultation to be fair.</li> <li>2. Despite having no daytime /weekend free slots for visitors, we would not be issued with more visitor permits to compensate for this. With 2 adults in our property, we would be able to have less than one visitor per week coming by car.</li> <li>3. During the week, there is ample on the road parking. The CPZ is not necessary.</li> <li>4. Having to pay per resident car permit will lead to people paving their front gardens, which will negatively impact the environment and spoil a special estate</li> </ol> <p>We believe this scheme is unnecessary and unfair, given surrounding roads are not being so adversely impacted.</p>
(64) Local Resident, (Oxford, Rylands)	<p><b>Object</b> - I feel that this is an unnecessary money making scam for the council. The road I live in (Rylands) is a private road and could be adversely affected by people coming in looking for somewhere to park. Also, I assume that we would not be eligible for any kind of visitor permits, so if we had more visitors that our road could cope with, then they would usually park on Oxford Road, but we would not have any permits for this, despite being imprisoned by the CPZ.</p> <p>I do not feel that this area of Marston has a parking problem which warrants the introduction of this kind of scheme,</p>

	<p>parking generally works OK around here. I know that the Council loves to control everything and make some money while it is doing so, but it is the wrong thing for us.</p>
(65) Local Resident, (Oxford, Ashlong Road)	<p><b>Object</b> - We would also clearly state that we are NOT in favour of the new Marston CPZ proposal for our road. The frontage of our front garden is shorter because of the circle we live in at this end of the road. Also, we could not afford to concrete over our front garden. We are pensioners and don't have that sort of money to spend.</p>
(66) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - I strongly oppose the plans for a CPZ in Horseman Close</p> <p>Please can a survey of parking be completed for Horseman Close as there no current difficulties with the current arrangements and no shortage of streetside parking, for example, on weekdays and working days. There is no current need for a change in our particular road.</p> <p>I am concerned that the proposed change for our Close will mean that lots of our elderly neighbours and residents who have parked in their on-street places for years will now be asked to pay for this. We not have current need of a Parking Enforcement Officer and I do not feel that parking charges for on street parking for residents through annual permits (in order to fund their salary) is justifiable.</p> <p>Also, on reading the consultation details carefully there are errors and so I do not feel that this consultation can stand as is. I am concerned as the proposals say that there will be 2 hour slots on each road but in fact there are none for our road- Horseman Close! This is a significant omission and will have an unfair disadvantage for the young families in our road who may have visitors dropping off children for play dates who would not need a day visitor pass but would use a 2 hour spot for a brief drop off and settling.</p> <p>I am very concerned that a CPZ in our road will mean that people will turn their front gardens into driveways and this will really change the character and community feel of our friendly Close.</p> <p>For all of these reasons I strongly oppose the planned CPZ for our road.</p>
(67) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - I oppose the proposals for a CPZ being implemented.</p> <p>I believe that these schemes should be designed to stop non-residents parking at peak times, but without preventing</p>

	<p>residents, many of whom are elderly, having visitors or carers who could use accessible restricted parking.</p> <p>The proposal is permit holders only 24/7 with no restricted parking for any short stay visitors, tradesmen, carers etc at any time.</p> <p>The results of your survey done two years ago in 2018, which voted against a CPZ, did show a small weekday parking increase between evening and daytime over the zone due to commuter parking. An “at all times residents only” restriction in Horseman Close is not necessary at all. Visitors at weekends using the sports facilities now have their own parking arrangements in place in the car park at Oxsrad, at the school, and outside the Boult's Lane pavilion. There are no weekend parking issues and none were suggested in your survey analysis.</p> <p>Some properties have driveways so affects them less. Other houses in Horseman Close, nos 9-19, only have the rear access to their garages for their cars and for visitor parking. We have no highway frontage so are disadvantaged to start with. There should be some restricted short-term visitor parking available eg: 2 hours with no return.</p> <p>I would like to put forward the following for your consideration:</p> <p>a) Standardise the times to that in the rest of the zone ie: 9-5 Monday-Friday permit holders only with some 2 hour restricted places for visitors. Your current proposal is not justified.</p> <p>If residents parking only at all times were implemented:</p> <p>b) It is “usual” to allow 50 passes per year to each resident. Therefore, single resident households are immediately discriminated against. A couple at the same address can have 100 permits. Increase this allowance, or at least allow purchase of extra books if more are required. Less than one pass for each week is too few if 24/7 restrictions were in place. Under your Draft Traffic Regulation Order 2020 Permit terms on page 20/3c - additional discretionary permits are available free for over 70's.</p> <p>c) Short visits of two or three hours do not require using a complete 24 hour permit. Some three-hour visitor passes, or maybe transferable short stay visitor passes, especially for the above mentioned properties, would offer a solution. This arrangement would protect us from parking by non-residents and offer flexibility when we get visitors calling in for a short visit.</p> <p>Should this proposal go ahead in its present form all our visitor parking will just be relocated to adjacent roads such as Arlington Drive and Ashlong Road. Your consultation plan shows these roads having non permit holders parking Monday</p>
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	<p>to Friday and all weekend. Surely this outcome is not intended.</p>
(68) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - It would appear that for reasons unknown, out of all the roads mentioned in the above C.P.Z. Horseman Close and Dents Close have been singled out for RESIDENT PERMIT PARKING 24 hours a day 7 days a week, whereas the other proposed roads are RESIDENT PERMIT PARKING is from 9.00AM to 5.00pm Monday to Friday.</p> <p>I cannot understand why Horseman Close has been singled out to have parking permits 24 hours a day 7 days a week. Both my wife and myself are in our 80s so even with the maximum number of visitor parking permits (50 in total) we will not have many visits from our families, less than one a week , yes our family do like to visit to check that we are all ok. Whilst other residents living where parking permits are not required after 5.00pm or at the weekend have no restrictions on the number of visits. We and several houses without drives are being penalized with these harsh restrictions of RESIDENT PARKING 24 HOURS A DAY 7 DAYS A WEEK; To limit it to Monday -Friday 9.00am-5.00pm would make these new restrictions more bearable.</p>
(69) Local Resident, (Oxford, Horseman Close)	<p><b>Object</b> - I have lived here over 30 years and have never had a problem with parking.</p> <p>Please explain, even justify, why parking restrictions are even being proposed for this area, in particular 24/7 in Horseman Close?</p>
(70) Local Business, (Oxford, Salford Road)	<p><b>Object</b> - This appears either way to be a lose situation for the shop owners of Salford Road, as whilst I note we have not been included in the scheme, presumably in an attempt to protect our businesses, we are very concerned that displaced residents vehicles in the vicinity seeking to avoid costs to themselves will occupy the parking spaces outside our shops preventing our customers visiting, and key staff members from parking to attend their jobs here.</p> <p>As a specialist business we also have customers needing to park whilst we attend to complex repair issues often at very short notice whilst they wait. Limiting customer parking to short stay would seriously damage the viability of our location for our business where we have traded from unhindered since 1993.</p> <p>I also understand from the Hairdresser next door, with the virus situation, family members are increasingly bringing elderly customers to their salon by car and have to sit and wait outside for extended periods. As they cannot currently</p>

	<p>use public transport.</p> <p>However, if Salford road were to be included in the proposed CPZ, the privately owned land to the rear of our shops provided for tenants of the flats above the shops could easily be parked upon illegally by people in the area attempting to avoid street parking charges. Either way the shops lose if a CPZ is introduced.</p> <p>At present with no CPZ this issue hardly ever arises, as there are currently few parking issues in the area. It would therefore appear the sole purpose of the CPZ is not to address any current issues, but to head off issues caused by the universally hated Marston Ferry Bus gate proposed across the Marston ferry road. Intended to bar local traffic from using the connecting link road, effectively trapping it in Old Marston. To the more cynical mind It appears under these conditions the real purpose of the proposed CPZ would actually be to prevent Old Marston area becoming an unofficial park and ride.</p> <p>Therefore, if the Marston Ferry Bus gate does not go ahead the CPZ would clearly not even be being considered. So to protect the livelihoods of local residents and businesses in this area, I urge you not to continue with this extremely damaging Old Marston CPZ proposal.</p>
(71) Local Business, (Oxford, Salford Road)	<p><b>Object</b> - Im a small business owner on Salford road (hairdressers) where I believe your planning on putting parking permits.</p> <p>I really don't agree with this or want it to go ahead for the following reasons</p> <p>1- I've been here 6 years and there's no issues with parking 2. My business has been massively affected by Covid and I couldn't afford parking permits for myself and staff who have to drive in 3. Some of my clients are here for 3/4 hours depending on what service they are having this is going to stop them coming to us</p>
(72) Local Resident, (Oxford, Ashlong Road)	<p><b>Object</b> - there ample parking for Ashlong Road residents. Restricting parking will not mean the traffic will disappear it will just move somewhere else.</p> <p>Be proactive and encourage people to come to Oxford. Don't make it difficult closing roads, putting in bus gates and parking permits. We need people to come to Oxford!!!!</p> <p>Parking permits just another way of making money and life more difficult.</p>
(73) Local Resident, (Oxford, Raymund Road)	<p><b>Object</b> - It is clear the only people this will affect will be the residents themselves, who will be forced to pay for any vehicle they need to leave outside their homes, so if they have a private car and a small work vehicle this effectively adds</p>

	<p>£130 costs to their property rates plus a book of 25 £25 tickets for any visitors to them. No doubt these costs will simply increase year on year.</p> <p>In contrast to this, completely unaffected will still be the school runs, with hundreds of cars and taxis converging on the area three times a day, unabated. All using the two-hour free parking stipulation. Currently they already park on pavements, across driveways and on double and single yellow lines as nobody ever police's this. A CPZ does not address any of this.</p> <p>Despite assurances given by the new Swan School with over 160 teachers plus ancillary staff and visitors, given Oxford City planning committee passed the new School with parking reduced to just 55 onsite spaces, no doubt these will all be given resident, or worker passes by the school to prevent them parking on the Marston ferry cycle track.</p> <p>I note the scheme allows for tradesmen in the area to park for £25 per week adding to the cost to whoever they are working for.</p> <p>Clearly apart from the huge inconvenience, and financial costs to residents, everything will remain just as it is. The result will no doubt be more front walls coming down all over the estate (without application or permission) resulting in a heavily reduced availability of road parking spots whilst arguments rage about increased driveway blocking.</p> <p>Many elderly and incapacitated residents who have no way to avoid these costs and inconvenience will suffer the most.</p> <p>This resident parking zone is not required, needed, or wanted, and solves no local issues, but will create new ones. During the school holidays there are but one or two vehicles parked in my road, so few in fact you can play marbles on the road.</p> <p>The council seem to have no answers for the issues this will create, however this controlled paid for street parking is a bad idea from the outset as the costs and negative effect of this will be borne solely by the residents.</p>
(74) Local Resident, (Oxford, Elms Drive)	<p><b>Object</b> - 1. Elms Drive is a no access road, and yet is used daily by cars cutting through from Marsh Lane to Cherwell Drive, or by drivers parking at the ends of the drive. Cars should not be driving through or parking here at all. Many of them speed, and with an increasing population of young children + elderly or disabled residents, there is a real risk of accident. Creating a CPZ will simply increase the traffic in the road, as cars drive through to park, and therefore increase the risk to children and elderly/disabled. As I write to you now, in the last 5 minutes, 8 cars have gone past my door at speed. This will only increase when schools reopen.</p>

	<p>2. By creating permits only in Horseman Close and Dents Close on all days, traffic from sports events will be pushed into Elms Drive and Ashlong Road. We already have problems with people parking and making it hard for emergency vehicles to pass. Anyone with a permit for the area will be able to park here all day, which means that Saturdays and Sundays will see cars parked along the road for kid's football, adult sport at Oxsrad, etc - and driving through.</p> <p>3. No bay markings will lead to cars parked across driveway access, parked on both sides thus narrowing the road dangerously and blocking entry and exit from driveways. It is ridiculous to assume that reduced 'sign and line clutter' will mean people park sensibly. It pushes the problem into the hands of residents, who could end up stuck on their own road. Allowing any car to park anywhere for 2 hours, without guarantee of enforcement, is ridiculous.</p> <p>4. What is the proposed means of enforcement, given that the no access rule has been flouted for years without any real change? I'm a disabled driver and have frequently seen violations of blue badge bays around Oxford, and yet nothing is done. The council has not shown itself able to reliably enforce existing parking rules.</p> <p>5. The cost is past to residents who oppose this measure and will not benefit from it. £65p/annum+ is an unacceptable additional cost for households.</p>
(75) Local Resident, (Oxford, Jessops Close)	<b>Object</b> – I do not see the proposed scheme for permit parking area in Jessops Close as necessary. We only ever have residents parking in this close and never had outside parking (school, hospital etc)
(76) Local Resident, (Oxford, Horseman Close)	<b>Object</b> – Horseman Close does not need 24/7 addressee only parking. Allowing us just 1 visitor per week WITH the extra purchased permit. Parking here is not an issue. But family life will be if our friends and family cannot visit due to these extreme restrictions.
(77) Local Resident, (Oxford, Clays Close)	<b>Object</b> – I strongly object to the proposal to make Clays Close permit only at all times. I would support making it the same as the rest of the local area - namely 9.00am to 5.00pm Monday-Friday.
(78) Local Resident, (Oxford, Ashlong Road)	<b>Object</b> – I could not be more opposed to the proposal of introducing a CPZ in the Marston North Area, at least as concerns the road I live in (i.e. Ashlong Road). None of the rationales or of the reasons put forth as ground for such proposal are valid or based on evidence.

- 1) Residents in Ashlong Road already have "flexibility of where they can park". On 99% of days every resident - almost all of whom I know in person - are able to park their car right in front of their houses.
- 2) Non-residents very rarely park in Ashlong Road. No more than a couple of cars may do so on occasion, and on any given day, most parking spaces remain free anyway for the most part of the day. I have monitored this myself since receipt of the proposal in late August. Nor once in the last three weeks were there more than two cars from non-residents. This is also true at any other time of the year. At the same time, I have never seen anybody from the Traffic Regulation Team doing the same (i.e. in person, in Ashlong Road, for a reliable period of time/sample) and therefore I wonder on what basis they have produced their evaluations.
- 3) Other so-called options, e.g. school drop-off and commuter parking, are NON-EXISTENT issues in Ashlong Road. The Statement also predicts (with no extant or foreseeable evidence) that "further parking pressures are anticipated when the Swan School currently under construction on Marston Ferry Road is operational." Any sensible and competent planner would know, check or even simply see from a map that the Swan School is about 0.6 miles (or roughly) 1 Km away from Ashlong Road and the chances of parents parking in Ashlong Road, walk 1Km, drop their kids off at the school, and walk back another kilometre (which would take around half an hour each time) are obviously very slim. If anything, one could also add that, even so, almost the entirety of Cherwell Drive lies in-between, with plenty of parking spaces on both sides of the road mostly free throughout the day.
- 4) The statement claims the new CPZ will improve "safety" and the "amenity" for residents but fails to indicate/demonstrate how. Ashlong Road being a cul-de-sac, it is hard to imagine how it could be any calmer and safer in terms of traffic. As concerns the "amenity" it is even harder to imagine how the only real change these measures would introduce - i.e. signs all over the road and an annual charge for permits - can make the road more attractive.
- 5) Another reason claimed in the statement is that the new CPZ would be "assisting the free flow of traffic" although it fails to explain how this is even possible in Ashlong Road, it being a cul-de-sac as mentioned above.
- 6) The statement also mentions "problems associated with... overflow parking from the adjacent CPZs." Never once in 13 I've lived in Ashlong Road this has happened. Not only that, but one can easily check for themselves on any given day: for example, Marston Road being the main road into the nearby junction could be suspected as the main source for such a problem, but most parking spaces remain empty throughout the day on most days.
- If the County Council and, more specifically, the Traffic Regulation Team is able at any time to disprove any of the above (1-6) I will gladly concede they might even have a glimmer of a point in going through with the proposal.
- 7) Finally, if one scrolls through the 15-point document attached to the proposal sent to residents, it emerges more than clearly that the only real purpose of this proposal is to extort annual charges from the residents who must apply for permits.

(79) Local Resident, (Oxford, Cuddesdon Way)	<b>Object</b> – I feel that Horseman Close does not need addressee only parking
(80) Local Resident, (Oxford, Rippington Drive)	<p><b>Object</b> – I object to these restrictions, as I want family and friends to be able to visit me without unnecessary stress and expense for me or them. We all live with so much stress and with lowering salaries/loss of job and rising costs of living. We need our families and friends more than ever during such times. This kind of restriction does put people off visiting. It is also an unnecessary cost for the council and the money could be better spent elsewhere – e.g. ensuring people have adequate housing and a good education.</p> <p>If a controlled parking area is to happen, I think residents should be able to register one car that is free to park in the road where they live and also perhaps 2 family and friends' cars that can park in their road free of charge too - like BT family and friends idea. Also, friends who park over the persons own driveway should not be charged. This is conducive to a community environment and would better reflect the residential area in question.</p>
(81) Local Resident, (Oxford, Cherwell Drive)	<p><b>Object</b> - There is insufficient parking on Cherwell Drive, and the parking bays are now sub-standard. The Access to Headington works have been completed unsatisfactorily. Where the road width should have been narrowed by moving the kerb line, the parked cars must instead project into the road and make this boundary. This is dangerous and leaves cars at risk of damage from passing vehicles. The width of the marked bay itself is too narrow, and in places at 2.35m - barely enough width for a normal size car.</p> <p>So please do retain these bays for residents only but don't dare to charge residents to park in sub-standard, dangerous bays.</p>
(149) Local Resident, (Oxford, Windsor Crescent)	<b>Object</b> - There is plenty of parking in our road. If parking is restricted visitors will be also. I completely understand that this is necessary in other roads but I do not feel needed in this area
(150) Local Resident, (Oxford, Clays Close)	<b>Object</b> - There is no issue with the parking
(151) Local Resident, (Oxford, Arlington Drive)	<b>Object</b> - Locals who currently park in their garages and ""curtain twitchers"" believe that no one is entitled to park on the road. Those of us in Clays and Jessops close do not have any allocated parking. Neighbours have made life incredibly

	difficult on occasions. Even when working as a district nurse I was told ""I don't care what job you do, you chose to do it and you should have bought a house with a driveway"".
(152) Local Resident, (Oxford, Clays Close)	<b>Object</b> - Those of us on Clays Close and Jessops Close have the smaller houses in comparison to our neighbours (who are mostly retired) and therefore are more likely to be of working/middle class who may struggle with an additional expense of factoring in additional bills. Why penalise those of us who are hard-working, most of us who work within the health and social care profession and in the hospital, but can't afford a house with a driveway...?
(153) Local Resident, (Oxford, Elms Drive)	<b>Object</b> - I'm unsure why Horseman Close, it's ""off roads"", and Dents Close are proposed permanent CPZ but guess that this is because of JR staff parking. There is absolutely no issue at all with NHS staff parking down these roads and we have a responsibility towards our hospital staff to ensure that they have the safe facilities to park their vehicles, not push them out to the peripheries where they then have to walk distances to park their car.
(154) Local Resident, (Oxford, Arlington Drive)	<b>Object</b> - We should be working with the hospitals not making things harder for our NHS staff. Why is there not a P&R facility in the new Barton Park with a direct bus that serves the hospital therefore significantly reducing the traffic, parking issues and the air quality in Marston. Surely that is the perfect solution???"
(155) Local Resident, (Oxford, Oxford Road)	<b>Object</b> - The proposed parking restrictions are from 9am until 5pm. Parking problems and traffic jams occur before 9am when people dropping kids off to school. After 9am the streets are quite empty, there is no problem with parking. Also, in the afternoon the problem is around 3pm when parents come to pick up their kids from school. This proposed plan is not solving any of these issues, just get the residents to pay a lot for getting nothing. I am also afraid that the council is pushing local residents to rid of the front gardens of their houses and transform into parking spaces. The council timed this consultation to finish before the new school opens, therefore residents cannot have a experience with traffic to the new school. However, on sever public consultations the council promised that traffic in Marston will not increase due to the new school as all employees and students will use public transport or bikes. Did the council not tell the true then if they are concerned now with increased parking in the Marston area????
(156) Local Resident, (Oxford, Marsh Lane)	<b>Object</b> - I am writing to object to the proposed CPZ in Marston North. We have lived at our current address in Clays Close for nearly seven years and we haven't experienced any problems with parking in that time. I object to having to pay to park outside my house. If this space was available it is very unlikely that anyone else would use it as this would block

	entry to our gate and garage. I am particularly concerned about parking for visitors. Currently it is possible for visitors to find available spaces in Horseman Close. I am not sure that this will be possible if the proposal goes ahead. I hope that the plans can be reconsidered.
(82) Email Response, (unknown)	<p><b>Object</b> – Oxfordshire County Council have gone for the cheapest option, which will do nothing to address the current problems caused by parents dropping their children off at St Nicholas School, let alone be any use when the situation is worsened by the opening of Swan School. Charging residents for parking won't resolve anything. Driveways are regularly blocked a half hour before and after school opens. Double yellow lines are also parked on. Creating 2 hour parking zones is pointless as drivers move their vehicles every 2 hours with their managers consent and no one manages this. The proposed timeframe does not cater for evening or weekend school events. The budget for traffic wardens has been slashed a number of times so parking is not managed at all. The proposed system would generate revenue but doing absolutely nothing to resolve the problem. We have reported the Health &amp; Safety trip hazard issues of people opening up their driveways then driving over the grass verges churning up the grass and soil, making it uneven to walk on, as parents park all over the pavements. This will increase tenfold if you bring in permit holding.</p> <p>I am extremely disappointed that this has been left to the last minute when it has been known about for 2 years. We need new people running the council who actually listen and understand what the consequences will be.</p>
(83) Email Response, (Oxford)	<p><b>Object</b> – Im not happy about Oxford city council putting parking zones in Marston, northway areas. I don't think it's fair for people to pay to park outside their own homes I think that's out of order. some way for you guys of Oxford city council to make money out of us all so I'm going against the parking zones in Marston North way areas in Oxford.</p>
(84) Resident, (Bledington)	<p><b>Object</b> - I often visit my partner who lives in Horseman Close</p>
(85) Resident, (Chesterton)	<p><b>Object</b> - I strongly object to these plans. My parents live in Clays Close OX3 0NX - I visit my parents several times a week as do my other siblings so they can see their grandchildren. Yes per year they are provided with permits for us but these will quickly run out and then we will be out of pocket as we will need to buy the permits for wanting to visit them.</p> <p>My parents have a great social life by having lots of gatherings we all go to and you will be making these very hard for</p>

	them to have. I would really worry about their mental health if freedom of people visiting them is taken away.
(86) Resident, (Long Hanborough)	<b>Object</b> - I have family living in Horseman close, the all hours resident permit you suggest will be an utter nightmare. It will be costly for visitors when visiting frequently and totally unnecessary. We will have to park somewhere so you are simply moving the problem to another road!
(87) Local Resident, (Oxford, The Croft)	<b>Neither/Concerns</b> - I dont object to the principle, but the meadows are an important walking area accessible from Oxford Road etc,  It will be very inconvenient to go there via public transport for such a small distance, so the CPZ should be Mon-Fri only. There is no shortage of parking there at the weekend.
(88) Local Resident, (Oxford, Horseman Close)	<b>Neither/Concerns</b> – I fully understand that it would be sensible to not object too much about having permit parking if it is to be introduced in the majority of areas in Marston due to the knock on effect but I cannot see justification for it to be 24 hours per day, 7 days a week in Horseman Close. The reason I believe you have taken this course of action for Horseman Close and Dents Close is due to the close proximity of Oxford City FC, local football matches played at Marston Saints FC and events at Oxsrad when parking has, on occasion, spilt over into Horseman and Dents. However, I think introducing 24/7 restrictions is totally unnecessary to stop the few occasions on which cars have parked due to the football. I agree these events have been outside the Monday - Friday, 9-5 timescale but are so rare they cannot be used as justification for the daily inconvenience 24/7 restrictions would have on all of the residents and their family and friends who need to visit.  I do hope you understand my concerns and will balance the needs of all residents when considering the implications of the CPZ.
(89) Local Resident, (Oxford, Elms Drive)	<b>Neither/Concerns</b> - I understand that any person with a permit can park on any road within the Zone. However, Elms Drive is already restricted by 'No Entry' signs at either end Except for Access.  Residents of Marsh Lane for example frequently park illegally on Elms Drive will they now be able to disregard these

	<p>mandatory signs.</p> <p>As you may be aware Elms Drive is used as a 'rat run' between Marsh Lane and Cherwell Drive to avoid the queues and delays at the traffic lights and despite the Restriction and 20 mph speed limit both of which are not enforced.</p>
(90) Local Resident, (Oxford, Horseman Close)	<p><b>Neither/Concerns</b> - Would you be so kind as to explain what difficulties residents in Horseman Close have regarding parking? I am aware of some initial issues regarding the Parking of cars to watch their children participate in local football games on Sundays but I thought that had been resolved by the inclusion of double yellow lines.</p> <p>Secondly, can you assure me that restricting parking 24/7 would be policed during weekends and evening to prevent those you intend to prevent from parking. I'm sure you would agree and recognise that contacting the Police on such trivial matters would be futile and quite correctly viewed by the police as non-urgent.</p> <p>Thirdly, it appears that contractors can apply for a weekly permit, however, you do not mention how many times the said contractor can apply for a permit. Therefore, I presume a contractor can apply for numerous weekly permits whilst working outside the permitted area CPZ Marston North. This being the case I fail to see whether these restrictions will succeed in addressing the issues you are trying to resolve!</p> <p>After saying all of the above I am not totally against the proposal but would like to know whether there are further plans, a bigger picture which would enable me to endorse these proposals.</p>
(91) Local Resident, (Oxford, Oxford Road)	<p><b>Neither/Concerns</b> - Local resident who will be impacted by the proposals.</p> <p>Traffic will be pushed outside the zone into Oxford Road (north end in Old Marston Village) due to its proximity to the Swan School. Already it is busy with school building contractors parking there in a long line - which makes it impossible to drive along as there are no gaps between cars/vans.</p> <p>This road is access only but that restriction is completely ignored. Increased parking will make Oxford Road impossible to navigate.</p>
(92) Local Resident, (Oxford, Windsor Crescent)	<p><b>Neither/Concerns</b> - I would support it with some corrections.</p>

	<p>1. Windsor Crescent OX3 0SQ should be included.      2. Windsor Crescent is a very samall area with only 7 residences. It has a very narrow road so the restriction should be yellow - restrictions at all times. And not red where restrictions apply only for certain hours.      3. I also have concerns about allocation of dropped curves and other business facilities it they are allowed on the crescent. I am not sure if these are the jurisdictions of this survey.</p>
(93) Local Resident, (Oxford, Elms Drive)	<p><b>Neither/Concerns</b> - Traffic-calming measures at the end of Elms Drive are a welcome introduction to reduce the speed of motorists, especially those who use it as a 'rat-run'. However, I view the controlled parking zone as a needless imposition, not to mention the cost involved (creation and monitoring) I want Elms Drive to have easy access for emergency services and for friends to park. Most houses have driveways and many use them correctly, whereas others do not, especially if there is more than one car to the household. I should, though, that I personally do not drive, so parking does not affect me directly. I do want friends and family to be able to visit and be able to stay as long as they like without restrictions.</p> <p>As an added thought, might car-owners be more inclined to park on the road than they are now, if they have to pay for the privilege.</p>
(94) Local Resident, (Oxford, Ponds Lane)	<p><b>Neither/Concerns</b> - concerned that the proposed changes will simply move the problems of congestion and commuter parking into the old marston area.</p> <p>There needs to be a coordinated approach and integrated solution also involving marston north of marston ferry road to avoid unintended adverse consequences</p>
(95) Local Resident, (Oxford, Horseman Close)	<p><b>Neither/Concerns</b> - I am concerned about visitors, family and friends, who will need to park.</p>
(96) Local Resident, (Oxford, Lewell Avenue)	<p><b>Neither/Concerns</b> - It's ridiculous that as residents we have to pay to park outside our own homes.</p>
(97) Local Resident, (Oxford, Oxford Road)	<p><b>Neither/Concerns</b> - I have off-road parking so do not have any parking problems.</p>

	<p>My only concern is that if Oxford Road becomes generally free of parked cars, then it will become even more appealing as a rat run than it is already.</p> <p>I would support the CPZ for environmental reasons if it was coupled with robust measures to discourage Oxford Road from being a through-road from Marston Ferry Road to Marston Road (e.g. a pair of pinch points, one with priority in each direction, probably around the stretch of shops including the Co-op, which has other problems that this would also help with).</p>
(98) Local Resident, (Oxford, Arlington Drive)	<p><b>Neither/Concerns</b> - I am worried that parked cars will make it difficult to access driveways for those, like myself, who typically keep the car off road. Given the width of the road and the space between driveway entrances, if someone parks between your driveway and the next driveway on both sides at the same time, it is really hard to get a car in or out because the angles do not easily allow it. So this is a request to make sure that off-road parkers do not have access made difficult and to make sure that whoever marks the road leaves plenty of space for cars to turn in or out of driveways that are at right angles. At the moment this is dealt with between neighbours, but when non-neighbour vehicles occasionally park here, it can really make things difficult. Also, I think over 70s should be allowed one free parking permit as well as free visitor permits.</p> <p>It is likely that when the new school opens and the Marston Ferry Road becomes busy at school rush hours, some will come into this area and pick up their children near the primary school, an area that is already poorly controlled and not always considerately used by parents of children at that school. Some steps should be taken to stop any cars not related to the primary school using the road leading to it as a pick-up point. If not, access will be blocked at busy times. I would suggest no 2 hour parking slots are available within 1-200 metres or so, though this might just move the likely problem further away.</p>
(99) Local Resident, (Oxford, Ponds Lane)	<p><b>Neither/Concerns</b> - I walk &amp; cycle with children everyday down Oxford road north of Cherwell Drive and have concerns on the impact of the parking proposals on that road. Currently it already gets many parked cars towards the Cherwell drive end, especially around school and nursery drop off and pick up times. I'm concerned that this road won't be part of the CPZ and will get even worse. It's already hazardous to cycle down due to the parked cars and is likely to get worse if these proposals go through. If they go through suggest this road is also included in CPZ.</p>
(100) Local Resident, (Oxford, Oxford Road)	<p><b>Neither/Concerns</b> - I am concerned that the CPZ does not extend into Old Marston village. The village is 'access only', meaning people from outside the village should not park unless they are visiting a location within the village. It isn't</p>

	overloaded with street signs because it is a conservation area. However, the 'access only' is completely disregarded and unenforceable, and there is a major parking problem in the village. The pavements are very narrow in places and the road is very narrow, and the parking causes an obstruction for buses, it causes cars to quickly back up creating pollution, and it creates a significant danger for cyclists and pedestrians. It is commonly observed that people use the village as a free car park during the week. The village urgently needs improved parking controls, particularly in view of the Swan school opening.
(101) Local Resident, (unknown)	<b>Neither/Concerns</b> - Whilst I welcome this. In principle I am concerned that the parking problems will just be shifted to Old Marston NORTH of Cherwell Drive. This is already problematic. What is strategy for that part of Marston?
(102) Local Resident, (Oxford, Oxford Road)	<b>Neither/Concerns</b> - We are all firmly of the opinion that double yellow lines need to be installed on the Oxford Rd service road at the point where traffic cuts through onto the service road from the main road - outside 98/100/102 Oxford Rd. Vehicles parked here restrict the space vehicles have to manoeuvre between the main road and the service road. Delivery vehicles frequently struggle to make the manoeuvre and end up either mounting the verge and causing damage to the kerb and verge or on occasion hitting the parked cars. Please can you consider the installation of double yellow lines at this location.
(103) Local Resident, (Oxford, Fane Road)	<b>Neither/Concerns</b> - As the proposed CPZ controls bite the covenant protected residents parking paved areas to the rear of Fane Rd and Salford Road townhouses, set aside to achieve a more intimate tree lined townscape to the front of the properties may be overrun by displaced car owners looking for parking.  1) Will the CPZ protect these spaces for the townhouse residents? 2) If so how? 3) Will you seek to charge the covenant holders to continue using the spaces?
(104) Local Resident, (Oxford, Horseman Close)	<b>Neither/Concerns</b> – We do not need 24/7 parking restrictions Could a time limit be set for parking between 7am & 5pm with no return in 2 hours on a weekday, allowing for normal parking at the weekend. A lot of people do not have driveways.

(105) Local Resident, (Oxford, Oxford Road)	<p><b>Neither/Concerns</b> – It appears to me that the whole of the area, except Horseman Close and Dents Close, will be available for two hour waiting by non-permit holders and that as a result there is no area for the exclusive use of residents. That being the case, it seems to me that the perceived object of the exercise is defeated. The area is invaded on every working day by non-residents and the two-hour limit will not deter them from "taking the chance".</p> <p>Please reconsider this proposal</p>
(106) Local Resident, (Oxford, Cavendish Drive)	<p><b>Support</b> - I strongly support the proposals. The sooner the better.</p> <p>There is unacceptable parking in the area which is being used by commuters to avoid parking fees. It creates noise and disturbance. It makes the area less safe for our children to play and walk to school. Most residents have driveways and they should use them.</p> <p>There is a problem with residents and others blocking cycleways with their car parking. We need better enforcement to stop this and keep the cycleways open. The council should leaflet of residents to tell them not to do this.</p> <p>I even see people getting folding bikes out of the boots of their cars to cycle into town on the cycle path beside the recreation ground in Marston! These people should use the Park &amp; Ride and cycle rather than clogging up the residential roads.</p> <p>Some of the commuters are aggressive and resent being told not to park in our neighbourhood. We don't want this aggravation.</p>
(107) Local Resident, (Oxford, Arlington Drive)	<p><b>Support</b> - The parking situation along Oxford Road, Marston, is now at a level that is causing dangerous and confrontational situations. Residents living in Marston now struggle to leave the Mortimer Drive exit onto Oxford Road created as a result of the parked cars. A residents parking scheme is the only way to resolve this issue. I support the proposed parking scheme with resident bays, and the flexibility of 2 hour visitor parking which is important for residents who have visitors during the day.</p>
(108) Local Resident, (Oxford, Horseman Close)	<p><b>Support</b> - Use of parking on roads and footpaths by residents who have spaces to park next to their garages but choose not to. Use of roads by football supporters from Oxford City FC or local boys football matches.</p>

(109) Local Resident, (Oxford, Cromwell Close)	<b>Support</b> - I support because currently the area is dangerous for cyclists and pedestrians due to the sides of the roads being packed with parked cars all weekdays. In addition, the use of road space negatively affects the residents and their visitors' capacity to park in the neighbourhood.
(110) Local Resident, (Oxford, Beechey Avenue)	<b>Support</b> - I support the proposals for a CPZ provided the current two-hour parking bay outside my house is replaced by a Residents' parking bay and not by single or double yellow lines. I support the proposals because they will stop Oxford Brookes students and commuters to central Oxford using Beechey Avenue as their daily parking place. However, in order for the scheme to be effective, it will need to be enforced, and this does not generally happen with the current two hour parking bay, where cars are frequently parked for several days, or even weeks, and a traffic warden appears only if I telephone to report a breach.
(111) Local Resident, (Oxford, Oxford Road)	<b>Support</b> - We suffer from nuisance parking from commuters who work in the city centre, students going to the Oxford Brookes Marston Road campus, and people going to the JR hospital. In the last year or so it has got even worse with every weekday large numbers of construction workers, who are working on the Oxford University Zoology building on Parks Road, parking their cars and vans throughout the estate especially Rippington Drive and then driving in minibuses into town to the building site. It makes parking difficult for residents. They park the minibuses on the grass verges and rut up the ground under our street trees. I worry it is damaging the street tree roots and it makes our area look scruffy. The next issue is the school drop-off parking in all the streets around St Nicholas School. I would recommend re-considering the parking being 2 hours or residents' parking. Just make it residents' only please with a small number of spaces. Otherwise parents will continue to drive to school. Just don't provide an opportunity for school drop-off parking and people will walk or cycle, most people don't travel far to this school. It will be brilliant once the CPZ is in place.
(112) Local Resident, (Oxford, Arlington Drive)	<b>Support</b> - Increasing congestion and anti-social parking in streets around our house during the working week. Many city centre workers park in this area and then walk or cycle to the city along the Marston cycle path.
(113) Local Resident, (Oxford, Arlington Drive)	<b>Support</b> - Long overdue. This area has been constantly used as a free park & ride for many years causing severe problems for local residents. A CPZ for this area should have been established at the same time as all the other CPZs in

	<p>the vicinity. Many contractors working in the city centre park their vans here during working hours. I trust that they will not be allowed to purchase parking spaces at £25 (large companies would be able to afford this) unless they are working on adjacent properties within this CPZ. I note that Salford Road has been omitted from the scheme! Also, the access road to garages behind Fane Road &amp; opposite 108 Arlington Drive needs to be included as this has become an established parking spot for people parking to walk, cycle or bus to the city centre. As with other CPZs there needs to be clear signage at the 2 entrances to the estate (Rippington &amp; Mortimer Drives) to indicate that drivers are entering a CPZ. With all CPZs it needs to be enforced!!</p>
(114) Local Resident, (Oxford, Rippington Drive)	<p><b>Support</b> - I wholeheartedly support the proposal to implement CPZ's in the Marston North Area. I've lived in Rippington Drive for 13 years, and each year I have witnessed the volume of cars, especially transit type work vans increase in volume. Many of the work vans are parked dangerously and irresponsibly, and as a consequence our road and surrounding ones have been reduced to free car parks from Monday to Friday for whoever wants to use them. I feel that it has definitely reached a crisis point, and it is only a matter of time before there is an incident with a pedestrian or another vehicle. The council simply must address the parking zone issue as a matter of urgency. With the swan school being built close by, I dread to think the amount of extra traffic it will create. It is really becoming unbearable to witness the amount of cars parked on the verges around this estate and as a local resident, I'm getting very frustrated as there are numerous times when I pop out in my car for an hour or so, then return to find that there is nowhere to park near my own house. Both my children attend Cherwell school, and cycle there every day, and I am becoming increasingly anxious for them, as the surrounding roads are already filling up with people looking to park at the time they leave for school, along with all the other local children.</p>
(115) Local Resident, (Oxford, Lewell Avenue)	<p><b>Support</b> - As a resident, I object to people using my street for car parking when working in the town centre.</p>
(116) Local Resident, (Oxford, Fairfax Avenue)	<p><b>Support</b> - Parking is very dangerous - people park on pavements, round corners, on grass verges. This is needed Scheme should be extended to include weekends, or Saturday at the very least as people are constantly parking to walk into Town or the hospital or the train station while leaving their cars all weekend and taking parking away from residents. something will need to be done to restrict access for parking on the grass verges, and around corners otherwise this will not stop</p>

(117) Local Resident, (Oxford, Fairfax avenue)	<p><b>Support</b> - The parking in this area has gotten really bad, and really dangerous. There is never any parking for residents as contractors/others park everywhere including all around corners making it dangerous to pull out or move safely.</p> <p>However, I do not think you should allow 2-hour parking, as unless this monitored it will be abused. And I think the scheme should be extended to include Saturday's as a huge number of people park in our area to walk into Oxford city center at the weekend</p>
(118) Local Resident, (Oxford, Beechey Avenue)	<p><b>Support</b> - Lots of non-resident cars parked on Beechey Avenue during weekdays. Often parking is bad, limiting transit on the pavement. Please also consider adding a "no-through" sign at the corner of Beechey Ave and Oxford Rd as many cars come through only to reverse, unnecessarily increasing local traffic.</p>
(119) Local Resident, (Oxford, Windsor Crescent)	<p><b>Support</b> –</p> <ol style="list-style-type: none"> <li>1. Please clearly highlight Windsor Crescent as eligible properties for permits because this is omitted in 'Oxford_Marston_North_CPZ__Waiting_Restrictions__DRAFT_ORDER_2020'</li> <li>2. Please ensure that there would be no parking allowed on the grass verges or green area at any time, including weekends.</li> <li>3. Parking half-way on the road and half-way on the footpath should not be allowed unless specified explicitly. In such cases, where needed only one side of the road should allow parking in that way. Eventually you could only allow the first 15 days of the month on one side, the last 15 days of the month on the other side when needed and to avoid the need for road marking.</li> <li>4. Preferably parking should not be allowed in any curves or near road junctions</li> <li>5. No vans or goods allowed in front of 100,102,104,106,108 Oxford road, between 8-5pm. It is already an issue to have vehicles parked there. High vehicles, or Vans completely block the view to detect traffic in the opposite direction. It is also unsafe for cyclists.</li> </ol>
(120) Local Resident, (Oxford, Raymund Road)	<p><b>Support</b> - There is unacceptable level of heavy vehicle traffic in the area and a worrying increase in sidewalks use for driving on and parking. The disregard to pedestrian safety on a road leading to a primary school is worrying to say the least. We need help to keep our sidewalks free of obstructions to allow safe passage for children, their parents (often with buggies) and the elderly. Please introduce not only controlled parking zone but also some signage reminding drivers to allow priority to children and not to drive or park on sidewalks. Parking on bends and verges is also an issue as it limits</p>

	visibility heavily. A lot of the issues during morning school run are due to parent vehicles turning around and it would be safer for everyone to have a one-way system between 7:30 and 9:30 with exit at the right hand side of the school directly back onto Oxford road.
(121) Local Resident, (Oxford, Clays Close)	<p><b>Support</b> - I understand that permits for Clays Close are 'All days and all times' permits. If this is the case then it would guarantee myself and my daughter a permanent parking space in Clays Close and Horseman Close.</p> <p>The only query I have is that I sometimes house a student lodger, some of whom have a car. Where would they park their car as I don't think they would be eligible to park in Clays Close or Horseman Close?</p>
(122) Local Resident, (Oxford, Fairfax Avenue)	<p><b>Support</b> - I fully support this scheme although I would like the 2 hour parking allowance to non-residents to be taken off it. The parking situation in Old Marston is both dangerous and stressful with little control by police or local authorities. People double park making it difficult to make progress and also prevent a danger because you cannot see the road properly in front of you. In my road, most parking is carried out by commercial vehicles from London etc. who the walk or cycle into Oxford City centre to carry out work. They park on the pavements making it difficult for old people or those with prams or pushchairs to get by, therefore having to step on the road. Planning permission for construction should, in my opinion be denied unless they can guarantee on-site parking or provide details of other paid parking schemes. In conclusion, I would like these measures to be fully implemented and properly policed as soon as is practicable.</p>
(123) Local Resident, (Oxford, Rippington dr)	<p><b>Support</b> - Notwithstanding the effects of lock-down since March, non-residential parking has SHARPLY INCREASED with mainly commercial vehicles parking in residential streets making access to/from houses &amp; especially residences with off-street parking, difficult, dangerous, and sometimes impossible, due to the lack of access / visibility caused by these non-resident vehicles. Also becoming dangerous when exiting off-street parking as it is impossible to see approaching traffic especially cycles (often children) due to the parked (commercial) vehicles, which even includes minibuses! Many of the private cars disgorge construction workers evidenced by their bags of trade tools etc as they head off across the Croft Rd Recreation Ground path into the City, some on their (green?) folding bicycles.</p> <p>This will get considerably worse when the JRII re-starts clinic days and when the Universities re-open (imminent). We have had to suffer these problems for far too long, particularly as the Council were notified by the residents that the (then proposed) footpath across Croft Road Recreation ground would inevitably lead to exactly what is now happening. This was exacerbated by adjacent districts getting parking restrictions which only moved the parking problem to this area of Marston thereby not curing the problem, merely made it even worse for the residents.</p>

	<p>It is to be expected that the rapid implementation of this proposal will follow, particularly as it states that minimal "clutter" from markings and signs is intended and should therefore require very little labour / costs etc in prompt implementation!</p>
(124) Local Resident, (Oxford, Lewell Avenue)	<p><b>Support</b> - Over the last couple of years, there's been an increase in the number of cars parked for the whole day by non-residents who then walk into town or to the JR Hospital.</p> <p>In a residential area with both a primary and secondary school, this increased traffic, especially in the mornings, becomes a safety issue for residents and children in particular, as well as increasing pollution.</p>
(125) Local Resident, (Oxford, Ewin Close)	<p><b>Support</b> - We live in a tiny Close, with no businesses nearby that often gets congested. This is inexplicable.</p>
(126) Local Resident, (Oxford, stanley)	<p><b>Support</b> - better parking control is required across all of the city to support safer streets and public transport use etc.</p>
(127) Local Resident, (Oxford, Nicholas Avenue)	<p><b>Support</b> - There is definitely a problem on weekdays along our road and neighbouring Rippington Drive because of the vehicles of visiting commuters parking there. These roads and others are close to the very handy walk/cycle route into the city. It is common to see early arrivers producing bikes from their car boots or rear of their work vans. Rippington Drive becomes clogged with vehicles and visibility is restricted.</p> <p>Fortunately, we have use of a shared drive where we can park one car out of anyone's way and many neighbours have paved their front gardens. However, I do have sympathy for those locals without such facilities.</p>
(128) Local Resident, (Oxford, Oxford Road)	<p><b>Support</b> - I have cars parked outside my house for sometimes a week or two while the owner's go on holiday. Residents cannot park in the street they live in. I am not too happy about the 2 hour rule to allow cars to park, How will this be enforced?</p>
(129) Local Resident, (Oxford, Fairfax Avenue)	<p><b>Support</b> - The area is being used as a 'park and ride' for people working in the town centre, and the streets are lined with so many cars on weekdays that it is sometimes hard for delivery vans and refuse collection lorries to get access.</p>

	Navigating through the streets is sometimes perilous for bicycle users.
(130) Local Resident, (Oxford, Oxford Road)	<b>Support</b> - Sometimes I cannot park my car (only 1 car) outside my home Sometimes I cannot find a nearby place to park my car near my home Sometimes someone parks their car badly and in a position that prevents not only me but my neighbour parking their car outside their house People just park their car and go away for the day. My car was hit by something or someone and the mirror is broken and I have to replace it at my cost, which is rather not necessary if the road is not that busy.
(131) Local Resident, (Oxford, Gordon Close)	<b>Support</b> - The reason I am supporting the proposal is because all the parked cars on the narrow streets of Oxford Road and Gordon Close make it difficult and dangerous to drive as per the two-way rule. Even driving into the own driveway is complicated due to other cars blocking the space for a car to make a decent turn into the driveway.
(132) Local Resident, (Oxford, Beechey avenue)	<b>Support</b> - The roads are constantly congested with commuter vehicles to the point of being dangerous and impassable.
(133) Local Resident, (Oxford, Beechey Avenue)	<b>Support</b> - Happy to restrict the parking as it gets very congested during the week due to Brookes and JR parking.
(134) Local Resident, (Oxford, Rippington Drive)	<b>Support</b> - Finally it is going through - have been waiting a long time for this and the quality of living in this area will be so much better.  There had been numerous altercations regarding cars parking issues in the street over the years.  I went out to look in the street today, it is jammed with cars and vans, some have squeezed by the bollards and parking on the grass - I have loads of photographs that I could upload if there was such a facility.  The council is fully aware of the situation, cars and vans park in this road in the morning and then they walk into town via the footpath, some take out their scooters or bikes, some lock their bikes at the side overnight so they do not have to put

	<p>them back into the car. In the winter they were getting out of the cars and everyone was carrying plastic bags, these contained Wellington boots to wade through the flooded footpath to get to work.</p> <p>These roads should not be a car park for people who use it as such and then go to work or students to study. The road is packed with cars! my elderly father often attempts to visit he passes by and then goes home because he cannot find a place to park nearby!</p> <p>Everywhere else in Oxford does not have this situation and residents would not have it. Look at Summertown, Norham Gardens area, Jericho, Ferry Road area, Osney Mead, etc the list goes on.</p>
(135) Local Resident, (Oxford, Oxford road)	<p><b>Support</b> - Lots of cars are parked even not on designated parking area. e.g. disable blue badge with no parking permit</p>
(136) Local Resident, (Oxford, Arlington Drive)	<p><b>Support</b> - I feel that this is long overdue as this part of Marston is close to schools, hospitals, University educational establishments, local bus routes into the centre of Oxford/hospitals and within easy walking/cycling distance from the centre of Oxford. Residents have been plagued for years by those parking here for free as other parts of Marston have CPZs implemented. When driving off the estate at 07:10 on Tuesdays &amp; Thurs there is a constant flow of vans and cars entering to park. Some of these vehicles are dangerously parked on corners and often across resident's drives. As per an Oxford Mail report of 19th October 2019 " A 76-YEAR-OLD man has described how he was beaten up and kicked in the face in a row over bad parking.</p> <p>A pensioner had asked the driver not to park in front of his driveway and says he ended up in a wrestling strangle-hold. He and his neighbours say it is just the latest in a string of fights and arguments over stupid and insensitive parking in New Marston, north Oxford. Because the council has never created any parking restrictions there the neighbourhood has turned into a lawless Wild West where builders, hospital patients and commuters regularly park for free, blocking pavements, driveways and cycle paths and infuriating those who live there."</p>
(137) Local Resident, (Oxford, Ewin Close)	<p><b>Support</b> - Fair parking for all and prevents people leaving their vehicles in residents' parking areas.</p>
(138) Local Resident, (Oxford, Oxford Road)	<p><b>Support</b> - As outlined in 2018 at the Parish Council meeting, the problem of parking in and around Oxford Road has been getting steadily worse since we moved here in 2004. The Brookes Students, commuters, occasionally Croft Road residents and even holidaymakers all leave their cars outside our houses, sometimes overnight and for extended periods.</p>

	<p>It is a price worth paying for residents to park outside their own homes. Pleased to see 2 cars are allowed per household, this is essential for us and some neighbours who have to commute out of the city in separate cars. Perhaps this will help the buses and also discourage certain drivers from speeding down the service road to beat the queuing traffic on Oxford Road - it's only matter of time before there's an accident caused by this speeding.</p>
(139) Local Resident, (Oxford, Mortimer drive)	<p><b>Support</b> - Lots of people park cars and vans in the roads around this area for free so they can walk or cycle to town for work or for Brooke's university so cycling or driving around or crossing roads becomes dangerous as the roads have cars both sides and on corners</p>
(140) Local Resident, (Oxford, Cherwell Drive/Ewin Close)	<p><b>Support</b> - I want to make the council aware that the parking outside Ewin Close is not on common ground but is owned by the freehold. Therefore, the council will not be able to put permit parking on this land.</p> <p>As we have a large number of disabled residents in this road, disabled parking should be added to the proposal.</p>
(141) Local Resident, (Oxford, GORDON CLOSE)	<p><b>Support</b> - Parking in this neighbourhood has become an unacceptable nuisance. This close has increasingly become a convenient parking opportunity for commuters. Both sides of the Oxford Road south of the Marston Ferry Road are used all day as a parking lot making it difficult to negotiate due to its narrowness and bus usage etc. The road has a 20mph speed limit but many vehicles exceed this limit simply to get past the line of parked cars before being faced with a vehicle travelling the other way, the road is used as a stop and drop for children attending St Nicholas school and it is almost certain matters will worsen when the Swan school opens this month. The new school incidentally is several hundred metres from anywhere that a car may safely stop and the area is heavily used by cyclists. My understanding is that there are not enough car parking spaces for the Swan school staff and parents will not be allowed to take cars on to the school site. Additionally, personnel from Brookes also use this area for long stay parking. This area badly needs protection by way of a CPZ.</p>
(142) Local Resident, (Oxford, Oxford Road)	<p><b>Support</b> - It is increasingly difficult to move in Oxford Road because of school and related traffic on weekdays.</p>
(143) Local Resident, (Oxford, Nicholas Avenue)	<p><b>Support</b> - It will, I hope, stop all the commuter parking. Construction vehicles parking up all day, getting a pushbike out the back, and cycling into Parks Road construction site. Brookes University students parking up nearly all day and</p>

	walking along to the Milham Ford school site or parking all day and busing into Oxford or John Radcliffe.
(144) Local Resident, (Oxford, Oxford Road)	<p><b>Support</b> - This CPZ has been desperately needed for some time and can't come quickly enough with the added pressure due to the opening of the Swan School.</p> <p>I responded to the earlier consultation highlighting the need for parking restrictions (preferably double yellow lines) outside 100 &amp; 102 Oxford Road to keep the slip road access clear for large vehicles accessing the estate which includes Mortimer Drive and Rippington Drive. This has not been addressed in the current plans. Councillor Mark Lygo has been out to see the problem for himself and I understand he is supportive of this suggested change.</p>
(145) Local Resident, (Oxford, Nicholas Avenue)	<p><b>Support</b> - I'm writing to express my strong support for the proposed CPZ in Marston. I've lived on Nicholas Avenue with my family since 2017 and while the situation wasn't very good in our first year here, it has got much worse in the last 2 years. This part of Oxford serves as a free parking zone for regular commuters to Oxford, making parking, driving through and even living here unnecessarily complicated. I don't know anyone here who doesn't support the idea of the CPZ, although some of my neighbours were of different opinion 2 years ago.</p>
(146) Local Resident, (Oxford, Ashlong Road)	<p><b>Support</b> - we support the proposal and agree to register for CPZ permit accordingly. We often have visitors, for the supply and/or medical purposes, and will definitely need the second permit on occasions.</p>
(147) Local Resident, (Oxford, Horseman Close)	<p><b>Support</b> - Restricting the parking of non-residents in these roads will eliminate part of the problem but not all. It will ensure that the area does not become a car park for the adjacent sports field, particularly at weekends. Furthermore, it will no longer be a no cost park and ride cycle facility for the city centre.</p> <p>The rest of the problem lies firmly with the residents. All of the properties have either garages or driveways, but the majority of residents prefer to park in the roads. Thereby very often obstructing access for neighbours who wish to use the garages etc.</p> <p>Rear access roads such as Clays and Jessops were originally laid out with turning areas to be used in conjunction with</p>

	<p>the garages. Over time some residents and non-residents from adjacent properties have taken them as their own private parking space thus making it very difficult for delivery &amp; emergency vehicles to turn etc.</p> <p>In my opinion there is no simple solution to the problem of residents parking. When roads such as Horseman Close and Jessops Close were laid out in the 1960s they were based on single occupancy properties with one motor vehicle each. Today it is quite common for 2-3 vehicle owners living in one property.</p> <p>In conclusion a resident only parking scheme has to be welcomed but I am afraid it is not the total solution which may be to involve a financial penalty for not using a garage as intended.</p>
(148) Local Resident, (Oxford, Gordon Close)	<b>Support</b> – its been a long time coming with traffic increasing year on year it is now becoming a nightmare to get out of Gordon Close with cars parked near the corners.
(157) Local Resident, (Oxford, Cotswold Crescent)	<b>Support</b> – Due to increased development in the area, parking has increased. There should be restrictions, but with allowance for 2 hours free on street parking for visitors which is allowed in most streets. This will allow social care workers to travel to homes and aid residents.
(158) Local Resident, (Oxford, Oxford Road)	<b>Support</b> – People park, sometimes inconsiderately by taking two spaces for one vehicle and disappear sometimes for days or even weeks.