

Division(s) affected: *Isis, Rose Hill & Littlemore*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**14 NOVEMBER 2024**

### **OXFORD: IFFLEY AREA – PROPOSED CONTROLLED PARKING ZONE (CPZ)**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the following measures:

- a) the proposals for a Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders or 2 hours for non-permit holders in Iffley Village A, as shown in the proposal plan Annex 1,
- b) the proposals for a Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders or 3 hours for non-permit holders in Iffley Village B, as shown in the proposal plan Annex 1,
- c) the proposals for a Controlled Parking Zone (CPZ) Monday to Sunday 8am – 6.30pm permit holders or 2 hours for non-permit holders in Iffley Boarders C, as shown in the proposal plan Annex 1,
- d) permit eligibility for properties (Odd Nos.15-63) on Henley Avenue. moving them from the existing Florence Park CPZ into the new Iffley CPZ as advertised,
- e) the proposals for ‘no waiting at any time’ restrictions (double yellow lines) as advertised, except for the double yellow lines near No. 28 Church Way & the proposed reduction of double yellow lines in Cavell Road,
- f) include the section of Meadow Lane previously excluded from the advertised restricted area following further interaction & approval with the residents directly affected,
- g) further consultation on proposals to include Annora Close, Cordrey Green, Fitzherbert Close, West View and Villiers Lane for the eligibility to apply for permits.

## Executive Summary

1. This report presents the consultation responses to the CPZ proposals for the Iffley area of Oxford as shown in **Annex 1**, as part of the approved programme for introducing CPZs within the city.
2. Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county's Central Oxfordshire Travel Plan (COTP) as well as recently adopted Local Transport and Connectivity Plan (adopted in 2022) and also Oxford City Council's Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives.
3. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor Trellint, as Iffley falls within the Civil Enforcement Area for Oxford City.

## Introduction

4. Controlled Parking Zones (CPZs) are being implemented across Oxford to address numerous local issues, along with helping to support the delivery of wider transport and planning policies. The proposals aim to do this in three main ways:
  - Transport management – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes.
  - Development management – to support the City and County Councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets.
  - Protecting residential streets – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.
5. To help deliver the county council's Local Transport Connectivity Plan (adopted July 2022) vision and policies, the county's emerging Central Oxfordshire Travel Plan includes 22 actions to support a more sustainable and reliable transport system across the central Oxfordshire area. This includes further CPZs to help with parking management and support outcomes including improved road safety, reducing the impact of private vehicles on congestion and delivering more inclusive and carbon neutral transport.

## **Sustainability Implications**

6. CPZs help facilitate the safe movement of traffic and alleviate parking stress. Removing free on-street parking used by commuters and other non-residents is part of the overall strategy to reduce traffic levels in the City and also help encourage the use of sustainable transport modes. CPZs are also identified as one of several actions in the county's emerging Central Oxfordshire Travel Plan that are required to support wider transport policies within the county council's Local Transport Connectivity Plan (adopted July 2022). CPZ coverage will also play an important role once the Work Place Parking Levy (WPL) is introduced.

## **Financial Implications**

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

## **Legal Implications**

8. No legal implications have been identified in respect of the proposals. The scheme has been promoted by Oxfordshire County Council as the Traffic Authority and Highway Authority under the Road Traffic Regulation Act 1984 and the Highways Act 1980.
9. The consultation complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and related regulations.

Comments checked by: Jennifer Crouch, Head of Law (Environment) – [Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## **Equalities and Inclusion Implications**

10. A full equality impact assessment has been undertaken and can be viewed in **Annex 2**. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

## **Formal Consultation**

11. Formal consultation was carried out between 01 August and 06 September 2024. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Oxford City Council, local City Cllr's, and the local County Councillors representing the Isis, and Rose Hill & Littlemore divisions.

12. A letter was sent directly to approximately 990 properties in the area, which also included a copy of the formal notice of the proposals, as well as details on permit eligibility and costs. Additionally, street notices were placed on site in and around the immediate vicinity.

13. 311 responses were received via the online consultation survey during the course of the formal consultation, and these are summarised in the tables below:

Table1. summary of overall opinion of CPZ based on living within or outside the proposed CPZ.

Overall opinion	Live within proposed CPZ	Live within other CPZ	Don't live in CPZ	Overall Total (Percentage)
Support	62	3	11	76 (24%)
Partially support	70	4	4	78 (25%)
Object	119	3	14	136 (44%)
No objection	14	1	1	16 (5%)
No opinion	5	-	-	5 ()
<i>Total</i>	<i>270</i>	<i>11</i>	<i>30</i>	<i>311</i>

Table2. summary of overall opinion of CPZ based on living within the proposed CPZ by road.

Road	Support	Partially support	Object	No objection	No opinion	Total
Abberbury	1		2			3
Abberbury Avenue	2	1		1		4
Abberbury Road	7	3	5			15
Anne Greenwood Close	3	3	2			8
Annesley Road		3	17		1	21
Augustine Way	3			1		4
Bay Tree Close			4			4
Bears Hedge	3		1	1	1	6
Cavell Road	5	4	6		1	16

Church Road			1			1
Church Way	6	12	7	1		26
Cordrey Green	2	1	1			4
Courtland Road	4	10	26			40
Eastchurch		1				1
Egerton Road			2	3		5
Ellesmere Road			5			5
Fitzherbert Close		2				2
Henley Avenue	2	3	6	1	2	14
Hunsdon Road			9	1		10
Iffley Turn	8	1				9
Meadow Lane/Church Way		1				1
Krebs gardens	1					1
Maywood Road	6	3		1		10
Meadow Lane		3	1			4
Mill Lane	2	2	1	1		6
Rose Hill	2	1	1			4
Sheepway Court	1	4	7	1		13
Stone Quarry Lane		2	2	1		5
Tree Lane	4	3	4			11
Tudor Close		3	1			4
Villiers Lane		1	3			4
West View		1	1	1		3
Woodhouse Way			1			1
Wootten Drive		1				1
n/a		1	3			4
<i>Total</i>	<i>62 (23%)</i>	<i>70 (26%)</i>	<i>119 (44%)</i>	<i>14 (5%)</i>	<i>5 (2%)</i>	<i>270</i>

Table 2A. summary of overall opinion of a CPZ from those online respondents living in 'Iffley Village A' as shown on the plan in Annex 2

<b>Area</b>	<b>Support</b>	<b>Partially support</b>	<b>Object</b>	<b>No objection</b>	<b>No opinion</b>	<b>Total</b>
Iffley Village A	52	47	43	8	4	154
<i>Percentage</i>	<i>34%</i>	<i>30%</i>	<i>28%</i>	<i>5%</i>	<i>3%</i>	

Table 2B. summary of overall opinion of a CPZ from those online respondents living in 'Iffley Village B' as shown on the plan in Annex 2

<b>Area</b>	<b>Support</b>	<b>Partially support</b>	<b>Object</b>	<b>No objection</b>	<b>No opinion</b>	<b>Total</b>
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Iffley Village B	13	8	8	2	0	31
Percentage	42%	26%	26%	6%	0%	

Table 2C. summary of overall opinion of a CPZ from those online respondents living in 'Iffley Boarders C' as shown on the plan in Annex 2

Area	Support	Partially support	Object	No objection	No opinion	Total
Iffley Boarders C	6	18	66	4	1	95
Percentage	7%	19%	69%	4%	1%	

Table3. summary of opinion on 'times of operation' based on living within or outside the proposed CPZ.

Times of operation	Live within proposed CPZ	Live within other CPZ	Don't live in CPZ	Overall Total (Percentage)
Just right	65	-	4	69 (22%)
Not restrictive enough	28	4	7	39 (13%)
Too restrictive	133	6	13	152 (49%)
Not sure	19	-	2	21 (7%)
No opinion	25	1	4	30 (9%)
<b>Total</b>	<b>270</b>	<b>11</b>	<b>30</b>	<b>311</b>

Table4. summary of opinion of proposed parking restriction amendments and permit eligibility change for Henley Avenue.

Proposal	Support	Partially support	Object	No objection	No opinion	Total
New DYs in Abberbury Road	66 (21%)	22 (7%)	105 (34%)	24 (8%)	94	311
New DYs in Augustine Way	85 (27%)	22 (7%)	71 (23%)	26 (8%)	107	311
New DYs in Church Way	90 (29%)	35 (11%)	107 (34%)	17 (5%)	62	311
New DYs in Iffley Turn	129 (42%)	35 (11%)	79 (25%)	17 (5%)	51	311
New DYs in Tree Lane	83 (27%)	29 (9%)	97 (31%)	22 (7%)	80	311
New DYs in Woodhouse Way	91 (29%)	21 (7%)	83 (27%)	24 (8%)	92	311
Reduce existing DYs in Cavell Road	53 (17%)	21 (7%)	75 (24%)	25 (8%)	137	311
Move permit eligibility for Odd Nos.15-63 Henley Avenue	65 (21%)	7 (2%)	25 (8%)	29 (9%)	185 (59%)	311

14. The above tables are based on the option chosen by the respondent (Object, support etc.) but it should be noted that on reviewing the detail of the responses,

in a number of cases a respondent expressing support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the scheme but were otherwise in support.

15. Additionally, a further 44 emails were received, the comments from these have been included with the individual responses in **Annex 4**.
16. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally for or against the proposals these have been documented: eight were in favour (18%), 20 were partially in favour but raised concerns (46%), seven had no opinion (16%) and nine wholly objected (20%) to the proposals.
17. Thames Valley Police responded and expressed no objections to the proposals.
18. Charts shown in **Annex 3** present the general position of the respondents to the proposed Iffley CPZ. This is based on the option chosen by the respondents (Object, support etc.) but it should be noted that on reviewing the detail of the responses, in some cases a respondent expressing partial support for the proposal had some qualifications / concerns, and similarly some of the objections related to specific details of the CPZ.
19. Due to the number of responses and differing opinion in certain areas of the proposed Iffley CPZ, officers have broken down the whole zone into 3 sections - Iffley Village A, Iffley Village B and Iffley Borders C. A breakdown of the responses (Object, support etc.) for each area can be found in **table 2a, table 2b and table 2c** of this report. The corresponding plan showing the break-down of areas can be seen in **Annex 1**
20. Responses relating to the proposed double yellow lines can be found in **table 4** of this report.
21. The individual responses are included in the separate **Annex 4 & 5**, and copies of the original responses are available for inspection by County Councillors.
22. As the boundary of the proposed CPZ falls over two divisions, both County Councillors have been contacted for their views and feedback on the responses received.
23. The County Councillor for the Isis division, has responded with the following statement and confirmed that he will be addressing his views during the Delegated Decisions meeting:

*“As County Councillor for Isis division, I would request that Cllr Gant agree to agree to implement the proposed zone within the Iffley Village area (A & B) only. Proposals for 'Iffley Borders' (area C) should not go ahead. The minor amendments previously discussed with Officers and based on the findings of the consultation should also go ahead.*

*The consultation responses for the proposed Iffley Controlled Parking Zone highlight the experiences of residents are not the same across the proposed zone. Most notably respondents in the 'Iffley Borders' (area C) do not currently feel as though there is currently a parking problem in their area. This is reflected in the 68.7% objection rate from respondents in this area. This area shares a greater affinity with Rose Hill than Iffley Village (A & B). Consequently, this area should be considered alongside any appropriately timed Rose Hill scheme. I would stress, however that there remains very limited support for a CPZ scheme for Rose Hill at this time.*

*I welcome the overwhelming positive support across Iffley Village (A & B) for the proposed scheme. 64.3% of respondents in this area supported the scheme, albeit with small amendments. These I feel are reflected in the proposed amendments to the consulted-upon scheme.*

*The strongest feelings in the consultation in the Village were related to ensuring the operation of the CPZ did not prevent people from parking to use the Church or Church Hall, which is a major draw. Similarly, many respondents rightfully feel as though Iffley is used and appreciated by many visitors beyond its borders, and their needs - especially for the less mobile - should be accommodated. Consequently, I support the unrestricted hours for non-permit holders being increased to at least three hours. I also hope the Church and Church Hall will be able to make appropriate use of business permits to ensure that weddings, funerals and other key events are not adversely affected.*

*The eligibility changes for Henley Avenue should go ahead. These were overwhelmingly supported by respondents and were directly requested by members of the local Residents' Association.*

*Similarly, residents on Meadow Lane are overwhelmingly supportive of the inclusion of the whole street in the zone. Including just part of Meadow Lane risks encouraging obstructive parking. The lane is a designated quiet route and is well used by pedestrians, cyclists and as a horse-riding route. I also support further consultation on increasing the eligibility for parking permits to roads in Iffley not already included in proposals.*

*I would like to personally thank each of the 310 respondents to the consultation. I would urge the decision maker to engage closely with these detailed and heartfelt responses when making the delegated decision. Residents must feel as though their responses have an impact on decision making - this is a sign of a healthy local democracy."*

24. The County Councillor for the Rose Hill & Littlemore division & City Councillor for the Rose Hill & Iffley Ward have responded with the following statement:

*"We have considered the results of the consultation as broken down by road, which reveal that 68.7% of residents in the "Iffley Borders" area do not want to have a CPZ. This is different for Iffley Village, where there was majority support for a CPZ, but is in line with the (even stronger) rejection of a CPZ in Rose Hill. That is not surprising, as the Iffley Borders area is adjacent to Rose Hill,*



*and is not connected directly to Iffley Village except by paths and roads which are closed to motor vehicles. We would therefore suggest that Iffley Borders (area C on the map) is not included in the CPZ, and that any further developments in this area are linked to Rose Hill estate. We would note that we made this point at the time consultation was launched.”*

25. Separately, a City Cllr for the Rose Hill & Iffley Ward wishes to place on record their support for further amendments proposed by the County Councillor for the Isis division, notably in respect of Iffley Village.

## **Officer Response to Objections/Concerns**

### a) General feedback to the proposals:

26. Key themes and comments from respondents:

**Opposition to the CPZ:** A significant number of residents do not believe a CPZ is necessary, with many residents expressing concern that parking is not currently an issue in several streets, such as Courtland Road, Annesley Road, and Hunsdon Road. They view the proposed CPZ as a money-making scheme by the council and feel that the restrictions would cause inconvenience, especially for visitors, friends, and family. Some express concerns about the potential environmental impact on the conservation area and resident's properties.

**Concerns about Parking Displacement:** Several residents worry that introducing a CPZ will push parking issues into neighbouring streets, creating problems in areas currently unaffected. They mention examples from the nearby Donnington CPZ, where displacement has affected Iffley Turn.

**Safety and Traffic Flow:** Some residents highlight safety concerns due to heavy parking on streets like Iffley Turn, which they claim creates dangerous conditions for cyclists, pedestrians, and drivers. They suggest that double yellow lines are necessary on key stretches to improve visibility and traffic flow and make suggestion of additional areas where double yellow lines should be considered.

**Support for the CPZ in Specific Areas:** Some residents, particularly those in Iffley Turn, support the CPZ. They argue that the area has become congested with non-residents using it as free parking or a park-and-ride option. They believe the CPZ would alleviate these issues and improve safety and parking availability for residents.

**Impact on Local Amenities:** Several comments express concern about how the CPZ might affect access to local amenities, such as Iffley Lock, churches, and pubs. Residents worry that restrictions could deter visitors and negatively

impact community activities, including church services and events at Iffley Village Hall.

**Impact on Weekends:** Many oppose having parking restrictions on weekends, as they believe weekends are important for family visits, community events, church services, and leisure activities. Several respondents suggest limiting the CPZ to weekdays only, with hours targeting commuters rather than residents or visitors.

**Enforcement:** Concerns about the effectiveness of enforcement and whether it will be sufficient to prevent non-residents from parking in the CPZ

b) Suggested alternatives/amendments by respondents:

**Timing of Restrictions:** Those open to restrictions suggest limiting them to core hours during the working week (e.g., 9 AM to 5 PM, or 10 AM to 3 PM), arguing that this would deter commuter parking without affecting local residents and visitors too severely. Some recommend limiting the CPZ to just a couple of hours a day.

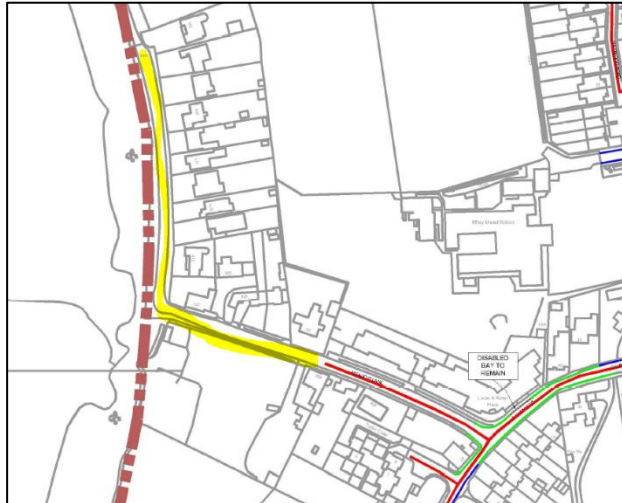
**Suggestions for Alternatives:** Some residents propose alternatives, such as restrictions at peak hours, more targeted enforcement, or implementation of parking controls in specific problem areas, rather than a blanket CPZ across Iffley.

27. Overall, opinions are mixed, with strong opposition in some streets where parking is not seen as an issue, while others, particularly in Iffley Turn, support the CPZ due to safety and congestion concerns.

**Officer Comments**

28. Numerous objections have been received from respondents and residents expressing concern that parking is not currently an issue in several streets, such as Courtland Road, Annesley Road, and Hunsdon Road known as the 'Iffley Boarders'. The consensus is that these roads should be removed from the wider Iffley CPZ. Whilst noting Council members and the residents' comments and appreciating that parking issues in this area are not generally experienced at the present time, proposals have been developed to address both the immediate, and future wider parking issues. Historical experience has shown, that where previous decisions to exclude an area from the boundary of a CPZ have been agreed, displacement from the zone will fall into those unrestricted areas, leading to complaints to reinstate those roads within the CPZ. Displacement not only occurs from commuters and visitors, but from residents on the border of the boundary, who do not wish to purchase a parking permit, seeking alternative unrestricted parking. It is important to also note that as a CPZ has also been consulted on in Rose Hill, the Iffley Boarders area could fall between two CPZ's resulting in additional parking pressures, if these CPZ's are approved for implementation.

29. Numerous respondents have raised concern over the proposed operational hours of the scheme (Monday – Sunday 8am – 6.30pm), with approx. 49% online consultation survey responses expressing that they are too restrictive, impacting on those visiting families, community events, church services, and leisure activities. In response to an informal consultation carried out by County Councillor Brad Baines with residents, the advertised operational hours of the CPZ were developed by Officers. Whilst the proposed hours offer some flexibility for residents and businesses, Iffley Village Friends and the local church have raised concerns that these hours are too restrictive. Whilst considering these concerns, and the feedback from other respondents, upon discussion and with support of the local member Councillor Baines, on balance the recommendation would be for the operational hours and days to be approved as advertised. The impact of the hours/days would be monitored by officers and reviewed as part of the schemes post implementation review in 12-18 months.
30. Concerns raised from the local church/community groups and their suggestions to amend the non permit holder stay time (2 hours) or change of the days of week (Monday – Sunday) are noted by officers. Therefore upon discussion and in support of the local member Councillor Baines a recommendation is made that the non-permit holders stay time is increased from 2 hours to 3 hours in the area presented as 'Iffley Village B' only in the plan shown in **Annex 1**. The proposed non-permit holder stay of 2 hours in 'Iffley Village A' and 'Iffley Boarders C', is recommended to remain as advertised.
31. Concerns have been raised by some residents living in Annora Close, Cordrey Green, Fitzherbert Close, West View, and in particular Villiers Lane, that their roads had been excluded from the scheme, including permit eligibility. A number of residents were aware that the reason for them not being included was due to the fact that these roads are not adopted highway, but they have requested as part of the consultation feedback that they have the option to be able to apply for a permit to park in the wider Iffley CPZ. The County Council has no legal right to implement a Traffic Order charging for parking places (which includes parking permit schemes) on an unadopted/private road. Therefore the land owner(s) of the private road are free to make their own enquiries and arrangements regarding restrictions should they wish to do so. Should residents of the private roads wish to apply for parking permits to park within the wider Iffley CPZ, a further public consultation would need to be conducted. Amendments to the Traffic Order schedules listing the eligible properties, are reviewed regularly therefore the recommendation would be for these roads to be included as part of the next amendment consultation for this area. This can include the residential boat moorings & the Keepers House near Iffley lock if required.
32. Residents in the western section of Meadow Lane (Nos: 405 – 431) (highlighted below in yellow on the plan) raised concern that they have not been included within the restricted permit area and request that they are brought into the scheme so parking displacement into the Lane does not occur. The properties are already included for permit eligibility.

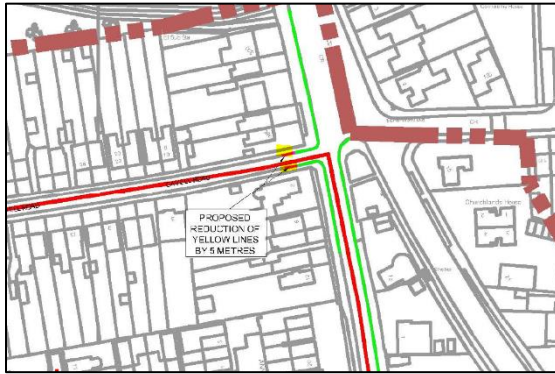


33. This section of Meadow Lane is technically adopted highway and not a private road like some other roads within the boundary of the CPZ. During the design stage of the proposed Iffley CPZ, Officers did not envisage displacement from the wider restrictions being proposed in Iffley to displace into this section, therefore the decision to exclude this area was made. However, taking into consideration the concerns raised by the residents directly affected, a recommendation is made, that the whole of Meadow Lane is included in the restricted permit area and that residents are written to again informing them of the plans to include this section, giving them further opportunity to comment and confirm support of this measure.

34. The proposed No waiting at any time restrictions (double yellow lines) provide additional protection in terms of ensuring that access is maintained, and safety is improved for both motorists, pedestrians and cyclists, and prevents damage of the footway from vehicles mounting and parking on it. Concerns are however noted from the respondents in Cavell Road about the proposed reduction of the double yellow lines at the junction and the impact of the loss of parking the proposed yellow lines near No. 28 Church Way would have on residents. Therefore, the recommendation would be to approve all other proposed no waiting at any time changes, except for the changes in Cavell Road and near No. 28 Church Way (highlighted below in yellow on the plans):



*Cavell Road*

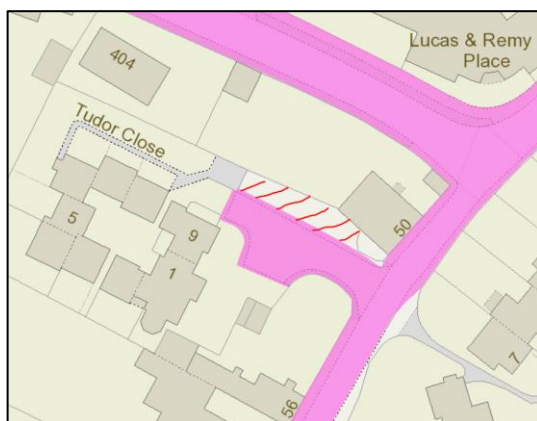


*Church Way*

35. Following correspondence received from the residents of Henley Avenue by County Councillor Brad Baines, a request to review the properties permit eligibility was included as part of the proposed CPZ. The amendment to move the permit eligibility for properties (Odd Nos.15-63) in Henley Avenue from the Florence Park CPZ to the new Iffley CPZ is supported by the residents directly affected who responded to the consultation. Additionally, 59% of online consultation respondents expressed 'no opinion' on this proposed change. Therefore, a recommendation to approve this change as advertised is put forward.
36. Other general comments and concerns raised by respondents include the impact on the conservation area if signs and lines are installed, or the environmental and aesthetic impact of residents converting front gardens, additional requests or amendments to proposed double yellow lines and the allocation of hotel permits.
- a) **Conservation area** – The proposed scheme would be introduced as a 'Permit Parking Area' (PPA) which uses entry and repeater signs to inform motorists of the restrictions in place and does not require bay markings to be painted. Where possible new signage will be installed on existing infrastructure, such as lamp columns, and will be kept to a minimum, without impacting on the regulations governing the numbers of signs and spacing between each sign. Any agreed new yellow lining would follow the conservation area standard of being introduced at a narrower width of 50mm, rather than the standard 75/100mm and would be in the Oxford standard colour of Deep Cream, which is a lighter shade of yellow. Residents wishing to consider the option of front garden conversion and installation of a dropped kerb are free to apply for planning permission which would take into account the location being inside a conservation area, and therefore protect the aesthetics of the environment.
- b) **Requests or amendments to waiting restrictions (double yellow lines) or visitor parking bays** – Due to the limits on changes that can be legally recommended following consultation, we are unable to add in additional restrictions or extend proposed lengths of waiting restrictions without the required to reconsult. Therefore, noting these concerns, following any implementation of such a scheme Officers monitor the effects of the CPZ to ensure that it is meeting expectations and during this 'bedding in' process accumulate any requested or required changes to be included as part of a

future amendment order for the area. This includes changes in operational hours, changes to the parking limit for non-permit holders and additional double yellow lines.

- c) **Hotel Permits** – These permits are often put in our Traffic Order documents as standard when there is a hotel within the boundary of a CPZ, however it is within the County Councils power to control the usage of any allocated permits. In most cases, permits are only granted when there is a specific need, like a conference etc. and would not be unlimited.
- d) **Tudor Close** – To confirm the restricted permit area would only apply to the section of Tudor Close that is publicly maintained highway. This does not include the private parking bays belonging to the residents. The red hatch area in extract below of the highway boundary plan are the private parking bays, which shows that they are not included. This is not an uncommon situation and there are many similar roads in other CPZ's with this kind of layout.



- 37. In terms of the concerns raised regarding enforcement, should the proposed CPZ be approved, enforcement would be undertaken by our current provider Trellint, who will work with Officers at the County Council to ensure that adequate coverage of the restrictions would be provided. Where new restrictions are introduced, it's typical that a higher level of enforcement is provided in the initial months of the scheme, both in terms of providing visibility, but also to drive compliance with the restrictions.
- 38. The proposals have been developed in discussions with local members as part of wider objectives outlined in the introductory section of this report. This also explains that the proposed CPZ in Iffley will help support the wider transport vision and policies in the Oxfordshire Local Transport and Connectivity Plan, with CPZs specifically identified as one of several measures to support these in the emerging Central Oxfordshire Travel Plan. CPZ coverage will also play an important role once the Work Place Parking Levy (WPL) is introduced.
- 39. A key objective of Controlled Parking Zones (CPZs) in Oxford is to remove free on-street commuter and other non-residential car parking spaces from City streets, thereby helping to reduce traffic levels and increase use of public transport and walking and cycling. CPZs also help limit the number of car parking spaces provided as part of new developments and support employers

to better manage car parking at workplaces. The further roll-out of CPZs in Oxford is part of the County Council's transport policy, including the Local Transport and Connectivity Plan, adopted by full council in July 2022. The currently adopted Oxford Local Plan 2036 also supports the introduction of more CPZs in Oxford, to help reduce traffic, improve air quality and support more car-free and reduced car parking in residential and commercial developments.

40. Where CPZs have been implemented they have been extremely successful in removing commuter parking which along with other measures introduced over the years (e.g. new/improved bus services and bus priority and walking and cycling infrastructure), has meant no overall growth in traffic in Oxford for several years (based on analysis of traffic count data at city centre and ring road cordons). This is despite the city and county's population growing over the same period.

## **Monitoring and Evaluation**

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

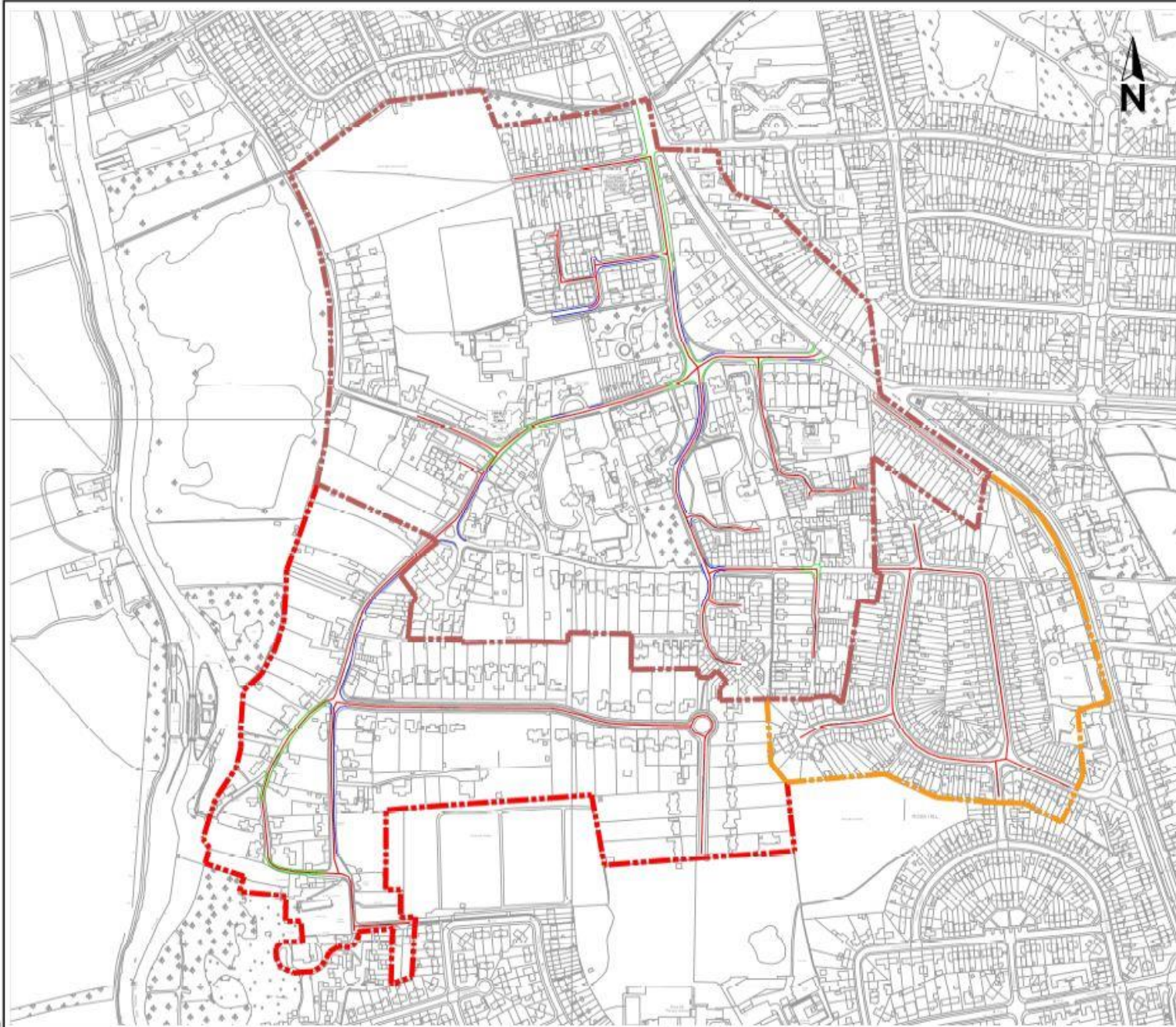
**Paul Fermer**  
**Director of Environment and Highways**

Annexes

- Annex 1: Consultation Plan
- Annex 2: Equalities Impact Assessment (EQIA)
- Annex 3: Consultation response tables
- Annex 4: Consultation responses
- Annex 5: Friends of Iffley Village full response

Contact Officers: Vicki Neville (Senior Officer – TRO & Schemes)  
James Whiting (Team Leader – TRO & Schemes)

November 2024



Drawing No. IF/CPZ/2024/001 Revision v5

Key	
	Zone Boundary - Iffley Village A
	Zone boundary - Iffley Village B
	Zone Boundary - Iffley Boarders C
	Existing 'No waiting at any time' restrictions (double yellow lines)
	Proposed removal of 'No waiting at any time' restrictions (double yellow lines)
	Proposed new 'No waiting at any time' restrictions (double yellow lines)
	Permit holders (Zone addresses's) between 8am and 6.30pm Monday to Sunday and non-permit holders restricted to 2 hour parking between 8am and 6.30pm Monday to Sunday with no return within 2 hours

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
V5	07.24	Amends to boundary, dyl's & hrs			
V4	12.23	Redesign on boundary & DYL's			
V3	07.23	Redesign on boundary & hours			
V2	07.22	Operational hours submitted			
V1	04.22	Original			

 **OXFORDSHIRE COUNTY COUNCIL**

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Project title  
**IFFLEY PERMIT PARKING AREA (PPA)**

Drawing title  
**CMD PLAN PROPOSED PERMIT PARKING AREA IFFLEY**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	VN	JW	JW
	Date drawn 16.10.24	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. IF/CPZ/2024/001 Revision v5





**Oxfordshire County Council**  
**Equalities Impact Assessment**

Iffley – Controlled Parking Zone (CPZ)  
September 2024

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**Section 1: Summary details**

<b>Directorate and Service Area</b>	Environment & Highways– Network Management
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Iffley – Controlled Parking Zone (CPZ)
<b>Is this a new or existing function or policy?</b>	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county’s recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
<p><b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).</p>	<p>CPZs are areas where on-street parking is subject to restrictions. In deciding on whether to introduce a CPZ both residents support and policy implications are considered. CPZs give residents preferential treatment when parking in the street around their home. Permit holders can park without restriction throughout the CPZ operational hours, but non-permit holders can only park for a limited period, usually for up to two hours. Disabled badge holders may park free of charge in CPZs.</p> <p>Large parts of Oxford are already covered by CPZs and where these have been implemented, they have been extremely successful in removing commuter parking. CPZs help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in CPZ areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor’s vehicles with more details available on <a href="https://www.oxfordshire.gov.uk/cms/public-site/parking-permits">https://www.oxfordshire.gov.uk/cms/public-site/parking-permits</a>.</p> <p>Households that don’t have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.</p>
<b>Completed By</b>	Vicki Neville – Senior Officer (City) – TRO & Schemes
<b>Authorised By</b>	Jim Whiting – Team Leader TRO & Schemes
<b>Date of Assessment</b>	September 2024

**Section 2: Detail of proposal**

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Measures to restrict and control car parking availability, including use of Controlled Parking Zones (CPZs), form part of the county's recently adopted Local Transport and Connectivity Plan (adopted in 2022) and Oxford City Council's Local Plan (adopted in 2020). Much of Oxford is already covered by CPZs, with further CPZs planned and which are required to support several local transport and planning objectives:</p> <ul style="list-style-type: none"><li>▪ 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;</li><li>▪ Development management – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets; and</li><li>▪ 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;</li></ul> <p>Demand management measures being developed by the County and City Councils – particularly a workplace parking levy – also means further expansion of CPZs is required in the city to ensure that parking is not just displaced to residential streets.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>Officers at the County Council have worked with local County Councillors to develop the proposed CPZ for Iffley. The proposed operational hours of the CPZ are 8AM – 6.30PM (7 days a week) permit holders and 2 hours no return within 2 hours 8AM – 6.30PM (7 days a week) for non-permit holders.</p> <p>The proposed CPZ has been subject to a formal public consultation and seeks approval of a Traffic Regulation Order by the Council.</p> <p>The proposed scheme has been designed as a Permit Parking Area (PPA) which uses entry and repeater signs to inform motorists of the restrictions in place (e.g. no bay markings). This affords residents the flexibility of where they can park and reduces the amount of sign and line clutter.</p>
<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports</p>	<p>Formal consultation has been carried out (August/September 2024) on the proposed CPZ for Iffley. Several factors are considered when deciding whether to approve and implement a CPZ including local support and existing and future parking pressure and other policy considerations. All CPZs are subject to formal consultation. Outcomes of formal consultations will be used to update this interim assessment. Any objections to the formal</p>

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

**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Age</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children.</p> <p>No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.</p>	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC Project Team	Post implementation engagement including with Local Member

<b>Disability</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care. Management of on street parking may impact on people reliant on care.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in CPZs unlimited.</p> <p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.</p>	OCC Project Team	Post implementation engagement including with Local Member
<b>Gender Reassignment</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on martial status.			

<b>Pregnancy &amp; Maternity</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and with infants may require home support from a medical or other professional who need to park on street.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution.</p>	<p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p> <p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p>	OCC Project Team	Post implementation engagement including with Local Member
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
<b>Sex</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately in terms of sexual orientation.			
<b>Religion or Belief</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any religious groups.			



**Section 3: Impact Assessment - Additional Community Impacts**

<b>Additional community impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Rural communities</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Removes free on-street commuter parking in the city, which is mostly likely to impact on those travelling from outside the city. Parts of Oxford are highly accessible by public transport including Park & Ride.			
<b>Armed Forces</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any armed forces groups.			
<b>Carers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.  Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.	OCC Project Team	Post implementation engagement including with Local Member
<b>Areas of deprivation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Parking permit charges may affect low-income households. The most deprived LSOA in Oxford is Northfield Brook	Within the design of the CPZ concession has been made to	OCC Project Team	Post implementation engagement

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
				<p>(Blackbird Leys). Areas of The Leys, Rose Hill, Barton, Carfax and Littlemore are amongst the most deprived 20% in England. Nationally, those on lower incomes have lower levels of private car ownership, with 40 per cent of those in the lowest income households having no access to a car or van.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users. Less traffic will also reduce pollution. This is important as deprived areas can also have the worst health outcomes. Where CPZs have been previously introduced, including in places where deprived residents live, they have improved on street parking for local residents and businesses. CPZs can also help to boost active travel and public transport modes which also benefit from less traffic.</p>	<p>allow for 2 hours of free parking for non-permit holders.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p>		including with Local Member

**Section 3: Impact Assessment - Additional Wider Impacts**

<b>Additional Wider Impacts</b>	<b>No Impact</b>	<b>Positive</b>	<b>Negative</b>	<b>Description of Impact</b>	<b>Any actions or mitigation to reduce negative impacts</b>	<b>Action owner* (*Job Title, Organisation)</b>	<b>Timescale and monitoring arrangements</b>
<b>Staff</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff will not be disproportionately impacted.			
<b>Other Council Services</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential need for some council services e.g. social services, to use a car and park in residential streets.	<p>Within the design of the CPZ concession has been made to allow for 2 hours of free parking for non-permit holders.</p> <p>Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property.</p>	OCC Project Team	Post implementation engagement including with Local Member
<b>Providers</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
<b>Social Value <sup>1</sup></b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible		OCC Project Team	Post implementation engagement including with Local Member

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

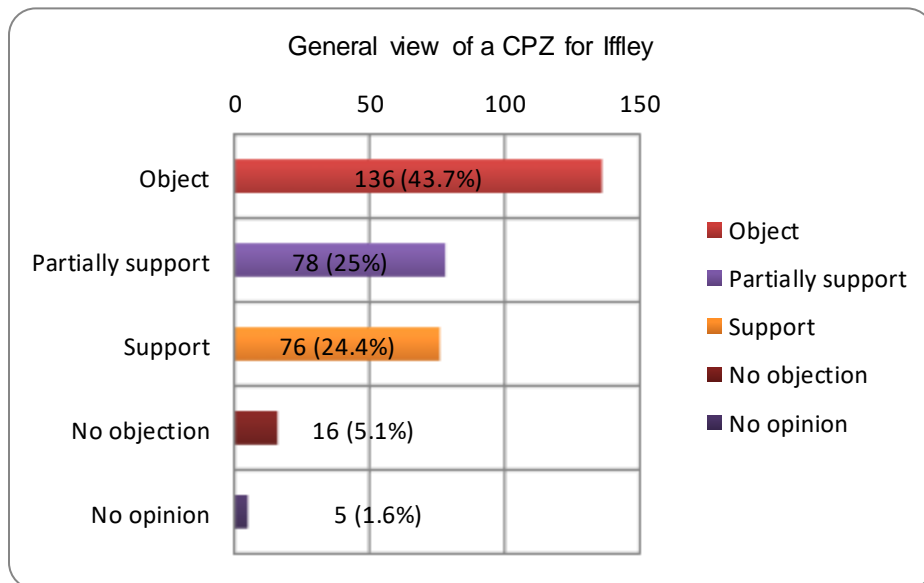
Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				for all road users. Less traffic will also reduce pollution.			

Section 4: Review

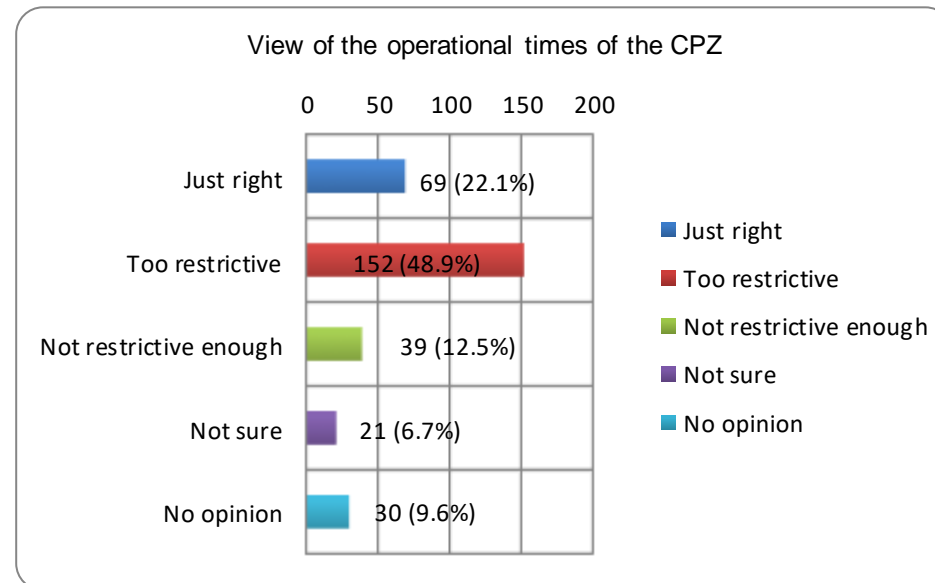
**Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question).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

<b>Review Date</b>	November 2025 – as part of post implementation scheme monitoring
<b>Person Responsible for Review</b>	Vicki Neville – Senior Officer (City) TRO & Schemes
<b>Authorised By</b>	Jim Whiting – Team Leader TRO & Schemes

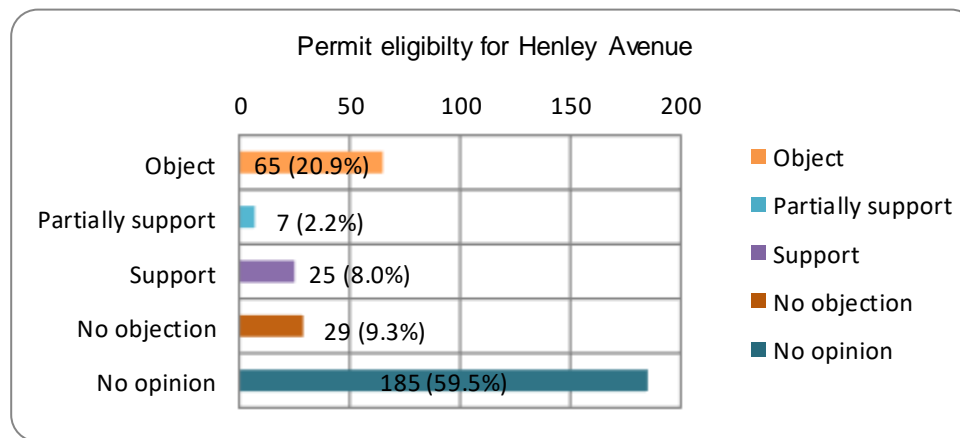
a. General view of a CPZ for Iffley



b. View on the operating hours/days of the CPZ



c. View on change of permit eligibility for Henley Avenue



## ANNEX 4

### A. Statutory consultee responses:

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>

### B. Responses received by email:

RESPONDENT	COMMENTS
(e1) Local group/organisation, (Friends of Iffley Village)	<i>See full response at <b>Annex 5</b></i>
(e2) Local group/organisation, (Friends of St Mary's)	<p>1. Looking at the map, every single road in Iffley village is effectively a cul-de-sac for vehicles, with the sole exception of Iffley Turn. (I don't really count Mill Lane as more than a turning opportunity for drivers stuck at the south end of Church Way.) No wonder traffic management is such a problem!</p> <p>2. This is not true of the 1930s development around Courtland and Annesley Roads, hence claims from several members of the audience that they have never had a problem, and that they're inclined to see the CPZ as a tax-raising ruse on the council's part.</p> <p>3. Four roads in Iffley are at least a millennium old. Church Way has always been the land route into the village from Iffley Turn, where the road to Iffley from Oxford is still marked with a stone dated 1635. Church Way follows a contour line of Rose Hill, hence all the bends. Until the 19th century at least it continued through Court Place, where villagers had the right to graze pigs on common land and use the products of a wood listed in the Domesday Book. (The odd tree survives on the Rose Hill estate.) The road then followed the riverbank down to Sandford. Meadow Lane is an old drove road leading to grazing meadows and rich fishing grounds, the latter famous even in Anglo-Saxon times. Tree Lane, also a drove road, connected Iffley with the stone quarries on the north-east side of Rose Hill and with Cowley, part of which (now the Cowley Centre) was once included in the parish. It still offers a pedestrian route to the Cowley</p>

	<p>Centre. Finally, Eastchurch once led further up Rose Hill, where it turned sharply south to Littlemore, which formed part of Iffley parish until the 1880s. A vestige of the link lies in the footbridge over the by-pass.</p> <p>In the course of the 20th century Iffley became increasingly isolated from nearby villages with which it once had a close connection. All 20th-century housing developments within the village have reinforced this isolation and impeded vehicular movement, but at the same time there has been a spectacular increase in the private and commercial use of vehicles. Interestingly, the current redevelopment of Court Place will partially reverse this trend, reopening with severe restrictions part of the southern route of Church Way, linking the current end of Church Way with what is now Rivermead Road.</p> <p>From this I would suggest that the people living on the east side of Rose Hill in the Courtland/Annesley Road area really do have different traffic management needs from the residents of Iffley village. And I would urge respect for and particular attention to the four surviving historic roads of Iffley village. I know they mostly lie within a conservation area, but when people think about conservation, they rarely think of roads.</p>
<p>(e3) Local group/organisation, (Cordrey Green Residents Association)</p>	<p>We are in general in favour of the implementation of a CPZ. And acknowledge that as a private road Cordrey Green falls outside the jurisdiction of OcCo highways.</p> <p>However there are a number of issues associated with the implementation proposals in the Church Way/Tree Lane/Fitzherbert Close area that give rise to safety issues which need addressing, see commentary below:- Church Way / Tree Lane Fitzherbert Close issues</p> <p>Controlled parking is to be allowed in the area around 60 Church Way. Vehicles do park in this location but always due to the narrow width of Church Way have to straddle the pavement. In doing so they block pavement access for wheel chairs, prams etc and cause a safety hazard by limiting drivers view at the blind bend. Double yellow lines are thus requested extending from the field gate to Meadow Lane junction. This would also deal with the issue of Church Way not being wide enough to accommodate controlled parking around Tudor Close.</p> <p>The necessity for double yellow lines on this branch up to Tree Lane is questioned as there hasn't been an issue of people attempting to park there.</p> <p>To reduce the risk of the public attempting to use Tree Lane, designated as a bridleway so effectively a private road, paint PRIVATE ROAD on the carriageway.</p>

The give way lining to be repainted

As the CPZ scheme increases the risk of the public parking in Cordrey Green provide a NO PUBLIC PARKING sign on the grass verge at the entrance.

Elimination of major safety risk at the Tree Lane Island:

The implementation of the CPZ provides the opportunity to eliminate the regular near misses occurring on the leg of the 'island' outside the Tree Hotel.

Vehicles travel at speed down Tree Lane and take the shortest route onto Church Way and vice versa from Church Way resulting in near miss head on collisions.

It is recommended that the hazard is eliminated by erecting a no entry sign at the Tree Lane leg of 'island' along with double dashed white lines. Thus those exiting Tree Lane would take the other leg. The swept path from Fitzherbert Close is adequate for bin lorries etc.

Other issues associated with the scheme:

1 The imposition of the 2hr waiting restriction from Tree Lane, and especially from Mill Lane impacts on the viability of the operation of the church hall and those wishing to park to enjoy the river environs. We support the position of St Marys church and FOIV that the limit should be increased to at least 3 hr and the removal of the Sat/Sunday restriction considered.

2 Inconsistency of the approach to the provision of additional double yellow lines. The mission being to reduce the amount to a practical minimum within the conservation area.

None are proposed on Meadow Lane yet they are proposed on Church Way. In both locations parking on both sides of the road hasn't been an issue.

3 East Church is self regulating with respect to parking as the road width isn't enough to allow any parking. So why is permit holder parking shown. We presume there will be a white line in front of the entrance gated to the Mansion Gate House.

4 Iffley Turn Double yellow lines are proposed on the north side at the corner where the bench is. However the existing double yellow lines on the opposite side should be extended a couple of metres to avoid cars parking on the blind bend.



	<p>5 There may be an oversight in that the couple of parking bays on Henley Ave near Cavell Road don't appear to have been dealt with.</p>
<p>(e4) Parochial Church Council, (Oxford, Church Way)</p>	<ul style="list-style-type: none"> <li>• We need at least 3 hour parking from Mill Lane up to and including the turnaround in front of the church (services, weddings, funerals, etc.) and past the Church Hall down to Mill Lane. Without it the Church Hall will not be financially viable.</li> <li>• We need the revocation of the disabled parking space on Church Way by Meadow Lane. (It is nothing other than dangerous.)</li> <li>• We agree about minimising signage. Keep Iffley semi-rural.</li> </ul>
<p>(e5) Local resident, (Oxford, Abberbury Road)</p>	<p>As a long-time Iffley resident (30+ years, Abberbury Rd), and long-standing member of St Mary's Iffley Church, I can see several problems arising from the proposed CPZ by limiting parking time to only 2 hrs - which would severely impact both the ongoing life of the church and the ways in which the church and the church hall are used. (see addendum below)</p> <p>Iffley church is by and large an ageing congregation. Older members depend on being able to park nearby for services and functions in the church hall. A 2-hr time limit would severely restrict participation in these and other events ie. weddings &amp; wedding receptions, funerals, and regular social events of which there are many, including the Church Fete, Harvest Suppers, concerts, annual church picnic, etc.</p> <p>Also, in view of the fact that the church funds depend on the support we receive from the rental of the hall for these social events, I hope the time restriction can be alleviated or altered for this area - a 3hr or 4hr restriction perhaps? Thank you for your consideration,</p> <p>Addendum: The proposal involves the introduction of a low-signage 2 hour parking restriction, Monday to Sunday 8.00 am to 6.30 pm all along Church Way and other roads in Iffley. This would cause difficulty to visiting clergy and others preparing for, taking services, and clearing up afterwards, and prevent attendance at a number of longer events in the Hall and Church, e.g. when there is a baptism or funeral in church followed by an event in the Hall afterwards, private parties, concerts, etc.</p>

<p>(e6) Local resident, (Oxford, Courtland Road)</p>	<p>I believe Courtland Road is better off WITHOUT CPZ. The only problem is the entrance and exit by the shops, where vehicles park however they feel, including on the pavement, with no regard to the Highway Code, making it extremely hazardous for vehicles coming in, and exiting from, Courtland Road. It is an accident waiting to happen.</p> <p>The point I made at the meeting - I was the second person to speak, is more concerning. I want to highlight the consequences for church goers and hall users in Church Way, as I believe this is easily overlooked, if CPZ is introduced in that stretch of Church Way, by the Church. As I stated at the meeting, the hall was in use from 9am until 3.30pm on the Tuesday 20th. It was a very large funeral, with people coming from far and wide, including abroad. The funeral started at 11.30am, but people started arriving long before that. It was after 1pm by the time everyone had filed into the hall to share their condolences and have refreshments. An hour was needed for clearing up afterwards. There is no public transport to the Church, and many attendees are elderly or infirm. If there is to be imposed a 3 hour limit, which would certainly be more reasonable, but still not enough time for a funeral, or other events for which the hall is booked, there has to be a way round it.</p> <p>The Hotel said at the meeting they have £1 permits for excess parking for events such as weddings, as the car park is not big enough.</p> <p>Perhaps this could be made available for Church and Hall users? So that people who are grieving at a funeral are not having to think about parking fines</p> <p>Abberbury Road certainly does not need CPZ. All the houses have huge drives for parking several cars. This road could be used for church attendees parking.</p> <p>I was interested at the meeting to notice that Councillor Brad was not making any notes, even though many points were aired, and I understand his position is to represent our views to the decision makers. I wonder how he is able to remember everything that was said, as, when asked, he said no recording of the meeting was being made. This does not inspire confidence in his representation. Is it already a foregone conclusion, therefore no need to make notes?</p>
<p>(e7) Local resident, (Oxford, Church Way)</p>	<p>1. There seemed to be a perception that such consultations are mere window-dressing for confirming a decision already made in advance ("We've ticked that box, so can now get on"). This is a</p>

	<p>distressing and thoroughly noxious trend, damaging to government at all levels but especially at the local level. It is essential that the decision-making process be clearly seen to have properly reflected local concerns.</p> <p>2. Cars are an unavoidable consequence of house-building; except in the case of rental companies, they do not exist apart from the households whose occupants own them. I therefore find it remarkable that whereas planning for house-building is the preserve of the Oxford City Council, planning for consequent traffic management is that of the Oxfordshire County Council. This division of labour has done much to spoil the character of Oxford over the years. I urge that both councils recognize the need for a joint policy. Houses cause cars.</p> <p>3. The concept of a CPZ tends to assume that parking needs are homogenous across the area affected. In the case of Iffley, this assumption means that the remedy for congestion at Iffley Turn is being applied to the area in front of the church of St Mary the Virgin over half a mile away, where the problem doesn't exist. It might be helpful to distinguish between two mutually aggravating causes of traffic congestion. First, the excess of in-fill housing development - the construction of houses without parking spaces is not going to solve this problem! Second, the emergence over recent years of the "Iffley Park &amp; Ride" phenomenon, which has drivers parking their cars in and around Iffley Turn and unloading their bikes from the boot. The imposition of a CPZ here merely shifts the problem on to Rose Hill - much as the imposition of a CPZ in the Dennington ward merely shifted their congestion problem on to Iffley.</p> <p>4. I would like to point out that the "Iffley Park &amp; Ride" phenomenon reflects a marked feature of the entire P&amp;R concept: from Thornhill out at Headington down to Red Bridge on the Abingdon Road there is no Park &amp; Ride available. The two main roads into East Oxford - the Cowley Road and the Iffley Road - have no P&amp;R facility to absorb commuter traffic. By contrast, South (Red Bridge), West (Batley), North West (Pear Tree, Oxford Parkway) and North East (Thornhill) outskirts of the city centre are provided for.</p> <p>In conclusion, I offer two recommendations: stop stuffing houses into already congested areas of the city, and look to improving P&amp;R provision for East Oxford.</p>
(e8) Local resident, (Oxford, Mill Lane)	General Comments on the Proposal

Impacts of development/displaced parking/village size. Carefully located restrictions to minimise the impact of displaced parking from numerous current and potential sources seem necessary, while catering for increased route use from imminent new residents (Court Place Garden Graduate Housing) and visitors. I would like to see the size of Iffley and resident numbers as an important part of a realistic assessment of whether the village and surroundings can cope with the traffic impacts of hundreds of new households and vehicles - in the Iffley Mead proposed development for example - and the potential risks of harm to Meadow Lane Quiet Route users from the proposed Horse Fields estate, (which experts and many others have demonstrated to be on a site wholly unsuited to such housing). I share the view of many residents that these impacts would not be manageable in terms of numbers and frequency of traffic movements vying for limited spaces and the consequent endangerment of other route users.

Basis for restrictions: route measurements and user safety. I hope restrictions will be based on evidence and local knowledge of issues and be suited to the very different highways and locations in the area. In older Iffley for example, Church Way is in effect a cul-de-sac of varying widths and other routes are narrow and side-limited with inadequate or missing footways, while needs and conditions are very different in the newer streets of Rose Hill/Iffley Borders. However, the PPA map indicates that little on-the-ground measurement was done before routes were identified for restriction: proposing parking spaces for Eastchurch/Church Way for example is incomprehensible. The lack of measurement is surprising because the fundamental starting-points for deciding what restrictions go where have always been to ensure statutory emergency services access to residents based on assessing road widths, and maximising the safety of all route users. County has always done this well in the past.

Time and day restrictions:

the above shows that differential times for parking in different parts of the village should be considered, for example having no restrictions in Church Way around St Mary's Church and Church Hall at the weekends, and 4 hour non-residents' parking during weekdays.

Pavement parking, pedestrians and vulnerable groups.

Pavement parking often forces many such users into the main carriageway at serious risk of harm (contrary to the Highway Code's top safety priority for these groups). To prevent further endangerment and anticipate national legislation, double-yellow 'no waiting at any time' restrictions are needed e.g., on Church Way from no. 84 to past no.66, on Woodhouse Way opposite Sheepway Court and other places easily assessed.

Enforcement

Dramatic improvements to enforcement are needed if any restrictions are to work fairly and efficiently. Improvements please to include the frequency of daily tours by CEOs and responses to reports of violations via the official online report portal. Personal experience shows that repeat offenders often obstruct highways (including emergency

services' access) and endanger residents and all traffic using shared routes. County - please consider an 'enforcement assessment' period following the installation of any restrictions and the contract changes ahead. I agree with the recommendations made by Friends of Iffley Village based on comments made at the public meeting on 22 August, which I attended, and would like to highlight the following specific issues in different parts of the area and the need for effective enforcement of any restrictions decided upon.

Iffley Turn/s; Cavell Road; Augustine Way; Maywood Road; Annora Close; Anne Greenwood Close; Woodhouse Way (lower section); Wootten Drive; Aubrey Court

Cavell Rd, Iffley Turn and Augustine Way: chaotic 'free park and ride' parking of vans, cars, lorries, buses, idling coaches, horse-boxes has huge impacts on residents, who feel the area bears the brunt of Iffley's traffic problems and request:

Augustine Way: NO PARKING from 8:30 am to 6 pm to cope with Iffley Academy traffic movements and 'car free' housing proposed for Iffley Mead.

Maywood Road: double-yellow 'no parking at any time' restrictions.

Iffley Turn: further double yellow lines at top and a pedestrian apron across north Iffley Turn by the mini-roundabout to slow traffic.

Anne Greenwood Close: double-yellow lines on both sides, from bottom to top of this single-track road please, to prevent displacement pavement parking and consequent endangerment (residents and pedestrians).

Church Way

Disabled parking: a decision to remove one of the disabled parking bays on a critically dangerous bend on Church Way, by Meadow Lane has been revoked. Please re-examine this decision when Cabinet member and officers visit the site.

Suggested amendments to restrictions at key points:

Church Way outside Hartley Russell Close: Remove the proposals to add new double-yellow lines / 'No waiting at any time restrictions' on north side and retain existing spaces on the north side of Church Way.

Entirety of Church Way: the road is too narrow in numerous places to cope with potential parking spaces outside residences (e.g. numbers 11 to 33) ensure emergency vehicle access and prevent public endangerment from pavement parking. Please base the addition of new double-yellow lines/'no waiting at any time restrictions' on the south side of Church Way and along its entire length, on standard road width measurements. Add new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way). Replace the proposed parking space/s on the bend outside 58 Church Way with double-yellow lines/'no waiting at any time restrictions' and install these restrictions along the route from 82 to past 78 Church Way, and continuing as road widths determine from Memorial Field to past 66 Church Way.

Mercure Hotel: I share the view that Mercure and other hotels should rely on their own car parks for all hotel guests and users, or use council-operated Park and Ride facilities.

Tree Lane, adopted section; Woodhouse Way (top part); Bear's Hedge; Sheepway Court; Krebs Gardens; Bay Tree Close; Azor's Court; Stone Quarry Lane.

Double-yellow lines requested please at the top of Woodhouse Way to eliminate pavement obstruction, and a solution for access difficulties for dustbin drivers and ambulances at Bear's Hedge.

Tree Lane, unadopted section; Fitzherbert Close; Cordrey Green; Tudor Close

Fitzherbert Close: consider extending double yellow lines on Tree Lane a few feet further. This would help residents of Fitzherbert Close (private road).

Tudor Close: title issues indicate that Tudor Close should be removed from the CPZ proposal.

Meadow Lane: the entire lane is adopted (please correct this on the CPZ map).

Significant current and future concerns over displacement parking are based on its physical characteristics, function as Designated Principal Quiet Route OXQR18 for active travel, and being largely within Iffley Conservation Area. This heavily used shared route has been identified in a survey as 'the only safe route into town' for pedestrians, wheelchair and mobility aid users, cyclists and horse-riders in contrast to the Towpath's many and increasing dangers. Consider please: introducing parking restrictions on the WHOLE lane, not just the top half, to discourage all non-resident traffic from entering (narrow widths, no turning circle and no footways in parts mean vehicles must reverse or u-turn – often in a resident's driveway), reduce public endangerment issues and maintain OXQR18's designated function. The serious problems raised by any proposed housing built on the unsustainable Horse Field's site would acutely exacerbate parking problems and risks of harm to users of Meadow Lane, and further displaced traffic impact along Church Way. This pressure is another reason that the site is unsuitable for development. I note that Traffic Committee Officers will formulate potential solutions for this unique route to discuss further with residents.

Church and Church Hall: I support the local request for no restrictions in these areas at the weekends, and 4 hour non-residents' parking during weekdays, in order to provide parking for essential services such as weddings and funerals and weddings at the church, often followed by reception in the church hall.

Eastchurch/Southern end of Church Way: according to standard road design and safety regulations it would not be possible to introduce parking bays on Eastchurch and the southern end of Church Way on numerous grounds. The route is just too narrow – see evidence and consequences of PPA below.

1 Road widths and statutory emergency service provision. Road widths are narrower than required at 2.6m and 3.2m respectively (measured between footways where they exist). The installation of parking spaces 2.4m deep (3.6m for

disability spaces) would obstruct completely the statutory provision of emergency services access to residents via Lenthall Road and Church Way because a minimum 3.7m road width is required. These services currently negotiate access successfully with great care.

2 Route obstruction, limitation and safety issues. Obstruction will also limit the space shared by these services and ALL other traffic, including residents' vehicles, to 0.2m along Eastchurch and 0.8m along the southern end of Church Way. Even one-way passage of a single car at UK av. width of 1.82m would be impossible on this busy side-limited two-way route. As all traffic has to use the main carriageway - footways are of very limited use - and there is no turning space for vehicles, the installation of parking spaces would be completely unworkable and pose serious risks of harm to all route users, especially pedestrians/wheelchair mobility-aid users and cyclists.

3 Safety impacts/risks of harm to new Court Place Gardens Residents: further the proposal cannot accommodate safely the imminent addition of 230+ new residents and c.150 cyclists/e-bikes and delivery bikes from Court Place Gardens plus cars and service vehicles from Gatehouse. All will exit from/enter into CPG grounds directly at the 90 degree bend in Eastchurch/Church Way to travel through Iffley. The dangerous obstructive constraints added to the route by the introduction of parking spaces poses very serious additional risks of harm to CPG residents and those who transit through its grounds.

Amendment requested: evidence shows that the current CPZ proposal for parking spaces should be rejected and amended to the installation of 'no waiting at any time' restrictions only -double yellow lines - along the entire Eastchurch/southern end of Church Way route.

Precedent for objecting to/amending the current proposal, is in CPZ Phase 1: CPZ Phase 1 introduced 'no waiting at any time' restrictions on Mill Lane, which is wider than the Eastchurch/Church Way route except in one small area\*.

This was to ensure emergency services access (to residents, Lock and river) and the safety of all route users. Assessment by County Highways and Oxfordshire Fire and Rescue Service determined these restrictions. 'No waiting at any time' double yellow lines were introduced accordingly where Mill Lane road widths range from 4.5m, 3.86m to 2.86\* at its narrowest point, allowing emergency services access from two directions on a sharp bend with no centre-line or turning space. Other similar characteristics between Mill Lane and Eastchurch/Church Way include unusable or absent footways, side-limitation and all traffic having to use the main carriageway. The CPZ Phase 1 introduction of double yellow lines along the wider Mill Lane route is precedent and strong support for rejecting the current proposal here and amending it to 'no waiting at any time' restrictions and excluding entirely the provision of any parking spaces along the Eastchurch/southern end of Church Way route, which is too narrow to accommodate them.

Egerton, Ellesmere, Annesley, Courtland, Hunsdon Roads ('Iffley Borders'): residents of this area expressed animated objections to the scheme on numerous grounds, which included the different demographic of young families, lower

	<p>incomes than much of Iffley, the lack of need for and cost of inadequate numbers of parking permits and visitors' permits (a 'stealth tax'). Those representing the area largely did not consider themselves part of Iffley Village and were upset at being included in its CPZ proposal' feeling angry and ignored by the renewed attempt to introduce the scheme. nearby shops had no parking facilities. Specific comments were made on the following.</p> <ul style="list-style-type: none"> <li>- Road clogging and danger because nearby shops had no parking spaces</li> <li>- Access to Courtland Road is dangerous for pedestrians; double-yellow lines are needed from Annesley up to Iffley Rd.</li> <li>- Ellesmere Road residents do not want or need parking permits.</li> <li>- Concern about the long-term effects of introducing CPZ e.g. turning front gardens into parking bays, with detrimental effect on environment/rainfall absorptive capacity, health, caring, work, family responsibilities and social opportunities.</li> <li>- Hunsdon Rd residents had never had any parking problems in 50 years. The sole concern was the exit onto Iffley Road; restrictions to exit views to the main road by 3 bus stops. One resident would consider leaving the area if CPZ permits were introduced.</li> <li>- Courtland Road – restrictions might be useful for the first 30 numbers only.</li> </ul> <p>Suggested amendment: defer the proposal for this area of Rose Hill and gather evidence of the need for any restrictions, with residents' views as a central component.</p> <p>Councillor Grant, Highways Officers and decision-makers please visit the area and the very different locations within it, with the central involvement of Oxfordshire Fire and Rescue Service, in order to review the proposal and determine the most appropriate restrictions – or none – for the areas involved.</p>
<p>(e9) Local resident, (Oxford, Ellesmere Road)</p>	<p>I entirely understand the need and desire residents of some streets have to start a Controlled Parking Zone, however it would be expensive, inconvenient and unnecessary for the two streets my house faces onto. I know that many other residents are concerned about this, and the area as a whole voted strongly against it when the last survey was done.</p> <p>I own a house which is on the corner where Ellesmere Road and Courtland Road meet. Therefore I am a member of both roads, specifically the high-number half of Courtland Road. I am a driver with a car of my own and visitors who drive to come and see me. The area does have a lot of cars, however when I work from home occasionally it becomes very obvious that most of these cars belong to residents who used them for commuting, since a lot of them disappear during the working day and return in the evening. There is a tiny number of cars which park for local dog-walking in the wood above Iffley Village, but there is always space to park on both Ellesmere and Courtland Roads, and we are not in any way under parking pressure.</p>



These roads on which I live are reasonably close to the bus stops at Westbury Crescent and Iffley Turn, however they are not very close, and completely out of sight, being a roughly 5 minute walk away through footpath passages. This means that they simply do not come to the attention of people who want to park for commuting purposes, compared with the way that Iffley Turn itself, and the low-numbers section of Courtland Road (the bit between Rose Hill and Hunsdon Road) are used. They are not used at all by people parking to go to the Rose Hill shops. The reason is that it's too far to be useful.

I have lived in this area for a very long time and noticed that when the double-yellow lines were put in along Iffley Road itself last year, to create a safer road for cyclists, there was no change in the number of cars parking on the roads around my house. It is possible that if Iffley Turn and other nearby roads get a CPZ, we might have an increase in visitor parking, but it's extremely unlikely. When the only possible free parking is quite a long way away, commuting drivers just give up and start using other forms of transport including the Park and Rides, or they pay for city centre parking.

The cost to residents of starting a CPZ on our roads is high: we would have to pay for permits (residential and visitor) every single year. This can only be justified if it would make a difference to parking availability, but that isn't so. If the CPZ includes Courtland Road numbers 55-101 and Ellesmere Road in its entirety, it will affect all residents adversely in financial terms and will have no effect at all on how easy it is to park here.

Even if Annesley Road, the low-number end of Courtland Road, Hunsdon and other local roads are turned into CPZs, it is pretty obvious that our end of the loop is simply too far by foot from public transport, and too invisible to random travellers, to be at all attractive to anyone shut out of other local roads. There will not be any knock-on increase in parking around us, just as there was NOT when various side-roads in Iffley Fields were made much more difficult to park in. So there is no valid reason for introducing a CPZ on the roads I live on.

I hear from friends in other parts of Oxford where CPZs have been introduced that the extra signage gets in the way of pushchairs and mobility vehicles using the pavement. This is a very quiet area, largely used by residents and their friends, with very little traffic of any kind from strangers except contractors at work. Turning it into a CPZ is pointless, unnecessary and costly for residents.

Summary: Please do not include the high-number end of Courtland Road, or the whole of Ellesmere Road, in your schemes.

	<p>I don't see any reason why an individual road which prefers not to have a CPZ should be forced to have one. You should install CPZs only on roads where a significant majority of the car-driving residents agree it is needed. It is not needed on Courtland Road numbers 55-101, nor on Ellesmere Road (or indeed Egerton Road) at all. The residents of Annesley and Hunsdon, as well as the residents of Courtland Road 1-54, who are much nearer the main arterial road, may wish to have a CPZ and if so they should be given one, but the further-away roads do not need to be included, and we should not be included against our will. On our local WhatsApp groups it's obvious that a lot of my neighbours feel the same way, so I hope they are being listened to.</p> <p>If there is no evidence that the residents of a road want a CPZ then it should not be created.</p>
<p>(e10) Local business, (Oxford, Church Way)</p>	<p>While we respect and appreciate the views of all our neighbor's in Iffley and surrounds, I am writing to object to the proposed controlled parking zone.</p> <p>Mercure Hawkwell House Hotel on Church Way is in the heart of Iffley and proud to be part of the fabric of the village community. The hotel is an important part of the area, providing jobs for the community and encouraging overnight visitors to Oxford, which is vital for our economy.</p> <p>From our experience the existing parking system appears to work well as it is and we have not witnessed any significant issues.</p> <p>Our reason for objecting is that should a CPZ be introduced in Iffley we are concerned that it could led to non-hotel-guests using the hotel car park, during controlled hours and have a detrimental effect on our guests' experience &amp; business. (displacement from nearby roads )</p> <p>The hotel car park has limited spaces, as we seek to balance the external space available with providing green areas and landscaping to provide a peaceful ambiance and respect the environment. Furthermore, we recently added two EV charging stations in our car park which has allocated four parking spaces exclusively to EVs.</p> <p>Therefore, for us to maintain our guests' high levels of satisfaction and overall positive experience which we are proud, it's important we can provide those overnight and day guests who visit via private vehicle with a space to park in our car park.</p> <p>Currently, on average, we can balance the demand with our supply well. However, if the CPZ is introduced and motorists with a parking permit needed to park in the area we are concerned about the pressure it could place on our</p>

	<p>car park. Working with controlled parking zone in our car park will also have a detrimental effect on our easy guest journey as they tend to be very forceful &amp; threatening leading to bad experience to visitors specially to overseas people who hire cars vs personal which is also our major source of objection.</p> <p>Since I been here 8 months now we had to use street parking for only 3 times for staff due to volume of cars in ours which was only used during day time.</p> <p>Lastly listening to local resident I think it will be a great assistance if we can introduce coach parking bays in the near vicinity &amp; it will help a lot more people &amp; H&amp;S concerns of resident for coach coming in our carpark &amp; while leaving a narrow exit on church way.</p> <p>On this basis, while appreciating different residents will have different views, we object to the proposal.</p>
(e11) Local resident, (unknown)	<p>The Iffley CPZ proposal has a major problem in that it is trying to impose a single solution on 3 areas with very different parking problems.</p> <ul style="list-style-type: none"> <li>• Iffley Turn-Augustine Way-Church Way to Tree Lane has a major problem with commuter parking, traffic jams from Iffley Academy and the future 100+ cars from the planned zero-parking Iffley Mead estate opposite the Academy seeking parking.</li> <li>• Church Way from Tree Lane to St Mary's needs parking restrictions to maintain 2-way traffic in Church Way but a less restrictive regime around the church and village hall.</li> <li>• Iffley Borders has no road connection to Iffley and no parking problem except in the entrance, which can be solved with yellow lines. Regardless of administrative borders it is really part of Rose Hill for traffic planning.</li> </ul> <p>The CPZ proposal for the Iffley Turn-Augustine Way-Church Way to Tree Lane area should largely alleviate the problems of parking obstructing 2 way traffic flow into Iffley village and the Iffley Academy, with some issues remaining:</p> <ol style="list-style-type: none"> <li>1. Iffley Academy traffic peaks are 8:30-9:30am and 3-4pm. The CPZ runs from 8:00am-6:30pm, but with the 2 hour permitted parking non-residents can park overnight from 4:30pm-10:00am. This includes Academy access times, so the CPZ proposal should be changed locally to run from 6:00am for Academy access.</li> </ol>

	<p>2.The proposed Iffley Turn double yellow lines have 2 gaps, one each side of Anne Greenwood Close (purple circles on the attached map), where parking both sides will impede 2 lane traffic and access to Iffley. The gaps should be closed.</p> <p>3.The proposed Augustine Way double yellow lines have 2 gaps, outside and opposite 2 Maywood Road (yellow circles on the attached map), where parking seriously impedes traffic flow into Iffley Academy. The gaps should be closed.</p> <p>4.The proposal has no double yellow lines on Maywood Road (blue circles on the attached map) despite it being a prime target for overnight parking for cars from the planned Iffley Mead estate, and is so narrow that a single car parked impedes access. Double yellow lines in Maywood Road should added to the proposal.</p> <p>5.The pavement on Augustine Way outside 1 Maywood Road (brown circle on the attached map) is wide enough that cars can park on the pavement inside the proposed double yellow lines. The opposite side of Augustine Way has bollards to prevent this. Bollards are requested for the 1 Maywood Road side too.</p> <p>Issues for clarification:</p> <p>1.The proposal map shows no double yellow lines in front of drives. What are the legal restrictions and remedies if cars do park in front of drives? In other areas of Oxford double yellow lines extend across drives, sometimes with a white line to prevent stopping at any time.</p> <p>2.Buses and trucks with drivers are in practice allowed to wait on the yellow lines on Iffley Turn close to each side of the Augustine Way corner. This makes it impossible to see oncoming traffic. Can an additional restriction be made that would prevent any large vehicle stopping within 50m of the junction?</p>
<p>(e12) Local resident, (Oxford, Iffley Turn)</p>	<p>I am writing in relation to the proposed parking restrictions order in Iffley, and would like to raise an objection relating to the weight limit of 2.25 tonnes to be applied to parking places under “Other Matters”, section (b).</p> <p>I have a small camper which I use as my means of transport. It does not exceed the height, length or width restrictions, but is classed as having a weight of 3 tonnes. If this weight limit is applied to the use of a parking permit, it means I shall be unable to park anywhere within the zone where I live.</p> <p>Please can the provisions of the Order be such as to allow me to park, with a parking permit, within the proposed zone?</p>

<p>(e13) Local resident, (Oxford, Bay Tree Close)</p>	<p>I wish to object to the CPZ proposed for Iffley. I am a resident of Iffley.</p> <p>1: the scheme is almost totally unnecessary. There is an acknowledged commuter parking issue on the extreme edge of the relevant area, but this cannot possibly provide justification for the CPZ throughout the village, a mile or more from the main road. The justification given includes overspill from neighbouring Zones so it is obvious that the existing council policy is not working and should be reviewed. If the policy simply results in an inexorable spread of CPZ zones throughout the city, miles away from the city centre it is simply bureaucratic overreach.</p> <p>2: the structure of the scheme contains discriminatory elements. There is a confusion as to whether resident permits are allocated to addresses or vehicles which discriminates against residents without vehicles who may receive frequent visits from relatives. Similarly a single person is eligible for only half the visitor permits available to a couple, although their need for social contact is greater.</p> <p>3: the effect of the scheme on the church and village hall is very serious. These are co-located at the far end of Church Way, a mile from any main road, where the scheme is totally unjustified (see 1above). The two hour waiting limit is quite inadequate for their primary purpose. Iffley has a very active community life based around these two places and the proposed CPZ creates an intolerable burden. How would it work for a funeral followed by refreshments in the hall, a wedding similarly, or a hall booking for a party on a Saturday?</p>
<p>(e14) Local resident, (Oxford, Iffley Turn)</p>	<p>Since the introduction of CPZ's in Donnington and Florence Park, the parking situation in Iffley Turn has become untenable and dangerous for road users and pedestrians. Iffley Turn now bears the brunt of daily commuters who park here to cycle or take the bus to the city centre. Weekends are equally as bad with shoppers parking in Iffley Turn to catch the bus, treating the area as a free park and ride.</p> <p>This is unacceptable, and this situation cannot continue without it being perceived as discriminatory to local residents in Iffley Turn, when Florence Park and Donnington now enjoy quiet safe streets at our expense. As a highways professional I have observed the parking issues are creating a dangerous environment for pedestrians, cyclists and drivers, due to the density of parked vehicles obscuring sight lines, especially with the number of vans, motor-homes and even lorries that now park here for weeks at a time...</p>

I know residents of Florence Park and Donnington CPZs now choose to park in Iffley Turn to avoid paying for parking permits in their own streets, adding to the parking problems and reducing quality of life for Iffley Turn residents. This is an obvious affect of leaving an unrestricted parking area to be surrounded by CPZ zones.

It is now mostly impossible to park in my own street (Iffley Turn) at any time of day or night, and visitors have the same issue. Elderly residents here are finding family and visitors are now reluctant to visit as frequently due to the parking issues created by Iffley not having a CPZ.

Contractors doing work at properties also cannot find any available parking.

Due to the density of parking, Iffley Turn has now become a single lane road without any passing places, causing frequent congestion as traffic meets in both directions. Peak commuter times are now chaotic and the refuse lorries have severe difficulty doing their rounds as there is no space to pull over to the kerbside. This is also dangerous for cyclists and children going to the local school, The Iffley Academy.

I am however disheartened and surprised by the decision to include a portion of Rose Hill in the proposed CPZ as there is no easily accessible link to Rose Hill from Iffley by car. Rose Hill residents may understandably not support the proposal. However I must stress the needs of Iffley Turn residents should not be vetoed by Rose Hill, even if this requires removing Rose Hill from the proposed CPZ.

Henley Avenue residents should remain in the Florence Park CPZ, as Iffley Turn does not have the parking capacity to absorb Henley Avenue permit holders. Florence Park has ample on-street parking available, as I can prove with photos if necessary.

Obviously an Iffley Turn and Iffley Village CPZ is essential if proposed new housing developments in the area are going to be 'car free', otherwise those new residents would simply park in Iffley Turn and the village, making the car free development proposals pointless.

Finally, can you please include 'no waiting' 24 hours outside the driveway to 15 Iffley Turn, as our property is the only one without such restrictions. Inconsiderate drivers constantly block our driveway and neither the council or the police will enforce. It is unfair that only our property does not benefit from no waiting restrictions and I know this could easily be included in the TRO as other no waiting proposals will likely be introduced.

I therefore support the CPZ proposal on safety grounds and to improve the quality of life for residents in Iffley Turn.

	<p>A 'winnebago' motor home has just parked outside, dangerously obscuring sight lines for my neighbours driveway and taking up 2 parking spaces. This could be here for days or weeks without any action being possible. Plus the road is now very narrow as a result of this vehicle.</p>
<p>(e15) Local resident, (Oxford, Church Way)</p>	<p>I'm writing to object vociferously to the proposed Iffley CPZ, specifically the lack of thought seemingly given to the space required for existing residents, let alone those who will come our way with proposed developments.</p> <p>There is no slack in the system, no capacity to accommodate the reality (Apparently grievous to the Council) that people need parking space. Near their homes.</p> <p>Please take a moment to glance at the attached photo, taken a month or two back, and get a feeling for what residents have to contend with from the Mercure Hotel's overspill. My drive, my car, was blocked in this day. No knock on the door asking, no note with a number to call if I needed them to move.</p> <p>I've even had Mercure Hotel members of staff block me in - again, no note, no nothing and it took twenty minutes of to and from to find the owner.</p> <p>If they're to be permitted to hand out 24hr permits for £1 we will find, despite paying £80 for the privilege, residents will be driving around, increasingly desperate, to find a spot.</p> <p>This proposal will do nothing to ease the stress of living in Oxford - the mental health of the population being something else I thought the Council had a responsibility for.</p> <p>I urge you to review the plans, visit the area - did anyone actually come and look at the roundabout junction of Iffley Turn, Woodhouse Way and Church Way before slapping in woefully inadequate double yellows and making things more dangerous for us? - and take heed of the locations and the residents wishes.</p>
<p>(e16) Local resident, (Oxford, Iffley Turn)</p>	<p>I have responded to the consultation giving it my full support but I am also emailing you directly to highlight some serious concerns I have.</p> <p>I am a resident of Iffley Turn and since the introduction of CPZs in the surrounding areas, namely Florence Park and Donnington, parking and traffic on Iffley Turn has become a serious problem. The area has clearly become a spot for people who do not live in the area to park their cars, vans, lorries, large horse boxes and motor homes (sometimes</p>

leaving them for weeks or months on end), or as a free park and ride to park up and then catch a bus from Henley Avenue into town. As a result traffic is now reduced to one lane on either side of Iffley Turn due to all the vehicles parked either side of the road (and sometimes over the pavements).

There is often traffic gridlock on Iffley Turn as vehicles can't pass each other, bin lorries often have to block the roads while doing their rounds because there is no space for them to pull over and lorries going up to the care home at the top of Anne Greenwood Close often struggle to turn in or out of the road because of so much parking. Living on Iffley Turn now feels much more dangerous, with vehicles parked so close to either side of driveway entrances that visibility is severely reduced and when crossing the road you often have to stick your head out between vans in order to see what is coming. I recently spoke to one long term residents of Iffley Turn who has to walk into the road to direct people out of her driveway because of such limited visibility and she described the situation on Iffley Turn as 'an accident waiting to happen'.

Regarding our own driveway for some reason we seem to be the only driveway that doesn't have double yellow lines across it and as a result it is often parked across with nothing we can do about it. In fact a vehicle was recently parked across our drive for a week!

Having recently attended a meeting at the Mercure Hotel in Iffley Village, arranged by Cllr Baines, I am extremely concerned that once again this CPZ will not go ahead due to the objections of people living in those streets in Rose Hill that have been included in the CPZ or further up in Iffley Village. I understand that these residents are not as affected by the parking and traffic chaos we have to endure on Iffley Turn and the surrounding streets, and to be honest I am baffled as to why the streets in Rose Hill have even been included again.

Surely there is scope to not include those roads if they object? However if this is not possible, then I would hope that the CPZ is introduced on a needs basis and that those living on Iffley Turn and the surrounding streets should not have to continue to live with such traffic and parking chaos. I would like to know what will happen in theory if certain areas within the Iffley CPZ fully support the CPZ but other areas don't?

I am also concerned that residents living further up in Iffley Village may also object as they do not face the issues we do on Iffley Turn, where we are on the 'frontline' as it were being nearest to the CPZs in the surrounding areas. I was dismayed to hear residents of Iffley Village talking about how we need to consider people visiting the village rather than those actually living in the area and to that point I would say that 2 hours parking should be ample for visitors and surely the needs and safety of actual residents must take precedence?



	<p>I am also aware that in the future new 'car free' housing developments may be built in the area. If this is the case then surely Iffley Turn and the surrounding streets must have a CPZ which does not include those properties otherwise we will simply become a parking spot for residents living there and their visitors.</p> <p>To conclude living on Iffley Turn now feels like living next to a busy and chaotic car park with vehicles constantly coming and going. Surely we cannot be left as the only place in the area with no parking restrictions otherwise this traffic and parking chaos will continue. If the CPZ is not introduced I believe this will be discriminatory again Iffley Turn residents and dangerous for them. I really feel we have endured this situation for long enough and I sincerely hope that the CPZ is introduced this time.</p> <p>I am aware that there will be a public meeting on 10th October and members of the public can apply to speak at the meeting. I would be interested in doing so and would be grateful if you could let me know how I go about this. And finally I would like to take this opportunity to thank Cllr Baines for all the work he has done to bring about this consultation about and thank you for taking the time to read my email.</p>
<p>(e17) Local resident, (Oxford, Mill Lane)</p>	<p>We welcome your proposal to introduce controlled parking zones in Iffley village. However leaving the stretch of road between numbers 26 and 28 Mill Lane free of parking restrictions makes it impossible to pass a parked car, as we have often experienced as a resident of Mill Lane. Furthermore, as we have demonstrated below allowing parking not only makes passing parked cars impossible but also breaches a number of national and local authority requirements.</p> <ul style="list-style-type: none"> <li>• The road is 3.9 metres in width, kerb to kerb; as the average width of a modern car is 2 metres it is therefore impossible to pass a parked car</li> <li>• According to the DoT "Manual for Streets" 4.1 metres is the minimum road width to allow a car to pass a car. This figure applies to new streets but further highlights the impossibility of passing a parked car on a 3.9 metre road</li> <li>• The minimum width of a one way street is 3.7 metres</li> <li>• The statutory required width for fire tenders to pass safely is 3.7 metres.</li> <li>• The OCC "Street Design Guide" document states " Oxfordshire County Council will .... expect streets ... to allow refuse vehicle and fire appliances to be able to access the areas of a development for the purpose of collecting refuse and fighting fires. We would expect .... street design to be accompanied with relevant proof ...demonstrating a refuse vehicle safely negotiating the street and any parked cars that there may be within the street."</li> </ul> <p>That stretch of Mill Lane is clearly a most unsuitable parking zone, causing major problems for emergency and refuse vehicles, not to mention other motorists and pedestrians.</p>

	<p>We therefore strongly urge that you continue the double yellow lines between numbers 26 and 28 Mill Lane .</p>
<p>(e18) Local resident, (Oxford, Church Way)</p>	<p>The CPZ proposed for Iffley village will not work as a uniform "one size fits all" scheme. Unlike modern planned developments, where roads are of a standard width to accommodate today's traffic loads, Iffley is a historic part of old Oxford.</p> <p>I suspect that few, if any, of the decision-makers involved in this proposal have actually visited our village and seen the situation for themselves. The only road into the village is Church Way, which winds and bends with different widths through to St Mary the Virgin at the end. It is effectively single-lane right at the outset, for the first 300 yards from the Iffley Turn mini-roundabout to Hartley Russell Close.</p> <p>It is also a cul-de-sac, which in many places has a pavement only on one side. Several roads feed off it - Meadow Lane, Tree Lane (with its developments on Cordery Green and Fitzherbert Close), Abberbury Road (and Abberbury Avenue beyond), Mill Lane and East Church - housing developments in all of which have contributed to the traffic load. Additionally, Iffley differs from modern developments in that it greatly attracts visitors and has done so since the 18th century - partly to enjoy the meandering picturesque approach to the village but mostly to enjoy the pleasure of walking along the towpath by Iffley Lock, and the open fields beyond.</p> <p>The visitors are most frequent at week-ends and during school holidays - and come for recreational reasons which cannot really be accommodated within a two-hour parking slot. A principal reason for Iffley's popularity is its famous Norman church, which features on the cover of Nikolaus Pevsner's volume on Oxfordshire.</p> <p>Mention of the church raises a further problem, that a two-hour parking slot is not enough for those involved in the management of church services, or for those attending weddings and funerals. This also applies to the Church Hall, a thatched building which relies on church-related and other functions for the revenue need for its upkeep.</p> <p>The conclusion is that the factors favouring the imposition of a CPZ at the entrance to the village do not apply to the other end of Church Way. One size does not fit all. The County Council will appear in an unfavourable light if it is seen to have caused the closure of the Church Hall, and there is a strong economic case for excluding the eastern section of Church Way, from the junction with Abberbury Road and Mill Lane to the church, from the CPZ altogether.</p> <p>Above all, I urge that a site visit be made, so that a decision is reached on the basis of practical acquaintance with this historic part of Oxford, and not according to some abstract bureaucratic preconception.</p>

<p>(e19) Local resident, (Iffley, Bay Tree Close)</p>	<p>I am a resident of Iffley village, and I write to object to the current proposals for an Iffley Controlled Parking Zone.</p> <p>Summary of objections I strongly object to the proposed Controlled Parking Zone on the grounds that it inherently discriminates against people who are older and less mobile; that the potential requirement to justify to the council any need for extra visitor permits is an invasion of privacy; that it will damage and disrupt normal social and community life in Iffley village; that the Controlled Parking Zone is unnecessary; and that the problems it claims to be addressing are largely of the council's own making.</p> <p>I also object to the discriminatory and sexist language used by the consultation document, which throughout refers to residents and visitors as 'he'. This has been recognized for the last fifty years as offensive to and discriminatory against women, and I find it difficult to engage with a document which does not recognize my existence.</p> <p>Discrimination The restriction of visitor permits to 50 per resident per year (i.e. fewer than one per week) penalizes and discriminates against older, less mobile people, especially those who live on their own, and people with smaller properties who do not have any off-road parking for visitors. Residents who have large properties with off-road parking for themselves and visitors will be unaffected by these proposals, while those who have small houses with no off-road parking for visitors will find their social lives subject to bureaucratic surveillance and control.</p> <p>The exemption of motor cycles from restrictions is also discriminatory. This favours young men, by whom they are predominantly ridden, even though motor cycles take up little less parking space than a car and do not have any obvious environmental or social benefits. Indeed, Iffley currently has a problem with nuisance motor bike riding, to which this policy can only give encouragement.</p> <p>Invasive bureaucracy Although it appears that 'additional discretionary Visitors' Permits' may be available in emergencies, it is both discriminatory and an unacceptable invasion of privacy that people who are old, ill, or otherwise vulnerable, should have to explain their circumstances to the council merely to be visited and helped by their friends and relatives.</p>

	<p>I also question whether the council would be able to respond quickly enough to requests for discretionary visitors' permits in emergencies, such as an illness or accident which required a friend or relative from another part of the country to come and stay for an extended period at very short notice.</p> <p>Damage to social and community life  The extent of the proposed plan which even covers weekends will be a huge disruption to normal social life. Even the most ordinary of social engagements - perhaps an elderly friend from Witney or Abingdon who comes for lunch every Sunday with a resident with no off-road parking - will be subject to restrictions and council surveillance. Residents whose family and friends live at a distance and cannot visit without staying for a weekend will be particularly affected. Social visits will also be in conflict with the need for other visitors, such as tradespeople carrying out work on a property.</p> <p>I am particularly concerned about the impact of the proposed CPZ on parking at the Church and Church Hall. The Church Hall is the only community meeting space in Iffley, and is a much valued, well used, and fundamental part of local community life. The two-hour limit on parking for non-residents (some of whom may nonetheless be local residents from adjacent areas) is likely to make it very difficult, if not impossible, for many people to attend events in the Church and Hall, many of which are for more than two hours. This will apply both to regular local events, and to bookings for one-off events such as birthday or anniversary celebrations, or a church funeral followed by refreshments in the hall. The likely loss of bookings for the Church Hall could well threaten both its financial viability and community activity in Iffley.</p> <p>Traffic problems caused by council policy  The consultation document states that the introduction of a Controlled Parking Zone is 'helping to support the delivery of wider transport initiatives across the City'. There are in fact very few 'transport initiatives' other than increasingly invasive and cumbersome restrictions on the use of cars, without the provision of viable alternative means of transport. In this case, Iffley village has no bus service at all, and parts of the village are a mile or more from a bus stop.</p> <p>The consultation document also states that the 'the proposals seek to alleviate the problems associated with non-resident parking &amp; overflow parking from adjacent CPZs.' The council are of course responsible for the existing CPZs, and insofar as there is a problem with overflow parking from these, they have created it themselves.</p>
<p>(e20) Local resident,  (Oxford, Sheepway Court)</p>	<p>Please find below our response to the above formal consultation and in particular concerns regarding parking in Sheepway Court and Woodhouse Way where we live.</p>

There has been an increase in parking problems in Sheepway Court and the Woodhouse Way caused by amongst other matters :

- the implementation of CPZs in other locations nearby,
- the extension of DYLS on Iffley Turn,
- the number of short and long term let properties and the conversion of integral garages to habitable rooms in Sheepway Court.

#### Comments

- The definition of the highway in Sheepway Court is not immediately obvious because it is only marked by a limited number of OCC markers rather than clear and extensive property boundaries. The question is how will the scheme be fairly operated and enforced in this context?
- We support the introduction of DYLS on the west side of the Woodhouse Way between Tree Lane and Bears Hedge, where parked cars currently fully obstruct the pavement and limit visibility up and down the Woodhouse Way, causing a hazard for drivers, cyclists and pedestrians. However, a limited number of spaces could remain where visibility would not be compromised.
- The proposed DYLS will undoubtedly displace cars onto the east side of the Woodhouse Way where parking already obstructs the pavement and more importantly parked vehicles obstruct sight lines northwards for vehicles exiting Sheepway Court. We would suggest that DYLS are introduced on the east side of the Woodhouse Way between Tree Lane and Sheepway Court to prevent this, but allocate one or two spaces for residents where sight lines and visibility would not be compromised.
- Generally along the Woodhouse Way consideration should be given to more DYLS, especially where parking limits visibility for drivers and the parked vehicles obstruct the pavement.
- Where Tree Lane crosses the Woodhouse Way: this is a busy route for cyclists and pedestrians and parked vehicles often obstruct views of these users. It is suggested that the DYLS should be extended to the north of Tree Lane to improve pedestrian and cycle safety.
- As this part of the CPZ is in the Conservation Area DYLS are introduced narrower and paler yellow lines should be used.

<p>(e21) Local resident, (Oxford, Tudor Close)</p>	<p>I have received a letter about the proposed controlled parking zones in Oxford, and believe there is a mistake in the proposal.</p> <p>In the letter, Tudor Close has been listed under 'parking places' and 'eligible properties'. However Tudor Close is private, and the parking spaces are owned by the residents. See the attached copy of the original land registry title, with my property outlined in red - inclusive of a private parking space.</p> <p>Please can you confirm that:</p> <p>a) I will not be required to apply for a parking permit to park in Tudor Close b) my parking space will not be available for permit holders or non-permit holders</p>
<p>(e22) Local resident, (unknown)</p>	<p>I have filled in the survey but would like to ask your attention for one specific thing: can we please have big white bikes painted on the road at the entrance of Iffley Turn (both legs) and along, and in Church Way where it is narrow, like you have done on the Iffley Road, Cowley Road etc...</p>
<p>(e23) Local resident, (Oxford, Church Way)</p>	<p>Getting the detail right will make a huge difference to residents and visitors and everyone's safety.</p> <p>1. Inevitability. There is an inevitability about a CPZ in Iffley as spillover parking from neighbouring CPZs impacts the village. I am therefore assuming that the issue is not whether there should be a CPZ in Iffley, but how can it be tailored to suit the specific situation in the village. I am focusing on the village itself as this is where I live.</p> <p>2. Site visit. The village is a dead end cul-de-sac with Church Way forming the arterial road from Iffley Turn right through the village and up to the church. It is narrow and includes access to all other roads and houses in the village, to the village community shop, to two pubs, a hotel, the Church and the Church Hall, the River Thames at the lock with another pub and the towpath, and forms part of a Quiet Route. The variability of the road width and visibility is not apparent from a map. I feel that the Cabinet Member for Transport Management and officers of the Council cannot make informed decisions about this CPZ without a site visit to assess and consider what is sensible, safe and serves the needs of the villagers (and our visitors). The Cabinet Member will see some similarities to the complexities in his Wolvercote Division, another old village within Oxford with a CPZ.</p> <p>3. Critical areas. These include:</p>

- Iffley Turn, which is very congested with it being used as a 'park and ride' option and with access to the school. Positions of double yellow lines need reviewing.
- The narrow section of Church Way near the Mercure Hawkwell House hotel, which is a real bottleneck as the only route into and out of the village. Double yellow lines need to be reviewed (see below).
- The area near the Church and Church Hall where parking is required for funerals, weddings and other services in the Church and for activities/events in the hall. A 4 hour non-permit parking limit and no restrictions at weekends would allow this to continue.

4. Double yellow lines. The details of where there should be double yellow lines needs to be refined considerably from the proposals on the map of 15.07.24 to reflect the needs of different areas. The Friends of Iffley Village are providing a detailed breakdown for each part of the CPZ, and I trust you will look at this in depth. I am most familiar with the Church Way section of the village. I feel there should be double yellows along the whole length of Church Way on the south/east side of the road from Iffley Turn to the Glebe field (where the road opens out to the wide area by the Church), except for the section immediately outside the village shop, where I think you need to be able to stop and shop. There also need to be double yellows on the north side of Church Way at the end of Tree Lane, where the island is used as a turning circle. There should be no double yellows on the north side of Church Way by Hartley Russell Close.

5. Disabled bays. There are two disabled bays on Church Way outside Lucas and Remy Place. These are on a very dangerous corner and, I think, are no longer used (the car currently parked there belongs to a lady who died earlier this year). These bays should be removed for safety and replaced with double yellows.

6. Times for non-permit holders. We probably need different limits in different parts of the village. The proposed 2 hours of parking for non-permit holders needs to be extended around the Church and Church Hall area to 4 hours, with no restrictions at weekends. This allows parking for funerals, weddings, activities in the Church Hall and walkers going to the river.

7. Enforcement. This scheme can only succeed if it is enforced. Please ensure that there is provision for this in the planning of the scheme.

8. Signage in a conservation area. There is reference to this being a low signage scheme. I understand this is subject to the statutory minimum requirements. I fear this may be insensitive in an old stone village conservation area, and ask that signage does not mar or wreck the character of the place.

I trust that the detailed needs of the area will be examined carefully and the CPZ

	proposal modified to reflect the realities on the ground before a decision is made.
(e24) Local resident, (unknown)	<p>I agree that there needs to be controlled parking within Iffley Village, &amp; I consider that most of the proposals put forward for this area are sensible; however, there are considerable difficulties with the 2hour time limit from Church Way to the church. The church is in use for regular services throughout the week, &amp; also for weddings &amp; funerals. Many of these services, &amp; especially weddings &amp; funerals, are attended by people coming from a considerable distance, &amp; the whole events may last considerably longer than the 2 hour limit proposed because, for example, of receptions in the Church Hall.</p> <p>In addition, the Church Hall is often in use during the week for meetings of various societies, childrens parties, Yoga, Pilates to name but a few. These are usually attended by many people who do not live in the village &amp; may have come a considerable distance to attend, as well as by those living more locally. Again a 2 hour time period may well not be sufficient for the events to be set up, take place &amp; then for clearing &amp; tidying up to take place. In some cases, it might be impossible for them to occur in the village.</p> <p>For all the above reasons, I would suggest that the 2hour time limit be extended to 3 or perhaps 4 hours along this particular stretch of Church Way.</p>
(e25) Local resident, (Oxford, Fitzherbert Road)	<p>I have completed the survey but, whilst I support some proposals, I wanted to stress the points where I strongly disagree with the proposals:-</p> <ol style="list-style-type: none"> <li>1. No need for yellow lines along Church Way, especially from Adderbury Road to St Mary's Church. There is absolutely no need for yellow lines near the Church and Church Hall, which are greatly valued by current users and NEVER used for parking by people travelling to Oxford.</li> <li>2. No need for roads such as Annessley Road, Courtland Road and Egerton Road to be included in the CPZ. There is NO problem with parking at present.</li> </ol>
(e26) Local resident, (Oxford, Meadow Lane)	<p>I am responding to the public consultation over CPZ for Iffley. My first request would be for a differentiated scheme, with each scheme tailored to that area's needs, because there are different pressures on different parts of the village. For example, 'Iffley Borders' don't have problems currently, and don't want any CPZ. Church Way residents are in</p>



	<p>need of them, near Iffley Turn, but in need to have freer parking around the Church (for wedding and especially funeral guests).</p> <p>Secondly, as a resident of Meadow Lane, I and my neighbours do want a scheme, along the whole street, that is, around the bend and up to the bollards at the willow avenue (I mention these specifics because we'd like councillors to be aware of the local geography, and not impose a one-size fits all scheme, whatever the immediate savings in financial costs). At 402, we have a driveway, but it's often very difficult to get out, when people park immediately opposite. That said, we feel that parking for care staff, for Lucas and Remy Place, must be available to them. At the moment, things work quite well, and the green travel route is very much in active use. But with two new car-free developments (Court Place and Iffley Mead), and with traffic from people who walk the 'Iffley Loop' down to the river, those spaces will quickly fill up, leaving care workers with nowhere to park near their patients.</p>
(e27) Local resident, (unknown)	<p>The priority uses of Church way are:</p> <ol style="list-style-type: none"> <li>1. Access to: <ol style="list-style-type: none"> <li>a. a) the cul-de-sac village</li> <li>b) Iffley lock and the river path</li> <li>c) Rose hill estate via Eastchurch</li> </ol> </li> <li>2. Transit through the village to and from the city principally by residents of Rose Hill.</li> </ol> <p>Most of those who travel along Church Way currently do so on foot either walking or running. Most of those who use Church Way for commuting into the city travel by bicycle.</p> <p>At present walking and running are significantly obstructed by parked vehicles and cycling is more dangerous and inconvenient than it should be.</p> <p>It would greatly improve the safety and convenience of the pedestrians, and cyclists who are a majority of those who pass along church way if it were to become much more visibly a road engineered as a shared space in the fashion advocated by Hans Monderman.</p> <p>My suggestion is that the section of Church Way between Tree Lane and the Abberbury Road/Mill Lane crossroads should be repaved from wall to wall with paving bricks with no road markings or footpaths thus clearly indicating to all users that the area is a public space for the use of everyone at all times and that parking is not permitted.</p>

	<p>Inevitably those who currently park their cars outside their houses in the designated area would object but they would of course be entitled to two parking permits per household within the village like all other residents. Noone has a right to park a vehicle on public land immediately adjacent to their home.</p>
<p>(e28) Local resident, (Oxford, Mill Lane)</p>	<p>Over the years there was a problem with badly parked cars in Mill Lane which prevented emergency vehicles driving down it. Fortunately the problem was finally resolved by double yellow lines being put in the narrower parts of Mill Lane which we are very happy with and understand that there is no plan to remove any of them. (They would have been better had they gone to the junction at the corner by The Thatched Cottage as cars are parked there which at times makes access to Mill Lane quite difficult to negotiate even for a car, let alone an emergency vehicle.)</p> <p>The introduction of double yellow lines still left some unrestricted parking spaces in Mill Lane which has worked well. Also there is unrestricted parking in Church way between the church and the junction by Abberbury Road and Mill Lane and Abberbury Road. This works well and we see no reason for it to change. The problem is in the main in Iffley Turn which has been created by the introduction of CPZs in streets nearer to Oxford than Iffley Turn. Those who do not want to pay £80 to park near their houses have instead decided to park in Iffley Turn.</p> <p>Oxford City Council planners seem to think that by not providing adequate off-street parking in new developments and even worse a proposed traffic-free development in the Iffley area means people will not have cars. The truth is that people will have cars and many need them so they will just try and find street parking. It would be far more sensible to ensure that all new developments or even individual houses should have sufficient off-street parking for the number of cars likely to be needed. When we built our house in 1981 the planning permission required us to have four off-street parking spaces as they recognised there was a parking problem in the area all those years ago. If only the current planners followed this example, the situation would not be so bad.</p> <p>The reasons why we think things should stay as they are in Mill Lane, Abberbury Road and Church Way is that there are residents in Mill Lane and the part of Church Way between the Church and the junction who do not have off street parking. Controlled parking spaces would not guarantee them a parking space even though they would have to pay £80 a year for a permit. (There are also residents who live in the town houses at the start of Church Way just after the mini-roundabout who do not have off-street parking, many of whom we know do not want a CPZ outside their houses.) In addition the lock-keeper and some living on boats on the river have cars which they park in Mill Lane and Church Way or Abberbury Avenue if they cannot find a space in Mill Lane. Currently they are able to find parking spaces which they don't have to pay for in Mill Lane, Church Way or Abberbury Avenue. Another thing to consider is that customers of the Isis Farmhouse and those who book the Church Hall need unrestricted day time parking in Mill Lane,</p>

Church Way and Abberbury Avenue. Two hours would be insufficient when the Isis Farmhouse has a wedding reception or if the Church Hall is booked for a wedding reception, food after a funeral, or other day-time events etc. The pub needs customers to be able to park nearby for as long as needed as does the church. Hire of the Church Hall brings in a large amount of income and if people could not park for more than two hours a day it would not be hired for wedding receptions, funerals or any other daytime event. If people could only park for two hours this would have a severe impact on the income of both which would be unfair but also unreasonable and unnecessary as the current situation works.

As for the proposed times when the two-hour limit applies. In general the start time of 8 a.m. is reasonable but the end time of 6.30 p.m. is not. It should be far later – possibly as late as 10 p.m. If it ends at 6.30 p.m. people from out of the area could park there and leave their cars there all night and if a resident of say one of the terraced houses at the start of Church Way were to arrive after that time they might not be able to find a space even though they had paid £80 for a permit.

For the above reasons we object to the introduction of CPZs in Mill Lane, Abberbury Road and Church Way and think unrestricted parking should remain in these streets.

We do think CPZs are needed in Iffley Turn and Woodhouse Way (where fortunately residents in those streets do have off-street parking so would not end up having to pay £80 for a permit that did not guarantee a space) to get over the current parking problem which has been made worse because of the recent introduction of CPZs up to those streets and to prevent people using it as a park and ride to avoid paying for the park and ride car parks. If the latter were free and people only had to pay for the bus into town, as was the case when park and rides were first introduced, this would be another way of people using unrestricted streets as a free park and ride. Fortunately Mill Lane, Abberbury Road and the part of Church Way near the church are not likely to be used as a free park and ride as they are too far from the bus stops so there is no need to have CPZs there.

Putting CPZs further into the village than Iffley Turn is unnecessary and also unhelpful to those who live in the village who do not have off-street parking.

One thing we object to completely, on behalf of those residents who might end up having to buy a permit, is for Hawkwell House Hotel to be able to buy permits for £1. This is unfair to residents in that area who might not be able to find a space to park near to their homes even if they have purchased a permit for £80. The planners should have ensured that the hotel had adequate parking in its own grounds accommodate all its visitors, be they car spaces or coach spaces.

	<p>We have no opinion on Tree Lane, Augustine Way or Cavel Road as they do not affect us as we live in Mill Lane and we think it is for residents in those streets to comment as they know whether or not there is a problem at present or if things should be left as they are. For the same reason we have no opinion on the proposals for Henley Avenue from the Florence Park CPZ.</p> <p>Finally, one thing we would like to ask and we hope at least one of you will answer, is as there will be no marked spaces where CPZs are introduced how do you ensure that you do not sell more permits than there are spaces? Many people think the council are introducing CPZs to make money although we have no opinion on whether or not this is true. However, we do think it unfair if it sells more permits than there are spaces. Hence this question.</p>
<p>(e29) Local resident, (unknown)</p>	<p>I completed the formal feedback some time before the meeting, wholly in favour of the CPZ throughout the whole of Iffley, including Abberbury Avenue, but I think the following points should be carefully considered before final decisions are made.</p> <p>Dangers to walkers and cyclists I cycle or walk Abberbury Rd and Church Way most days. I experience the greatest risks to my life, and my grandchildren's when with me, from 4 wheeled vehicles, e bikes and e scooters, all travelling too fast, and often not easy to hear. Granite setts or street paving, laid the full length of Church Way including the paths, shows its a people area, would slow everyone, especially cyclists(!) but would be rough for wheelchair users. Bands of granite setts or their equivalent at pinch and danger points, as well as the entry point, should have some positive effect on speed, as used in Bears Hedge. Double yellow lines on the bottom section of Abberbury Road will improve visibility for everyone at that junction, which is dangerous, and I understand are part of the plan.</p> <p>Parking near the church and village hall. Funerals and weddings were mentioned at the meeting as events that could result in reduced participation, especially for the elderly, if nearby parking was not available. This one is difficult, three possibilities include making the restricted hours longer near the church, opening the Glebe Field and using it for parking if access can be made adequate and safe, if a big event was expected, or possibly the organisers of such events could arrange minibus pickups from the Park and Ride, which I think is still underused.</p> <p>Parking Permits for visitors. Many houses in Iffley have sufficient parking space on their own drives. It should be possible to consider having a bank of unused parking permits for use by those with less space, either informally or via the village shop.</p>

	<p>Visiting the lock and riverside. Two hours will not be enough time for the many who would like to walk and pause at the Isis Farmhouse for refreshments. My son did his GCSE geography project on Iffley and why people came here in 1996, and of course, access to the river, the lock and related amenities were the key reasons for most people he surveyed. I remember he concluded it was a honey pot village! I agree, it's a good place to live.</p> <p>Inclusion of Abberbury Avenue Thankyou for confirming Abberbury Avenue will be fully included in the CPZ.</p> <p>Reducing car dependency and car choked streets. This must happen. Health will improve through greater exercise and less pollution, carbon footprint will be reduced and access and freedoms for all will be better. Remember how lovely our communities were during the first lockdown with virtually no cars.</p> <p>In Japan, the streets are very narrow, and one has to have an off road police certified measured space before one can purchase a car, and the car must fit within that space. What foresight. Parking spaces can be purchased, expensive in the cities, and cheap in rural areas. There is no right to fill road space with parked vehicles, surveillance happens at night, and offending vehicles are towed. This latter is not the responsibility of the police. A solution worthy of thought?</p>
(e30) Local resident, (unknown)	<p>I have thought for some time that a controlled parking zone was desperately needed in St Augustine Way, Iffley Turn, Woodhouse Way, parts of Church Way and Tree lane, where it has become dangerous because of the amount of parking on both sides of the roads causing obstructions and affecting visibility. Parking on Woodhouse Way just before a bend is extremely concerning.</p> <p>However, to extend the parking restrictions to that part of Church Way outside the Village Hall and St Mary's is, in my opinion, a serious mistake.</p> <ul style="list-style-type: none"> <li>• I oppose any limit on parking outside the Village Hall, or at least any limit less than 3 or 4 hours. I am a regular churchgoer and know that many elderly parishioners drive to church. An Anglican service lasts 1 hour 15 minutes, then there is some milling around after church, then we decamp to the hall for coffee and biscuits. Those who drive to church would not be able to park, attend the service and then join in the socialising after church in the hall if they were restricted to two hours only.</li> <li>• Also, the revenue St Mary's receives from functions at the Village Hall is an important - crucial - part of the church's revenue stream. Many functions could not take place if there was a 2 hour parking limit outside the Hall. A funeral took place last Thursday of a much-loved and devout parishioner. The church was full. The service took 1 1/2 hours and was followed by a (catered) buffet lunch in the hall. Her grieving family could not have organised the wake if the</li> </ul>

	<p>mourners faced a 2 hour parking limit. Consider also the caterers, who had to arrive early, set up, wait for the funeral to finish and mourners to arrive, then serve food and clean up afterwards.</p> <ul style="list-style-type: none"> <li>• The church itself holds functions throughout the year, such as an annual harvest Sunday lunch after the service. The church service + lunch + set up + clearing up always takes more than 2 hours. Volunteers usually need to drive in order to carry supplies and food and more than a few elderly parishioners drive to church and stay for the lunch.</li> <li>• St Mary's is a jewel of Oxfordshire and is much visited. After viewing the Church, visitors will often walk to the lock, visit the Isis Farmhouse or walk to Sandford. They should be entitled to park near the Church on weekends for 3-4 hours at least.</li> <li>• Living Stones is a group dedicated to informing people about the history of St Mary's. Throughout the year it holds lectures and functions in the Village Hall, usually on weekends and often with eminent speakers. These begin at 2.00 and finish at 5.00. Living Stones committee members often need to drive to the hall with equipment, and would not be able to do so with a limit of 2 hours parking. Also, those who attend the lectures/concerts/functions do not all live within walking distance of the Hall. Once again, many attendees are elderly. It would be a shame if those who wish to find out more of the history of this extraordinary church could not do so because of parking restrictions.</li> <li>• I note that it is a 15 minute walk from the Hall to the Henley Avenue bus stop and it is highly unlikely that commuters would park there to catch the bus into Oxford, as is the case in the streets closer to Henley Avenue.</li> </ul> <p>Thus: Please make the parking outside Iffley Village Hall and St Mary's Church valid for 3 (or preferably) 4 hours. Make weekends exempt from the limits.</p>
(e31) Local resident, (Oxford, Bay Tree Close)	<p>I attended the meeting with Brad Baines on 24/8/24 about these proposals and have studied the documents. My comments are:</p> <ol style="list-style-type: none"> <li>1. Bay Tree Close (OX4 4DT), like some adjoining small housing estates, has two 'spare', unallocated parking places that are directly opposite my home, 12 Bay Tree Close. These spaces are much used by services vehicles, visitors and some residents for parking AND for turning round by residents of the whole Close and their visitors, delivery vans and the many drivers confused by SatNav into mistaking Bay Tree Close for Tree Lane. The map Iffley_Proposed_CPZ_-_CONSULTATION_PLAN makes clear that this small area will not have any parking controls and so is intended to continue to serve these functions. On the relatively rare occasions when both spaces are occupied, such people turn round in my driveway, causing much inconvenience especially at night. When the new</li> </ol>

	<p>parking restrictions are in place, drivers with no business in or connection with Bay Tree Close may start occupying these spaces for long periods, causing more inconvenience to vehicles needing to turn round. Therefore the Council should place notices announcing 'Residents' parking only' at the junction of Bay Tree Close and Woodhouse Way AND on the wall behind these two 'spare', unallocated parking places.</p> <p>2. The new housing developments at Court Place, Meadow Lane and Iffley Mead MUST have adequate parking on their own sites. It is irrational, very discriminatory and altogether absurd to demand, apparently on ideological grounds, that housing intended mainly for young workers with wives and families to operate 'car-free', especially when the existing residents of Iffley, many of whom are retired, insist upon street parking opportunities for themselves. Many of Iffley's new residents may work in itinerant roles and businesses, such as plumbers, builders, taxi drivers, gardeners, cleaners, nurses, carers etc. for which vans or cars are essential, as well as needing vehicles for children and elderly relatives. The plans for the Meadow Lane and Iffley Mead housing developments must be altered to provide secure parking, with provision for charging electric vehicles, in sufficient quantities to accommodate their residents' immediate and future needs. Otherwise the result will be 'class war' between the established and new residents of Iffley, making the latter group feeling unwelcome and discriminated against – to be avoided at all costs.</p>
(e32) Local resident, (Oxford, Mill Lane)	<p>I am writing to you both because I think that you need to consult each other about this proposal. Anneliese, thank you for your letter.</p> <p>Basically I think that in this particular case your consultation procedure is inadequate. You may have complied legally ( I assume?) but may I remind you what Kinsey said in America about 100 years ago. It was something like "Your survey merely shows what prosperous people with telephones think."</p> <p>As I am writing there is a long solid queue of parked cars from 100 yards behind my house and then the other way right up to the Church gate (like the Everest photo!).</p> <p>Iffley Church, Iffley Church Hall, and Iffley Lock are not just local amenities. To say "what local residents feel appropriate .." is only part of the picture.</p> <p>When I go to beauty spots e.g. Wytham Woods I am not curtailed by Zones.</p> <p>The Church has services, weddings, funerals, and concerts often with many people who are not from the village and the Church itself is of national historic and architectural interest. The Church Hall has music recitals, lectures, yoga and other classes again with many folk beyond walking distance.</p>

	<p>As to the Lock it is well known for its' beauty,history,and musical pub.It is a centre for walks eg.down to Sandford lock by the railway and back up by the river-a nice circular walk but over 2hours.</p> <p>I hold the view that before anything more is done about the Zone people with clipboards should attend the functions mentioned and ask appropriate questions. Users are just as important as residents. We need to know more about them</p>
(e33) Local resident, (Oxford, Tudor Close)	<p>I have read your proposed document listed above. However I would suggest that you have made an error including Tudor close into this scheme. There is no public parking available within Tudor close and your highway only extends as far as the granite cobblestones that circumvent the close and denote the boundary between your public highway and residents private parking on their own property.</p> <p>The residents parking spaces are inclusive in the ownership of each individual with the exception of area marked 8 and 9 which are jointly owned by the whole close and are allocated for the purpose of visitors and tradespersons who are visiting/working within Tudor close only (that means not available to outside the close visitors)</p> <p>If (as seems likely) you consider it possible to create more parking space within your public highway area (ie within the area enclosed by your granite stones boundary then of course that would create an obstruction for residents if they were unable to access their vehicles.</p>
(e34) Local resident, (Oxford, Tudor Close)	<p>It must be pointed out that all T. C. owners have a titled plan detailing ownership of a parking area; 3 of these parking areas have not been included on the map provided. The CPZ proposal map seems to give the possibility of external parking more or less anywhere in the Close which clearly can obstruct, even if it would be limited by time restrictions, the lawful parking of T. C. residents who have purchased their property with their allocated parking area.</p> <p>We would be grateful therefore if Tudor Close is removed from the CPZ proposal.</p>
(e35) Local resident, (Oxford, Mill Lane)	<p>I strongly object to the proposal and have written to my MP about it Because national issues are involved in this particular case.</p>



<p>(e36) Local resident, (Oxford, Tree Lane)</p>	<p>This is a question specifically for information about the proposed parking status of the upper, most easterly part of Tree Lane (OX4 4EY), between the junction with Stone Quarry Lane and the barrier to Rose Hill, numbers 42 to 60. We live in number 46 and 48.</p> <p>The double yellow lines that were painted ACROSS Tree Lane seem to indicate that the Council accepts it has no jurisdiction over that final stretch of Tree Lane, that it is, perhaps, 'unadopted'? Does that mean a cpz would not apply here? And that we would not be obliged to pay for permits to park outside our own house?</p> <p>Does it further imply that we would become vulnerable to drivers seeking uncontrolled parking? Would it be possible to erect a small notice outside number 42 saying words to the effect 'No public parking beyond this point'?</p>
<p>(e37) Local resident, (Oxford, Iffley Turn)</p>	<p>I am writing to express my strong support for the proposed traffic measures for Iffley as outlined in the letter from the Director of Environment and Highways on 1 August.</p> <p>In particular, I wish to ensure that the driveway of our property, on Iffley Turn, receives the double yellow lines suggested in the proposal. It is currently the only property on the south side of the road not to have them, with the result that cars are blocking or partially blocking the driveway with increasing frequency and severity, as I have explained to our local councillor, Mr Brad Baines.</p> <p>I hope that this can be implemented swiftly. It is vitally important that we get the double yellow lines, because otherwise, the new measures would only make things worse from our point of view as people would be even more likely to encroach on the driveway.</p>
<p>(e38) Local resident, (Oxford, Maywood Road)</p>	<p>As a longtime resident of Maywood Rd I cannot emphasise enough how important it is that public parking must not be allowed on Maywood Rd at all.</p> <p>The current proposal allows for this which concerns me and fellow residents greatly. To allow parking on Maywood Rd will prevent us being able to access our homes. Occasional cars already prevent us accessing our homes at times and also prevent emergency vehicles and delivery vehicles from being able to access our homes.</p> <p>Maywood Rd is a residential cul de sac and a very narrow one at that. It is not possible for 2 cars to pass side by side and so to allow public parking would block access to our homes altogether.</p>

<p>(e39) Local resident, (Oxford, Church Way)</p>	<p>I note with alarm that the proposal includes Tudor Close as I am the owner and landlord of a property there. The parking spaces in Tudor Close are all owned by the property owners in that close. Each one is allocated to a particular property and is part of the property that is registered with the Land Registry. Each property thus comprises a house, a garden and a parking space. The fact that the parking space is not adjacent to its property does not affect its ownership or diminish the rights of the owner. The owners ensure that there is never any public parking in the area. The Council certainly does not have the right to grant parking rights there to anyone.</p> <p>Tudor Close is thus similar in principle to Fitzherbert Close, a few yards away. Yet Fitzherbert is rightly not included in the CPZ.</p> <p>There is indeed a small area in Tudor Close that is part of the public highway and serves mainly to provide access for the refuse collection vehicles. However, to park on this highway would be similar to parking across a drop down kerb as it would prevent any adjacent parked car from moving. It would not therefore require the control of a CPZ.</p> <p>I should therefore be grateful if you would ensure that Tudor Close is removed from the proposed CPZ.</p>
<p>(e40) Local resident, (Oxford, Villiers Lane)</p>	<p>I am generally in support of the proposals, but my concern is that the road I live in (Villiers Lane OX4 4HY) is not included in the proposed scheme. A number of properties in Villiers Lane have very limited parking, or none at all, and therefore currently park in Annesley Road.</p> <p>Under the proposals, we would not be eligible for residents' or visitors' permits and would therefore be unable to park. This is of particular concern to me as I am in my 70th year, and may in future need additional care. I would like to suggest that Villiers Lane is included in the proposals, so that residents there are able to purchase parking permits.</p>
<p>(e41) Local resident, (Oxford, Augustine Way)</p>	<p>I am a resident of Iffley Village. I live on Augustine Way, so while my street address is Augustine Way, I have an allocated parking space in the car park in Annora Close. Consultations suggested that Annora Close would be included in the CPZ and I'd have to buy a permit. Is this still the case?</p> <p>There is currently no parking enforcement in the car park and the markings allocating the bays are all faded, so I'm concerned that if not included in the scheme, the car park will be used for parking by non-residents or people who aren't eligible for parking permits or simply don't want to pay and residents with allocated spaces will be unable to park.</p>

	<p>Please could you clarify the situation for residents of the flats?</p> <p>I'd like to add that I'm in favour of the proposals and have no objection to buying a permit, but I would like to know what the situation would be.</p>
<p>(e42) Local resident, (unknown)</p>	<p>I agree with the proposed CPZ which I think is necessary if the Iffley Mead proposed house building estate goes ahead as no cars are allowed.</p> <p>Since CPZ's came in in Donnington &amp; adjacent areas commuters park in Iffley Turn, Church Way &amp; even on Woodhouse Way dangerously on a bend just past the roundabout.</p> <p>There are numerous house renovation projects in Iffley with lorries entering/exiting Church way which is a narrow road with a dangerous corner &amp; pinch points.-I counted 6 vans/lorries associated with a renovation at 19 Church Way the other day.</p> <p>Mercure Hawkwell Hotel has huge grounds but has never planned a coach parking area, consequently daily coaches maneuver up their drive, often parking in Church way &amp; Iffley turn next to the mini roundabout obscuring the view. They sometimes have large functions leading to on kerb parking the whole way of Church way up to the Church You would need to inform The Tree Hotel &amp; the Isis Farmhouse on the river as they both have functions involving people arriving by car .</p> <p>The Church has funerals &amp; weddings which have cars &amp; need to be informed of the CPZ. I have never seen Parking Wardens in Iffley. I've seen them in Church Cowley Rd &amp; Magdalen Rd-you would need to increase staff to enforce the CPZ</p>
<p>(e43) Local business, (Oxford, Church Road)</p>	<p>I teaching several classes in the Iffley village Church hall.</p> <p>I am aware that the council is currently looking into placing some parking restrictions on Church rd, in Iffley and wanted to raise my concerns about the possible disruption that this may cause to myself and to my clients with regards to using the hall for the classes.</p>

	<p>Everyone in my classes comes along to them knowing that they need to help themselves to be fit and well, especially as they age. Some have quite marked disability and yet they still attend every week which is great for helping to maintain their health, and keep them active participants in the community. However, many do need to drive the classes. They do also often follow up the class up with a walk and/or chat with fellow clients, whom maybe in need of some support with other life matters. Being able to park nearby enables this to happen, with any added cause or concern.</p> <p>I too teach all morning and so a 2 hour parking window would not be sufficient for my purposes, and I would have to consider my position and use of the hall.</p> <p>I do hope you and your team can see the extended picture with this local facility and how being able to park for several hours, eg. 4hours, along side the hall is vital and important to maintain community cohesion.</p>
<p>(e44) Local residents, (Oxford, Meadow Lane)</p>	<p>United response of a number of residents of Meadow Lane to the proposed Iffley CPZ</p> <ol style="list-style-type: none"> <li>1. We believe that this proposed CPZ may be part of a general (not yet disclosed) plan to turn the whole of Oxford into a CPZ. If this is so, it would be more coherent to consider the problem of commuter and displaced parking in Oxford holistically.</li> <li>2. We are pleased to note that the revised proposed scheme fully recognizes that the whole of Meadow Lane is an adopted road. We request therefore that parking restrictions be introduced (and properly enforced) on the whole Lane, not just the top half.</li> <li>3. We request that the same hours of parking restriction should be applied as to Church Way, so as not to generate out-of-hours displaced parking on Meadow Lane.</li> <li>4. We note that the present proposal is linked to the imminent planning application relating to Iffley Mead, which is intended to be a car-free zone for over 90 dwellings, with the potential to generate a considerable amount of displaced parking. We understand that these dwellings would not be issued with parking permits in the proposed CPZ.</li> <li>5. Meadow Lane is single track in certain sections and has undefined verges. It is a very heavily used part of the Principal Quiet Route for active travel, i.e. walkers, runners, cycles, mobility scooters and horses, which comprise more than 900 non-car journeys a day. This is increasingly threatened by motorised delivery cyclists and others; their</li> </ol>

inconsiderate behaviour indicates that proper enforcement of the appropriate use of the Lane will be a necessary feature of any CPZ.

6. Most of the Lane lies within the rural Iffley Conservation Area and intrusive road markings would be unwelcome. This needs careful thought, possibly a bespoke approach

7. There are significant concerns over displacement parking in future. In addition, we request that non-resident traffic (other than that connected with visits to the residents of Meadow Lane) should be discouraged from entering the Lane, to obviate the need for such traffic to reverse or engage in obstructive U-turns.

8. We also request that at the level of 431 in the upper part of the Lane (i.e. close to the junction with Church Way) a prominent notice be installed making it clear that the only parking beyond that point (other than that relating to business on Oriel Field and the Lane itself) is for residents and their guests (e.g. 'RESIDENTS ONLY: NO PARKING BEYOND THIS POINT'). This would ensure that adequate access is provided for legitimate users, such as dustbin lorries and emergency vehicles. Thanks to the generosity of a resident, these already have the use of a private driveway to turn round, with the consequence that any casual parking in the Lane already has an adverse effect on its necessary use by Council vehicles.

9. We ask that what is proposed for Church Way should reflect the fact that it will affect Meadow Lane. The junction with Church Way is at present dangerous. It is made more dangerous by the present location of the Disabled Parking Spaces which were scheduled for removal in May, but which have been reinstated. We do not accept the argument that these spaces are necessary for access by disabled drivers to Lucas and Remy Place, as there is adequate provision for parking at the rear of the flats, and a lift is installed for movement to all floors. The presence of parking at the top of Meadow Lane makes exiting from the Lane very hazardous. It would be of considerable help to the residents on the east side of the upper part of Meadow Lane if double yellow lines could be put in place to ensure that they could safely pull out from their drives or parking spaces.

10. We thank Councillor Brad Baines for his helpful interventions and consultation in the matter of the CPZ and would encourage other relevant Council officers and relevant Councillor(s) to be as helpful. A visit to Meadow Lane to assess the situation for themselves would seem to be an obvious step, providing an opportunity to discuss matters with the residents.

C. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Iffley, Abberbury)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> The proposal is too restrictive, would be acceptable if only monday to friday</p> <p>Time of operation – <b>Not restrictive enough</b> Too restrictive - should reflect other local parking zones e.g. florence park which is monday to friday 9am-5pm</p> <p>New DYLS in Abberbury Road – <b>No objection</b> New DYLS in Augustine Way – <b>No objection</b> New DYLS in Church Way – <b>No objection</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>No objection</b> Reduce existing DYLS in Cavell Road – <b>No objection</b> Parking in tree lane is not a local issue, iffley turn desperately needs new dyls as it is dangerous during the week</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> NA</p> <p>Any other comments? Too restrictive</p>
(o2) Local resident, (Iffley, Abberbury)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Cars parked in church way iffley make it very difficult for dustcarts Lorrie’s coaches and other large vehicles to travel down the road</p>

	<p>And it becomes very dangerous for walkers and cyclists.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>People need to use park and ride and then buses. More people should be encouraged to walk and cycle and use the buses. But they need incentives. It would help the NHS to have healthier people in Oxford.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p> <p>Any thing to get cars off the roads in built up areas. We need to remove our dependency on cars.</p> <p>Any other comments?  No</p>
(o3) Local resident, (Iffley, Abberbury Avenue)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b>  Residents should not have to pay for parking permits</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b></p>

	<p>DYL s in Abberbury Road will displace parking to Abberbury Avenue, or result in parking on the verges.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> Improves their access</p> <p>Any other comments? DYL needed around village shop with 3 10 minute spaces</p>
<p>(o4) Local resident, (Iffley, Abberbury Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> My partial support will become full support for the CPZ throughout Iffley if you include Abberbury Avenue which appears to have been missed off the street lists. It is a continuation of Abberbury Road beyond the roundabout. It is very close to two bus stops, The Oval in Rose Hill and Henley Avenue. There is already substantial nuisance to residents by the indiscriminate and persistent parking on the Avenue. Excluding Abberbury Avenue rom the CPZ will make living conditions and access worse for the residents. Abberbury Avenue must be included in the CPZ. I have some concern that people who choose to walk along the river may find 2 hours too short for their walk, but accept that 2 hours is consistent with other CPZ areas.</p> <p>Time of operation – <b>Not restrictive enough</b> 7AM until 7PM</p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>I strongly support Healthy and Active Travel proposals and the only way to achieve this is to restrict car use, particularly for short journeys that can be easily managed by walking, cycling or catching a frequently available bus service. Reliable infrastructure, good bus services, safe cycle lanes and pavements must support these aims. At present it is usually impossible to walk on the pavement on Church Way, it is used as a car park. Restricting parking in all urban areas supports these aims. Providing convenient Park and Ride services also supports these aims to protect</p>



	<p>the urban areas where we live and bring up our children and grand children. CPZ zones influence and nudge people away from their car dependency.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b> As in response to Q9.</p> <p>Any other comments? Abberbury Avenue must be included in the CPZ. If it is not included it appears to be a deliberate act of discrimination towards Abberbury Avenue residents and will be challenged.</p>
<p>(o5) Local resident, (Iffley Village, Abberbury Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Whole heartedly support this move. Iffley Turn has become an over-spill car park with only room for one vehicle in either direction at one time.</p> <p>Time of operation – <b>Not restrictive enough</b> 24/7.</p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>No objection</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>No objection</b> New DYLS in Woodhouse Way – <b>No objection</b> Reduce existing DYLS in Cavell Road – <b>No objection</b> I just wonder if new DYLS will actually be enforced. Abberbury Road gets over-run by tourists at the weekend, parking on the grass verge and often right on the corner with Church Way.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> I have no objection.</p> <p>Any other comments? No</p>

<p>(o6) Local resident, (Iffley, Abberbury Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  There is massive issue of car parking from commuters into Oxford on Iffley Turn, which makes difficult for residents to get into and out of Iffley Village.</p> <p>Time of operation – <b>Too restrictive</b>  9 am to 4 pm.</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Nil</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Nil</p> <p>Any other comments?  No</p>
<p>(o7) Local resident, (Iffley, Abberbury Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Parking in Iffley is crazy at times and it spoils the village for residents. It is important to ensure people who want to visit the village and river nearby can still do so - could Iffley Turn become a free parking zone on weekends? Lie in London residential areas are free to park in on Sundays.</p>

	<p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  What is a DYL????</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I cannot imagine how this will work nor how many cars/households this affects.</p> <p>Any other comments?  Please take good note of all the feedback you get and don;t make this just a hollow exercise to look like you are consulting when really you have made up your mind all along. Like LTNs....</p>
<p>(o8) Local resident, (Iffley, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I see no need for these measures - and then to ask us to pay £80 per year for the privilege of these restrictions is adding insult to injury. It is likely to result in more people paving over their front gardens to provide parking spaces - which is surely the last thing we need for the environment!</p> <p>Time of operation – <b>Too restrictive</b>  In Cambridge they operate restrictions only until midday - so that commuters parking their cars in residential areas are affected by local residents less so. This seems a far more sensible approach</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b></p>

	<p>New DYLs in Tree Lane – <b>Object</b>  New DYLs in Woodhouse Way – <b>Object</b>  Reduce existing DYLs in Cavell Road – <b>Object</b>  If you make restrictions in adjoining areas that is going to push any parking problem onto my road where there are currently none at all</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  ...  Any other comments?  No</p>
(o9) Local resident, (Iffley, Abberbury Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  There is no parking problem in Abberbury Road</p> <p>Time of operation – <b>Too restrictive</b>  8am to 12 noon Monday to Friday would be sufficient to deter commuters</p> <p>New DYLs in Abberbury Road – <b>Object</b>  New DYLs in Augustine Way – <b>No opinion</b>  New DYLs in Church Way – <b>No opinion</b>  New DYLs in Iffley Turn – <b>No opinion</b>  New DYLs in Tree Lane – <b>No opinion</b>  New DYLs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLs in Cavell Road – <b>No opinion</b>  There is no parking problem in Abberbury Road</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I do not live directly in the area so cannot comment</p> <p>Any other comments?</p>

	<p>This seems to be using a sledgehammer to crack a nut. By putting parking restrictions in some area you will simply create issues elsewhere. This is not solving any perceived problem. What is really needed is a much better bus service</p>
<p>(o10) Local resident, (Iffley, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> There is no parking issue in Abberbury Road so these restrictions are unnecessary</p> <p>Time of operation – <b>Too restrictive</b> Restrictions between 8 and 12 noon would be sufficient to prevent commuters using Iffley to park</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> I object to the Abberbury Road proposals as there are no parking issues here</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I do not live in the area</p> <p>Any other comments? Before you restrict parking you need to improve public transport</p>
<p>(o11) Local resident, (Oxford, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> The restrictions are over too great an area - some of the areas do not have any parking issues</p> <p>Time of operation – <b>Too restrictive</b></p>

	<p>Restrictions do not need to be all day in order to deter commuters</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I do not wish to comment on restrictions in areas where I do not live</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I do not live in this area</p> <p>Any other comments?  No</p>
<p>(o12) Local resident,  (Iffley, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  As a long-time Iffley resident and long-standing member of St Mary's Iffley Church, I can see problems arising from limiting parking time to only 2 hrs - which would severely impact the ongoing life of the church and the way both the church and the church hall is used. Iffley church is by and large and ageing congregation. Older members depend on being able to park nearby for services and functions in the church hall. A 2-hr time limit would severely limit participation in these and other events ie. weddings &amp; wedding receptions, funerals (of which there are many), and regular social events - the Church Fete, Harvest Suppers, annual church picnic, etc.  I hope the time restriction and be altered and alleviated for this area.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b></p>

	<p>New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  too many commuters park on the footpath and leave their cars blocking the path for the entire workday in city centre</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I have no opinion re: Henley Ave/Florence Park area as I am not affected by traffic/parking there</p> <p>Any other comments?  No</p>
<p>(o13) Local resident,  (Iffley, Oxford, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  'We live on Abberbury road(corner Church Way) and are concerned for cyclists in particular.  - Please paint the big white bicycles on the roads especially to the entrance to Iffley i.e.on both legs of Iffley Turn and on the stretch leading up to the Mercure Hotel. Cyclists should have priority in my opinion.  -We welcome double yellow lines on Church Way, as many as you can get away with, and particularly 1.a long way round the corners so there is good visibility for cyclists 2. where the road is narrow f.i. by the community shop and where the terraced houses are, close to the Mercure hotel, and on the south leg of Iffley turn.  - We really do not think it is fair to give the hotel cheap 24 hour passes. We welcome limiting traffic to Oxford and in that sense Iffley is a part of town: if you want to stay within the ring road you need to use taxis or park and ride and not make life difficult for the residents. The hotel has big grounds they can use as necessary without overloading the neighbourhood.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b></p>

	<p>New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Mentioned under question 4:-</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  'Mentioned under question 4:  We live on Abberbury road (corner Church Way) and are concerned for cyclists in particular.  - Please paint the big white bicycles on the roads especially to the entrance to Iffley i.e.on both legs of Iffley Turn and on the st</p> <p>Any other comments?  '-Thank you very much for considering all this carefully.  -I had this notion thinking about it: a cyclist is a person on metal, more vulnerable than a person in metal (a car) but in a residential area cars should not have priority . I am getting older a</p>
<p>(o14) Local resident,  (Iffley, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  I think this is a sensible and satisfactory response to the growing problems of parking in Iffley and will make it safer for walkers and cyclists. I'm very pleased the whole area will be included in the scheme so that opportunistic parking won't be pushed into side roads.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  For the same reasons as above</p>



	<p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No comments</p> <p>Any other comments?  Very happy that this is going ahead</p>
<p>(o15) Local resident,  (Iffley, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b></p> <p>1. There has been a continual problem of long-term parking in the Iffley Turn; people park there all day instead of using the park and ride. This will solve the problem.  2. Allowing two hours with no return in two hours will allow church goers on Sunday to use the church, and will allow visitors to Iffley lock enough time for a visit.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>These DYLS will improve the view at junctions, so will improve safety. They are unsightly in a village setting, but this is the price we have to pay for safety.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Don't know this area</p> <p>Any other comments?  I think it overall it will help improve traffic flow in Iffley. Sometimes roads are blocked so that an ambulance would not be able to get through.  We have also had problems with dumped cars, and overnight van parking. this will help.</p>

<p>(o16) Local resident, (Iffley Village, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Current unrestricted parking regularly results in dangerous situations and blocked access to driveways for residents. Sloppily parked vehicles impede traffic flow. On occasion there are complete blockages eg when rubbish carts, removals vans and large delivery vehicles are stationary for periods of time in Church Way.</p> <p>Time of operation – <b>Not restrictive enough</b> Should take account of shift working patterns by extending to 7am and ending at 10 or 11pm.</p> <p>New DYs in Abberbury Road – <b>Support</b> New DYs in Augustine Way – <b>No opinion</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>No objection</b> New DYs in Woodhouse Way – <b>No objection</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> I support the proposed DYs on all the roads I use regularly. I have no opinion about roads which I never use and no objection for roads that I only ever use on foot or bicycle.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I don't understand the logic behind this so am not qualified to comment.</p> <p>Any other comments? Introduction of a CPZ in this neighbourhood is long overdue. thank you for arranging it.</p>
<p>(o17) Local resident, (Iffley, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> I strongly support this CPZ. Iffley village has become choked with traffic and non-residential parking. Cars now park all day on both sides of the road in Iffley Turn, leaving a narrow canyon which is dangerous for cyclists to negotiate; parked cars and vans block visibility at the mini-roundabout. It is also difficult for residents to exit the village in their</p>

	<p>cars via Church Way and Iffley Turn. Some of the streets eg Church way and Abberbury Road are quite narrow and inconsiderate street parking (eg opposite drives) makes it difficult for residents to drive in and out of their properties.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>Most of these streets are very narrow and on-street parking is detrimental to residents trying to access their homes by car or bike. Motorists are required to drive for long distances on the wrong side of the road (or down the middle of Iffley Turn) and frequently encounter vehicles coming the other way. This is dangerous. The problem with all day parking by non-residents has got noticeably worse since CPZs were introduced nearby, eg Donnington and by the removal of parking on Iffley Road. Many of those parking in Iffley Turn are obviously commuters who cycle or take a bus into the city.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  These houses are obviously not in Iffley.</p> <p>Any other comments?  This scheme is long overdue.</p>
<p>(o18) Local resident,  (Iffley village, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  I support the measure because I would like to see the number of cars parked in the street, and the number of cars generally used in these residential areas, reduced, as they create a hazard for old people, children, other vulnerable groups, and vulnerable road users such as cyclists and pedestrians. The area is also more pleasant without blocked roads and heavy traffic. I hope the measures will provide a further nudge towards more people walking and cycling which is better for everyone's health and wellbeing, as well as the environment.</p>

	<p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>I didn't know what a DYL was so had to google it (double yellow line?). Maybe better to use the full term in a public consultation. I support the proposal for the reasons above.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I'm not aware of the local issues here, or what this means.</p> <p>Any other comments?  I support any sensible measures that reduce traffic and parking provided there are protections and exemptions in place for vulnerable groups and businesses.</p>
<p>(o19) Local resident,  (Iffley, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  It will reduce hazard to vulnerable people and pollution by reducing traffic</p> <p>Time of operation – <b>Not restrictive enough</b>  Should be 24 hours per day</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b></p>

	<p>Will increase pavement safety and reduce traffic hazards</p> <p>Permit Eligibility Henley Avenue – <b>Support</b> A good idea</p> <p>Any other comments? Fully support it</p>
<p>(o20) Local resident, (Oxford, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> The proposed parking zones will be detrimental to Iffley' Village. The 2 hour time limits will impose severe restrictions on those attending funerals and weddings. It also restricts those who want to come to the village and walk along the river, thereby reducing exercise and recreational activities. The proposal goes outside the actual confines of the village beyond Tree Lane into areas that do not have a parking problem. It is a blanket proposal that doesn't take into account the needs and traffic flows of different areas of the proposed CPZ. Henley Avenue does have a problem, but other areas such as Abberbury Road does not.</p> <p>Time of operation – <b>Too restrictive</b> Monday-Friday with up to 4 hours parking</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> It will make the parking situation worse and push it to other areas.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> They should stay in the previous area as they are not part of Iffley Village</p> <p>Any other comments?</p>

	<p>I think the scheme is unnecessary as many of the areas do not have a parking problem. And those that do only have this from the knock on effect of encroaching CPZ from neighbouring areas. This is a stealth form of making the whole of Oxford at giant CPZ</p>
<p>(o21) Local resident, (Oxford, Abberbury Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I object to the village being spoilt by signage all over the place and the cost of permits to residents.  Why not just say no parking between 7.00 am-11.00am and 3.00-6.00pm at Iffley Turn and Woodhouse Way? Plus yellow lines on all village corners to prevent day trippers parking in the village. That's all that is needed.  Sounds suspiciously like a money making scheme. We are already funding objections to Meadow Lane and fields being built on. (That is following the building of a housing estate on the old St Augustine School site, the extensively renovated Court Place and the earmarking of playing fields for development.) We are charged double to use the leisure centre at Rose Hill -This is not wealthy North Oxford!! The village must protest against further urbanisation if we are to keep our identity for residents, visitors, walkers, cyclists and horse riders.</p> <p>Time of operation – <b>Too restrictive</b>  7-11 3-6</p> <p>New DYs in Abberbury Road – <b>Object</b>  New DYs in Augustine Way – <b>No opinion</b>  New DYs in Church Way – <b>Partially support</b>  New DYs in Iffley Turn – <b>Support</b>  New DYs in Tree Lane – <b>No opinion</b>  New DYs in Woodhouse Way – <b>Support</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  See paragraph 1</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Don't live there</p> <p>Any other comments?  Too draconian - money making scheme</p>

<p>(o22) Rather not say, (Iffley, Addabury)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> There are no parking problems in the proposed area</p> <p>Time of operation – <b>Too restrictive</b> None needed</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> There is no need for parking restrictions as there is not a problem</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> No problems with parking</p> <p>Any other comments? No</p>
<p>(o23) Local resident, (Iffley, Oxford, Anne Greenwood Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> Parking in the Iffley area (residents and visitors) is currently fine. Parking permit systems make areas unwelcoming and more difficult for people to visit. This step would make the area more unpleasant. I like the current straightforwardness and simplicity of parking in the area.</p>

	<p>Time of operation – <b>Too restrictive</b> None</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> Mostly unnecessary. I do support DYLS where parked cars would make junctions or turns dangerous.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> N/a</p> <p>Any other comments? No</p>
<p>(o24) Local resident, (Oxford, Anne Greenwood close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> Current system is fine and I do not wish to pay for a permit.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> .</p>



	<p>Permit Eligibility Henley Avenue – <b>No objection</b></p> <p>.</p> <p>Any other comments? No</p>
<p>(o25) Local resident, (Oxford, Anne Greenwood Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> Some control is needed in the streets close to Rose Hill/Henley Ave as they are being used by commuters who leave cars all day. However they are unlikely to walk 15 minutes from the other end of the village in order to get the bus. Parking around the church hall is essential for many people attending services, events, concerts and exercise classes. Two hours is not long enough for most of these. If parking is not possible, the church will probably lose a lot of income from letting the hall for classes and events, income which is necessary for the work of the church in Rose Hill and Donnington as well as Iffley. If there has to be a parking limit throughout the area, it should be 3 hours minimum - this would still stop the commuter parking.</p> <p>Time of operation – <b>Too restrictive</b> Preferably there should be no restriction on a Sunday, because commuters are unlikely and that is the day that people come to the church or come to walk along the Thames from Iffley Lock. Saturday should at least have a shorter period such as 10am - 4pm</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> DYLS needed where road is narrow (eg, much of Church Way). DYLS should also be on the lower part of Anne Greenwood Close below the Sanctuary Care Home as on several occasions recently people have left cars parked on the pavement there, making it very difficult for people in wheelchairs.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>

	<p>No reason</p> <p>Any other comments? An inadequate length of time has been given for those of us affected to study these proposals and to meet to discuss them as a community, particularly as this is a time when many people are on holiday.</p>
<p>(o26) Local resident, (Iffley, Anne Greenwood Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> I am concerned that there is no proposal for double yellow lines leading up to Anne Greenwood Close. This road is narrow and can only allow one vehicle at a time to pass. The passing areas are often blocked by parked vehicles and if cars are not restricted to park on the opposite side, access will be blocked for ambulances, care home service vehicles, Royal Mail, delivery vans and residents of Anne Greenwood Close.</p> <p>Time of operation – <b>Not restrictive enough</b> Needs to be 24 hours to allow access to ambulances and residents.</p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Object</b> People are parking to use the bus service into Oxford rather than use the Park and Ride.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> This will increase the demand for parking in Iffley Village.</p> <p>Any other comments? This is not a solution. It just extends increased parking problems to Rose Hill and Littlemore.</p>

<p>(o27) Local resident, (5 Anne Greenwood Close, Oxford OX4 4DN, Anne Greenwood Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Parking in Iffley Turn is incredibly busy sometimes almost making the roads impassable, My only concern reading the proposals is that all existing double yellow lines will remain in Anne Greenwood Close. There aren't any double yellow lines in Anne Greenwood Close BUT there should be all the way up and around the close. All residents of Anne Greenwood have allocated parking spaces and we have a visitors to Anne Greenwood e.g. friend/family parking area as well. If you do not apply double yellow lines the parking will just move up here.....Please action this.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  None</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Its just moving traffic into Iffley Turn.</p> <p>Any other comments?  Comments already made.</p>
<p>(o28) Local resident, (Iffley village, Anne Greenwood close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Needed due to parking displacement and commuter parking in area</p> <p>Time of operation – <b>Just right</b></p>

	<p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>Partially support</b>  In principle good however concerns of householders must be taken into consideration</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I agree in principle with amendments</p> <p>Any other comments?  I live in Anne Greenwood close and we need double yellow lines from iffley turn to the top of the hill due to the road being single lane with passing bays which are already being used as parking bays at times . There is already times when cars park on the</p>
<p>(o29) Local resident,  (Iffley, Oxford, Anne Greenwood Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  I am broadly in support of these proposals. The situation in Iffley Turn has become unsustainable, with cars parked on both sides of the road, making it effectively a single-lane road. I have no strong feelings regarding the proposals for Church Way, although I note the concern of residents regarding the area around St Mary's Church and the Church Hall.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b></p>

	<p>Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I think it is imperative that double yellow lines should also be extended in Anne Greenwood Close at least to the top of the hill. This road is a single-lane road with passing places on the side bordering Beechwood. These passing places are often used as parking places, and if DYLS are not put in place on both sides of the road, there will be permanent parking both on the Care Home side of the road, blocking the pavement, as well as in the passing places. This will make it difficult, if not impossible, for emergency vehicles to get up the Close, and completely impossible for the delivery lorries that deliver supplies to the Care Home to do so. Drivers are less likely to ignore DYLS than they are to ignore a sign telling them they can only park for two hours.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  It does not seem to matter which CPZ this particular stretch of road is in.</p> <p>Any other comments?  Please see my answer to Question 7 regarding the need for extended DYLS in Anne Greenwood Close.</p>
<p>(o30) Local resident,  (Iffley village, Anne Greenwood Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Some work needs to be done to dissuade commuters from using Iffley Turn as free parking. I think residents permits are unnecessary for any other area as side roads are mostly unaffected. This seems like a great way to charge us all even more per year, when households are already stretched.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Overkill. Some of these areas are barely affected by people parking there without good reason.  Abberbury barely has any cars on it.</p>

	<p>Permit Eligibility Henley Avenue – <b>No opinion</b></p> <p>.</p> <p>Any other comments? No</p>
<p>(o31) Local resident, (Oxford, Annesley)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I object to this proposal, I do not see that we have any issue around these areas with parking to need it put into place with permits. Only residents who park anyway</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Partially support</b> Majority of these roads listed only have residents park in them. The partially support are sometimes filled with people getting the bus and using the side roads to park</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Unsure on how this would effect the area</p> <p>Any other comments? We pay road tax to park on the road why do we then need to pay for a permit to park on it?</p>
<p>(o32) Local resident, (Iffley, Annesley)</p>	<p>Live in CPZ? – <b>Yes</b></p>

Overall opinion – **Object**

There are no parking issues during the day that require parking controls and this scheme would lead to increased costs to residents during a cost of living crisis. The roads are full of cars overnight, when residents park their cars at their homes and mostly empty during the day after people drive to work.

If the council wishes to implement a CPZ on these roads, it should present incontrovertible evidence to the residents that the roads listed in the plan are clogged with vehicles during the hours of 0800-1830. As it stands, the scheme appears to be designed to solve a problem that does not exist and therefore the only reason to put a CPZ in at significant cost is to extract £80 per household for the parking permits, plus extra for visitor permits, as an additional income stream for the council, at the cost of residents who are already struggling with other household bills.

Time of operation – **Too restrictive**

Do not implement parking controls.

New DYs in Abberbury Road – **Object**

New DYs in Augustine Way – **Object**

New DYs in Church Way – **Object**

New DYs in Iffley Turn – **Object**

New DYs in Tree Lane – **Object**

New DYs in Woodhouse Way – **Object**

Reduce existing DYs in Cavell Road – **Support**

You have not provided maps for the locations of these double yellow lines. New/extended double yellow lines should only be implemented if vehicles cannot pass a parked car where the lines are proposed. New lines on church way, will likely reduce church attendance. New lines on roads nearby will reduce customers at the iffley village shop, the Isis farm house and price of Wales pubs.

Permit Eligibility Henley Avenue – **Object**

We don't want a CPZ in iffley.

Any other comments?

This appears to be a money making scheme, rather than something that will benefit residents. As a resident of Iffley borders, the roads are empty during the day time because people are at work, so there is no need for such a system.

Additional bills add t

<p>(o33) Local resident, (Iffley, Annesley)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p> <p>I live in Annesley Rd where we do not have a problem with parking. There are a few more cars parking in the day in the week but generally finding parking is not a problem. We all value the freedom of not worrying about permits for visitors and workers eg builders coming in. Why force permit parking when we do not have a problem in our street? I also object to your size restriction of vehicle. I have a campervan that will not meet the suggested restriction. What am I supposed to do? I understand that those on Church Lane in Iffley object to people parking to walk from Iffley lock or go to the Isis pub. The Isis has survived and is a much valued local music venue, successful community space, and place for low cost weddings and celebrations. Disturbance is minimal. And there is no alternative for them so imposing a parking permit system will kill the pub's business completely. Finally, I am a cyclist and heavily in favour of LTNs, I only use my vehicle for travel and holidays, commuting and shopping by bicycle. But we do not need parking permits in Annesley rd and I strongly object.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>None. If it was imposed, and the goal is to deter people using the street as a park and ride, then you just need to add a few morning or afternoon hours in weekdays.</p> <p>New DYLS in Abberbury Road – <b>Object</b></p> <p>New DYLS in Augustine Way – <b>Object</b></p> <p>New DYLS in Church Way – <b>Object</b></p> <p>New DYLS in Iffley Turn – <b>Object</b></p> <p>New DYLS in Tree Lane – <b>Object</b></p> <p>New DYLS in Woodhouse Way – <b>Object</b></p> <p>Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>I think the whole thing is unnesscary. I frequently travel up Abberbury, Church, and Tree lane and there is not a problem with excessive parking. Most houses in Abberbury have their own driveway off street parking in any case. The narrow lane going in towards the lock is the only lane that probably does need restrictions as it is so narrow and people try to drive in and park.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p> <p>none</p> <p>Any other comments?</p>
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	<p>It is a terrible idea. Please focus on getting schools, especially private schools, to run school buses as this was get rid off most of the terrible traffic that makes people so upset at LTNs - we can all see the traffic becomes manageable during school</p>
<p>(o34) Local resident, (Oxford, "rose hill iffley borders", Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No opinion</b> Objecting</p> <p>Time of operation – <b>Too restrictive</b> Saturday and Sunday? 25 permits per year? You're making it way too difficult and annoying for people to come and visit. Endearing relatives coming to visit tax paying citizens are restricted to arrive out of hours or within 25 time per year absolutely rid</p> <p>New DYs in Abberbury Road – <b>Object</b> New DYs in Augustine Way – <b>Object</b> New DYs in Church Way – <b>Object</b> New DYs in Iffley Turn – <b>Object</b> New DYs in Tree Lane – <b>Object</b> New DYs in Woodhouse Way – <b>Object</b> Reduce existing DYs in Cavell Road – <b>Object</b></p> <p>Why are you doing this? Has there ever been traffic problems, parking problems or anything else prior to the date of this proposal? Very strange that what you are going to gain from this is £80 a year to fix a non existing problem. Or a problem that is located in iffley village not iffley borders</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> No opinion</p> <p>Any other comments? I've outlined my objections. I think if you want to do this why are you charging? Limiting house holds to 2 cars can be argued but charging people and limiting visitors with a beurocratic nightmare that discourages people from applying is cynical and low.</p>

<p>(o35) Local resident, (Rosehill, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> It is unnecessary - there is always somewhere to park in this zone. It will create bureaucratic inconvenience, particularly to visitors to my property. I am strongly against it. Since the Council is proposing this change, the onus is surely on the Council to show why it is needed.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> I am against this backdoor revenue-raising scheme.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> I am against this backdoor revenue-raising scheme.</p> <p>Any other comments? I am strongly against it.</p>
<p>(o36) Local resident, (Iffley, Annesley road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> There is currently no issue with the parking in Annesley Road. Half of the residents have off road parking and it is never an issue finding somewhere to park on the street. I work half the week from home and can attest the street is empty. The proposed CPZ sounds less like solving an issue for residents and more like a money making opportunity for the council! It would be basically an extra tax to pay for not benefit for the residents.</p> <p>Time of operation – <b>Too restrictive</b></p>

	<p>There shouldn't be any restrictions. We do not want a CPZ and ugly signs added to our lovely neighbourhood</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>The only place that gets busy with cars that do not belong to residents is probably Church Way due to people attending the services at the Iffley Church (including elderly and disabled people who need to drive to the church) and on sunny summer day due to people going to the Isis Farmhouse pub. Iffley is a quiet neighbourhood not overcrowded by cars so the proposals are just going to cost us residents with no benefits</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  We don't want an Iffley CPZ so no point in moving the permit eligibility</p> <p>Any other comments?  Another money making scheme for the council with only cost and no benefit to the residents</p>
<p>(o37) Local resident,  (Oxford, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  There is no parking problem in Annesley Road at present. I only have a car occasionally so it would not be worth while to pay for a resident's permit. I like visitors to be able to park freely along the road.</p> <p>Time of operation – <b>Too restrictive</b>  I would suggest no restrictions at the weekend and for only a couple of hours during the day</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b></p>

	<p>New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I don't live on any of these roads so would not be affected.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  It doesn't affect me.</p> <p>Any other comments?  I don't think it's appropriate to include Annesley Road in the CPZ for Iffley.</p>
<p>(o38) Local resident,  (Oxford, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I strongly object to the proposed CPZ in the Iffley Area because it is not needed. It would impinge on the daily lives of all the people living in the area and is totally unnecessary. It would be costly to implement, money that would be better spent on repairing our roads and other essential services that have been underfunded for years by the council. Look what the LTN's have done to our neighbourhood, shops and businesses disappearing, excessive traffic on our main roads. My day to day life has been impacted and not for the good.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  I think the whole scheme is unnecessary and not needed</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Iffley area does not need to be a CPZ zone</p>

	<p>Any other comments?          We do not need a CPZ area in Iffley. Why do you want to impact on our daily lives. Some of the few pleasures I have as an OAP involve using my car. It just leaves me wondering if what the Council are more interested in is making money and I am the pers</p>
<p>(o39) Local resident,          (Oxford, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>          No benefit to residents, the only time I have difficulty in parking is outside of the restricted time band. I am concerned that the scheme will encourage people to build hardstands on their front gardens, especially where families have more than two vehicles (families with adult children who can't afford to rent) - TERRIBLE FOR THE ENVIRONMENT and ugly as sin. The scheme will reduce access to events and the river in Iffley village, especially for those who have mobility issues but don't meet the criteria for a 'blue badge'. The only benefit will be to council coffers. I would have more respect for the decision if the council would admit that the scheme is about income. I have to run a car for work ( county wide mental health support) and because my life long friends live in inaccessible parts of Wales.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>          New DYLS in Augustine Way – <b>Object</b>          New DYLS in Church Way – <b>Object</b>          New DYLS in Iffley Turn – <b>Object</b>          New DYLS in Tree Lane – <b>Object</b>          New DYLS in Woodhouse Way – <b>Object</b>          Reduce existing DYLS in Cavell Road – <b>No opinion</b>          Exclusion of people wanting to access events/river in the village.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>          It is an administrative change</p> <p>Any other comments?          Little consideration given to people who need to access the pharmacy at 6a Courtland Road, or lack of benefit in general to local residents. Unintended consequences to the environment and appearance of my street when residents seek their own solution by b</p>

(o40) Local resident, (Oxford, Annesley Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> There is absolutely no need for these restrictions in Annesley Road.</p> <p>Time of operation – <b>Too restrictive</b> They are too restrictive because they are not needed at all!</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>Please let me know the reasons for your CPZ proposals now. What percentage of local residents have requested CPZs? Particularly in view of the previous 'consultation', what is the point of this survey and how much is it costing? This whole scheme smacks of raising revenue via the back door!</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Absolutely no opinion, since no explanation provided for this proposal! Or any of them...</p> <p>Any other comments? How are you intending to police these proposed restrictions? There are no issues in my street, these proposals are unnecessary and there are far more pressing matters to be dealt with in Oxford.</p>
(o41) Local resident, (OXFORD, Annesley Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p>

	<p>I live on Annesley Road and in 30 years there has never been a problem with parking. Leave our road alone. If we notice a problem we'll ask for help. Why restrict Abberbury road? Every house has offstreet parking. I hardly ever see a car parked on the road - ever. If anyone needs to it is so the lock can be visited. It does not affect the residents at all. I really don't understand what the problem is you are trying to 'fix'. I say again, leave us alone. When you decide to ignore our views and go ahead anyway, Why should I pay for parking outside my own house. Give us permits for free.</p> <p>Time of operation – <b>Too restrictive</b> none at all</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> None of this is needed. We'll ask if we want changes. Leave us alone.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Not needed.</p> <p>Any other comments? Completely unnecessary. Leave us alone</p>
(o42) Local resident, (Oxford, Annesley Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> This is not a priority problem in our neighbourhood. Parking can at times be a problem due to residents and visitors inconsiderate parking but this does not significantly impact our ability to park. However, there are considerable safety issues around the Courtland Road/ Rose Hill junctions. The lack of parking enforcement means that cars are parked on the existing double yellow and all the way up the bend, leaving no visibility either way outside the cafe/ pharmacy. The money for this scheme would be better spent in addressing that problem. We would also welcome a one way system between Annesley Road and Courtland Road, which would make circulation safer. It is at time difficult to find</p>

	<p>passing places. This is not due to non-residents parking but to the need for many household to have more than one car to commute to work and juggle family commitments or even house their working young adults due to lack of affordable housing and affordable and reliable public transport, especially when commuting out of the city.</p> <p>Time of operation – <b>Too restrictive</b>  9:00 - 5pm Monday to Friday. This would prevent commuter traffic (which we don't believe is an issue in our road) but would not penalise visitors to local residents.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Woodhouse Lane and Abberbury road are wide enough to accommodate some parking when Church Way is not. Safety should be the primary concern not whether people are happy with parking on their road or not.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Don't know enough</p> <p>Any other comments?  No</p>
<p>(o43) Local resident,  (Iffley Boarders, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I am objecting at this time because it is not clear WHY the cpz is being proposed.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b></p>



	<p>New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I would not want my opinion effect an area I do not reside</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  It is not clear WHY this scheme is being proposed</p>
<p>(o44) Local resident,  (Annesley Road Oxford,  Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Lived here for over forty years and in that time had no problems whatsoever with parking my car.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Not required or needed.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Stop visitors enjoying Iffley village and the river.</p> <p>Any other comments?</p>

	<p>My feelings are that if introduced the obvious solution will be to cement over our front garden...county council money making scheme and filling in the survey has been a waste of my time because you have displayed that you completely ignore them anyway. Tot</p>
<p>(o45) Local resident, (Iffley, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I am objecting to having to pay for the privilege of parking on my own drive at my own house in a road that does not have an excessive parking problem. I also object to having to pay for relatives/friends to visit me.</p> <p>Time of operation – <b>Too restrictive</b> I do not want to see any hours of operation proposed.</p> <p>New DYs in Abberbury Road – <b>No opinion</b> New DYs in Augustine Way – <b>No opinion</b> New DYs in Church Way – <b>No opinion</b> New DYs in Iffley Turn – <b>No opinion</b> New DYs in Tree Lane – <b>No opinion</b> New DYs in Woodhouse Way – <b>No opinion</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> I do not reside in this particular area and it may be that the residents there want the controlled parking in place.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I suppose Henley Avenue, leading into Iffley Road, should come under the Iffley CPZ.</p> <p>Any other comments? No</p>
<p>(o46) Local resident, (Oxford, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> I can imagine it's necessary in Iffley Village but don't believe it's appropriate for Annesley/Courtland Road area</p>

	<p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I do not live in or know well these streets</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Don't know the area well</p> <p>Any other comments?  Not necessary for Annesley/Courtland Road as no evidence to suggest that people park to catch bus to city</p>
<p>(o47) Local resident,  (Oxford, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Reasons for partial support - I live in Iffley Borders area, not the village.  There are parking issues in this area:  * shortage of on-street parking spaces, at times - particularly evening/weekends. Have had to park in different street.  Transitt vans common.  * inconsiderate parking - have had same cars parked outside house for up to more than 3 weeks. I know no-one has a right to park outside their house but this seems inconsiderate.  * the plumbing business at the entrance to Courtland Road causes major safety issue, both to drivers and pedestrians. There will be an accident one day, unless customer vans are stopped from parking on the pavement and corners. I've seen pedestrians, some with pushchairs, having to go on the road to get around the vehicles. It's very difficult for motorists entering Courtland Road to see oncoming traffic - you have to pull in/stop at the corner and often need to reverse, to let oncoming vehicle pass. Great that the business is successful but it's in the wrong location. There is the Co-op car park, which could be used, although that would have a knock-on effect on the supermarket, if customers can never get a space.</p>

\* Another issue is the parking protocol for properties where the front garden has been paved and sometimes used for parking. Obviously parking across a driveway is not permitted but these are not driveways, they are gardens. I'm not sure whether it is permitted to park in front of such paved front gardens? Obviously, out of courtesy, people generally do not park in front of them but this further restricts availability of parking spaces, when the houseowners car is not parked.

Reasons to object

\* the cost - for people on fixed, low incomes. The general feeling is that these schemes are moneyspinners for the council and more than cover administration costs.

\* Having previously lived in a parking restricted area, there was no overall reduction in car volume, as there was no restriction on the numbers of cars per household. Residents are saying that the Iffley scheme restricts household car ownership to two cars - which I would support - but I find no mention of this in the information materials.

\* The visitor permits are wasteful/inadequate due to them covering 24-hour periods. Most visitors only stay 2-3 hours. The permit allocation should be for 4, 8 or 12 hours with corresponding increases in numbers allocated ie if for 12-hours, twice as many should be allocated. Otherwise, this seems to be another money-spinner for the Council and could restrict social visiting for people who cannot afford additional permits.

Time of operation – **Just right**

New DYLS in Abberbury Road – **No opinion**

New DYLS in Augustine Way – **No opinion**

New DYLS in Church Way – **No opinion**

New DYLS in Iffley Turn – **No opinion**

New DYLS in Tree Lane – **No opinion**

New DYLS in Woodhouse Way – **No opinion**

Reduce existing DYLS in Cavell Road – **No opinion**

I don't live in these streets, so can't really comment.

Permit Eligibility Henley Avenue – **Support**

Seems logical;

Any other comments?

I'm not sure what can be done, legally, about households with more than two vehicles?

I would suggest that households with one car only, should not be charged but that those with two or more should be charged much more than currently proposed. If all house

<p>(o48) Local resident, (Rose Hill, Oxford, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p> <p>(1) I support the initiative on the whole, as some roads such as Woodhouse Way, St Augustine Way, Iffley Turn and parts of Church Way have become dangerous because of the amount of parking causing obstructions and affecting visibility. I am, however, concerned about the inclusion of all of Church Way - I oppose any limit on parking outside the Village Hall, or at least any limit less than 3 or 4 hours.</p> <p>(2) I am a regular churchgoer and know that many elderly parishioners drive to church. An Anglican service lasts 1 hour 15 minutes, then there is some milling around after church, then we decamp to the hall for coffee and biscuits. Those who drive to church would not be able to park, attend the service and then join in the socialising after church in the hall if they were restricted to two hours only.</p> <p>(3) Also, the revenue St Mary's receives from functions at the hall is an important - crucial - part of the church's revenue stream. For a function such as a wake (and one was held there last week), caterers must arrive to set up, wait for the funeral to finish and for the guests to gather, for the guests to eat, and then pack up afterwards. This cannot be done in two hours.</p> <p>The funeral last week was of a much loved and devout parishioner. The church was full. The service took 1 1/2 hours and was followed by a (catered) buffet lunch in the hall. Her grieving family could not have organised the wake if the mourners faced a 2 hour parking limit.</p> <p>(4) The church holds functions throughout the year, such as an annual harvest Sunday lunch after the service. Elderly parishioners who drive to church would not be able to take part as church + lunch will take more than 2 hours.</p> <p>(5) St Mary's is a jewel of Oxfordshire and is much visited. After viewing the Church, visitors will often walk to the lock, visit the Isis Farmhouse or walk to Sandford. They should be entitled to park near the Church on weekends for 3-4 hours.</p> <p>(6) Living Stones is a group dedicated to informing people about the history of St Mary's. Throughout the year it holds lectures and functions in the church hall, often with eminent speakers. These often begin at 2.00 and finish at 5.00. Living Stones committee members often need to drive to the hall with equipment, and would not be able to do so with a limit of 2 hours parking. Also, those who attend the lectures/concerts/functions do not all live walking distance of the Hall. Once again, many attendees are elderly. It would be a shame if those who wish to find out more of the history of this extraordinary church could not do so because of parking restrictions.</p> <p>(7) I note that it is a 15 minute walk from the Hall to Henley Avenue bus stop and it is highly unlikely that commuters would park there to catch the bus into Oxford, as is the case in the streets closer to Henley Avenue.</p>

	<p>Thus: Please make the parking outside the hall and Church valid for 3 (or preferably) 4 hours. Alternatively, make weekends exempt from the limits.</p> <p>Time of operation – <b>Too restrictive</b>  See my previous comment. I consider that (only) in the roads outside the church and village hall, weekends should be exempted and Mon to Fri, the limits should be 3 or 4 hours, not 2.  I agree with 2 hours for the streets closer to Henley Avenue to stop c</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  See my previous comments.  I think the situation has become dangerous in St Augustine Way, Iffley Turn, Woodhouse Way and parts of Tree lane and measures should be taken.  I do NOT approve of 2 hour limits Mon to Sun in the roads outside St Mary's Church and Iffley Village Hall.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I have no opinion.</p> <p>Any other comments?  The proposed parking restrictions outside St Mary's Church and Village Hall would be disastrous for parishioners and for the Church's finances and for the wider public. They would impede the ability of the Church to perform its functions such as Christeni</p>
<p>(o49) Local resident,  (Oxford, Annesley Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  1. We (and other residents) will now have to convert our front gardens into a parking bay. This is both detrimental to the environment and overall neighbourhood appearance. In terms of the environment it reduces the amount of rain</p>

	<p>going into the ground and increases the amount of rain the drains will have to deal with, when they are already under pressure to accommodate excess rainfall with the added capacity.</p> <p>2. There is definitely NOT the need for a CPZ in Annesley Road. It may be needed around the shops area and Iffley Turn, but overall it should not be rolled out in such a blanket way. Most Iffley village residents have large drives and plenty of private parking space that it seems unnecessary.</p> <p>3. Why should we have to pay on an annual basis for the 'privilege' of being allowed to park in front of our own homes! Plus a charge of £80 seems unnecessarily excessive. It is merely another excuse for the council to take money off residents simply because they are resident, despite paying excessive and ever increasing council taxes!</p> <p>Time of operation – <b>Too restrictive</b> Weekends are when friends and family visit, there should be no restrictions at all on weekends.</p> <p>New DYs in Abberbury Road – <b>Object</b> New DYs in Augustine Way – <b>Object</b> New DYs in Church Way – <b>Object</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Object</b> New DYs in Woodhouse Way – <b>Object</b> Reduce existing DYs in Cavell Road – <b>Object</b></p> <p>There isn't any real call for the CPZs in most of these roads! No one even parks on Tree Lane! On Church Way there are already enough double yellow lines to sufficiently restrict parking. Increasing restrictions on Church Way will impact the use of the Church Hall and attendance at some church and village events (e.g. weddings, etc.).</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> No opinion.</p> <p>Any other comments? I think this is another example of wasted public money for something that is largely unnecessary and not fully required. There are certainly better ways to use the money. Additionally, the parking around the Rose Hill shops area, which SHOULD be monitored</p>
(o50) Local resident, (Iffley, Annesley road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p>

	<p>There is no reason for permit parking in this area as there is no over parking of any relevance. It could put local businesses at risk if there is no available parking. People drive to Iffley to go for walks on the river for example and need to park also many elderly people drive to Iffley Church because it is difficult for them to walk. On a personal level it will be difficult for me, as a mother of 5 children 2 of them under 13 years, I have to be able to drive them to school on the other side of Oxford (for various reasons) and I will have another bill to pay.</p> <p>Time of operation – <b>Too restrictive</b> None</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  People may need to drive to Iffley to go to the river , Church or nearby business such as local pubs. They need available parking</p> <p>Permit Eligibility Henley Avenue – <b>Partially support</b>  People will need to be eligible for permit parking if these restrictions are put in place.</p> <p>Any other comments?  This is clearly an unnecessary action.</p>
<p>(o51) Local resident,  (Annesley Road Rose Hill  Oxford, Annesley Road  Oxford)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Totally object, see it has a restriction of freedom and purely a money making scheme. Also my feelings are that this is a totally pointless exercise because you will take absolutely no notice of opinions and do exactly what you have already planned. You have already demonstrated you are a totally undemocratic organisation.</p> <p>Time of operation – <b>No opinion</b></p>



	<p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Because you are an undemocratic organisation.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Because you are a totally undemocratic organisation.</p> <p>Any other comments?  This is a pointless exercise because you will do exactly what you have already planned.</p>
<p>(o52) Local resident,  (Iffley, Augustine Wa)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Current parking are causing problems with regards to safety (bad vision of oncoming traffic) and difficulties for commercial vehicles gaining access eg the school in Augustine way and people parking on both sides of the road.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b></p> <p>Parking on both sides of above roads has only started since other DPZ have come into play and this is now causing diffiulty exiting Augustine Way into Iffley Turn as there is not clear vision towards Woodhouse Way. Same applies for Iffley Turn heading towards Henley Avenue.</p>

	<p>Permit Eligibility Henley Avenue – <b>Partially support</b> It makes sense to be on the same side of the road as the Iffley CPZ</p> <p>Any other comments? No</p>
<p>(o53) As part of a group/organisation, (Iffley SEND school, Iffley, Augustine way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b> I am responding from Iffley Academy, the SEND school in Iffley which has received the consultation letter. We have no objection as we have parking on site for our staff and visitors and can manage this. We believe the CPZ will increase safety for us, in terms of safely supporting students to arrive and leave. As a SEND school the majority of our students arrive and depart via taxi. With 180 students on site, this is a large number of students and it takes about 30 mins to complete at the start and then end of the day. At present the adhoc parking on Iffley Turn and Augustine way increases risk, as our taxis, at times have to go on the kerb to get in or out. The parked cars can block it being possible to have two lanes of traffic and at times, we have not been able to get a coach to the school site due to the limited access caused by adhoc parking. (Cars parked either side of the road so only 1 vehicle at a time can pass, no gap for an allergens vehicle to pass etc.)</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>I am the Headteacher of Iffley Academy. I want to support the safety of our students arriving and leaving site, through the school taxis being able to pass each other, drive the route on the road not pavement and see clearly when turning at the end of Augustine way. I want there to be less impact on our neighbours by there being safe parking in the area, which enables cars to drive along the road and safely pass each other. This means that the addition of our taxis arriving and leaving will be quicker and safer for all.</p>

	<p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No response</p> <p>Any other comments?  Please keep in mind we are a SEND-school which has 180 students on site, they arrive and depart by taxi. During this period there is a significant increase in traffic and congestion on the road leading into the school. The current adhoc and increased amou</p>
<p>(o54) Local resident,  (Iffley, Augustine Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  This seems likely to reduce the number of cars parked along Augustine Way</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  This will improve the flow of traffic</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Not familiar with the pros and cons</p> <p>Any other comments?  No</p>
<p>(o55) Local resident,  (Iffley, Augustine Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b></p>

	<p>Living in Augustine Way, we have seen increased parking issues particularly along Augustine Way and Iffley Turn and support the proposals herein.</p> <p>There is however an area of concern, or rather shortcoming, in that current Double Yellow proposal at the Maywood Rd approach to the Iffley Academy school needs to be extended incorporating outside number 2 Maywood Rd. The reason being if cars are parked in the area during the school run, parked cars will block traffic from exiting the school when at the same time as cars trying to enter the school to collect children. It's only a narrow road where cars will not be able to pass freely. It will be a log jam! Parking restrictions also need to extend the complete length of Maywood Rd where there are currently no restrictions whatsoever. Car will just park anywhere blocking private access entrances.</p> <p>Time of operation – <b>Not restrictive enough</b>  I would like to see for non-permit holder a ONE HOUR maximum (with no return within 4 hours).  I would also like to see the 8am to 6.30pm time slot increased to 7:00am to 7:30pm.  If the new housing development goes ahead with no parking in the development</p> <p>New DYs in Abberbury Road – <b>No opinion</b>  New DYs in Augustine Way – <b>Support</b>  New DYs in Church Way – <b>No opinion</b>  New DYs in Iffley Turn – <b>Support</b>  New DYs in Tree Lane – <b>No opinion</b>  New DYs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  My comments made under section 4 and 6 are my reasons,</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I do not follow any issues in the area you describe.</p> <p>Any other comments?  In general I support the scheme as something must be done, particularly on the front line of parking congestion along Iffley Turn and now spilling over into Augustine Way.</p>
(o56) Local resident, (Iffley, Bay tree)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p>

	<p>Difficulty for frequent visitors/family to park.</p> <p>Time of operation – <b>Too restrictive</b> 9am - 5pm</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Partially support</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Partially support</b> Reduce existing DYLS in Cavell Road – <b>Partially support</b> No issues with over parking on many of these streets. Feels restrictive to visitors...etc</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Do not agree with extent of permitted parking. Too restrictive.</p> <p>Any other comments? No</p>
<p>(o57) Local resident, (Iffley Village, Bay Tree Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I strongly objected to the proposal. I live on Bay Tree Close and have lived all over the city of Oxford and have found the controlled parking areas to be an absolutely nightmare. The street parking in Iffley Village as it is works perfectly fine. As a resident, needing a permit would cause unneeded complication. This would also make guests visiting us at the house more difficult. I also know that on Cavell Road, parents occasionally park to bring their kids to sports activities in the play fields. The controlled parking zone would make this nearly impossible for these families to access their kid's activities.</p> <p>Time of operation – <b>Too restrictive</b> There should not be a controlled parking zone in the area at any time or day.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b></p>

	<p>New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  The double yellow lines proposed on Tree Lane make sense, although probably aren't necessary to spend council funds on because there is rarely any issues with people parking in the proposed locations.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  N/a</p> <p>Any other comments?  No</p>
<p>(o58) Local resident,  (Oxford, Bay Tree Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  there is absolutely no need for parking control here. I have lived for years and parking space has never been an issue, so I have no interest in paying for permits to protect something that didn't need protection to begin with.</p> <p>Time of operation – <b>Too restrictive</b>  None at all</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I won't speak for the areas I don't live near, but nearby I have no reason to support this</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>

	<p>Does not affect me</p> <p>Any other comments? Please do not create or expand controlled parking zones I beg of you</p>
<p>(o59) Local resident, (Oxford, Bay tree close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> Parking is tolerable and this would just introduce an extra charge to residents of £80 putting residents out of pocket.</p> <p>Time of operation – <b>Too restrictive</b> Mon-Fri 9.00 to 5.00</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> Parking is tolerable and this is an unnecessary extra charge for residents.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> No opinion</p> <p>Any other comments? None</p>
<p>(o60) Local resident, (Iffley, Bears Hedge)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b> Roads around Iffley are too congested with parked cars</p>

	<p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Not sure there's a problem on Tree Lane</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Not an area I'm familiar with</p> <p>Any other comments?  There is already a permit parking area for some houses in Bears Hedge, I wouldn't want that scheme to be scrapped so anyone could park in the off street parking designated for Bears Hedge.</p>
<p>(o61) Local resident,  (Oxford, Bears Hedge)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No opinion</b>  Nobody in my household drives, so don't have an opinion on how much parking to provide. But I am confused about why our street, Bears Hedge, is included in the CPZ. As far as I know, the only parking in Bears Hedge is on private driveways, so I'm not sure what introducing a CPZ here would mean. Perhaps we were included by mistake?</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p>



	<p>Currently cars routinely completely block the pavement on Woodhouse Way, just south of the junction with Tree Lane. This forces pedestrians to walk in the road, but the parked cars make it impossible to see whether any cars are coming around the corner. Introducing DYLS at that point would be very valuable.</p> <p>Walking along Church Way through Iffley village also often feels dangerous, so stopping cars parked at least on one side of the road would be helpful.</p> <p>However, these restrictions are only useful if they are enforced. In other areas of Oxford, drivers often ignore parking restrictions and DYLS without any consequence.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> This isn't relevant to me.</p> <p>Any other comments? See my comments above.</p>
(o62) Local resident, (Iffley, Bears Hedge)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> It will make it harder for visitors to come and visit, it will impose unnecessary costs on residents, and we do not have a problem finding parking at the moment so there is no need to bring in controlled parking.</p> <p>Time of operation – <b>Too restrictive</b> I would prefer no restrictions. If there were to be restrictions, Monday - Friday would be preferred.</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>As previously stated, there is no problem finding parking so restrictions are unnecessary. It will also impose unnecessary costs on residents (buying permits) and make it harder to have visitors.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b></p>

	<p>n/a</p> <p>Any other comments? No</p>
<p>(o63) Local resident, (Oxford, Bears Hedge)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Too many cars parked on Iffley Turn and Woodhouse way. Parking on Woodhouse woodhouse way is particularly dangerous. Car are parked on Woodhouse Way very close to the roundabout and up along this steep winding road, it is very dangerous and makes access to Bears Hedge, where we live very difficult. Bears Hedge is also very crowded with cars making access and parking difficult. Also, large cars are commonly parked on the pavement opposite Sheep Way court making the access to Bears Hedge for both cars and pedestrians difficult and dangerous.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Iffley Turn is being used a free park and ride to Oxford</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  There are already too many cars parked in Iffley. Access to Iffley is difficult and dangerous.</p> <p>Any other comments? No other comments.</p>
<p>(o64) Local resident, (Iffley, Bears Hedge)</p>	<p>Live in CPZ? – <b>Yes</b></p>

	<p>Overall opinion – <b>Support</b>  I am supporting this scheme since I am not driving a car, but mostly go on foot or bike. Cars are parked on the road leading up to Bears Hedge which presents an obstacle and is dangerous as you can't see oncoming traffic when you on foot or on the bike (especially when you have a little one with you). It would be good to have the pavement back and prohibit parking there (double yellow lines).</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Have already stated that before - in support especially for Bears Hedge, Tree Lane and the road leading up to Bears Hedge</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  I don't own a car so this doesn't affect me, but it sounds reasonable</p> <p>Any other comments?  Making streets safer to walk with a child and a stroller and not meandering around parked cars that block the pavement would be very much appreciated.</p>
<p>(o65) Local resident,  (Oxford, Bears Hedge)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  There are too many cars of non residents started to park in our area for the last two years</p> <p>Time of operation – <b>Not restrictive enough</b>  6am to 10 pm</p> <p>New DYLS in Abberbury Road – <b>Support</b></p>

	<p>New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Supporting in order to restrict the number of cars parked in the area</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Don't use this permit eligibility</p> <p>Any other comments?  No</p>
<p>(o66) Local resident,  (Iffley, Cavell Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I object to the proposal because the imposed parking permit charge is not something I want to pay. Living here is expensive enough as it is, and imposing yet another charge/ tax is burdensome. I live on Cavell Rd, and street parking is not an issue in any way. There are often spots left open, and it's not crowded. This proposal seems like it wouldn't change anything except charge us for something we shouldn't have to pay for, as there's nothing wrong with how it's currently working.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>Support</b></p>

	<p>I explained in my last comment - but in a nutshell, being charged to park outside my house is something I don't think is fair or right when parking is not an issue / there are often spots available / the road isn't busy. Seems like an extra tax on top of already expensive housing.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> n/a</p> <p>Any other comments? N/a</p>
<p>(o67) Local resident, (Oxford, Cavell Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> It is an additional cost to residents when there is absolutely no need. I've lived on the road and struggled to park on it a total of twice in those ten years. I own a car and don't even have a front drive. People on our road who are pro it are the sort of people who want to park straight outside their house. It is an extra expense we will struggle to cover and this includes an extra cost for visitor permits for grandparents who are helping to look after their grandchildren</p> <p>Time of operation – <b>Too restrictive</b> 8am-10am</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>Object</b> On Iffley road you need DYL in order for visitors to be able to park. On Cavell rd you need the DYL near the turn as it is a visual obstruction if people park there</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>

	<p>I live on Cavell rd and do not want permits</p> <p>Any other comments? No</p>
<p>(o68) Local resident, (Oxford, Cavell Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Strongly object to double yellow lines being reduced at the end of Cavell are with Iffley Turn. With the new bike line it is a tricky exit/entry point for drivers and having less visibility is nonsensical for cyclists and drivers alike. There have been numerous bumps and altercations already even with the visibility as it currently is. We haven't had much of a problem with parking on Cavell Rd unless someone is having building works done. The Iffley Turn end of the street does have commuters parking there but generally they don't venture further up the road. I would prefer not to have to have more signs &amp; lines and pay for parking in our street. However I am aware that it is probably already a done deal as with most OCC decisions. These consultations are often done too late for real change. What's happening with the cycle lane proposal across Donnington field for example?? 3years and still waiting.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Need to keep existing DYLS in Cavell Rd/Iffley Turn for safety &amp; visibility issues.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  If cars from there are moved across to Cavell Rd/Iffley Turn there is already very little space for any additional parking as in this street half the road have front drives which need to be left free and those without will then have less spaces to park ne</p> <p>Any other comments?</p>

	<p>Keep the DYL's in Cavell Rd/Iffley Turn corner.</p>
<p>(o69) Local resident, (Iffley Fields, Cavell Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Regarding permits this feels like OCC creating a problem where one doesn't exist. We don't currently have any issues parking on our street Cavell Rd and it would likely remain this way but for OCC planning to impose restrictions in the local area gradually pushing the problem in our direction and imposing the same 'solution' on us. Rinse and repeat. We're clearly the final phase of the CPZ project that has been gradually rolled out over the years thereby creating hotspots elsewhere that need to be 'fixed'. This is clearly an unpopular proposal for most residents but I think OCC has already made its mind up this being an exercise in softening the ground before the inevitable blow to follow.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>New DYLs in Abberbury Road – <b>No opinion</b>  New DYLs in Augustine Way – <b>No opinion</b>  New DYLs in Church Way – <b>No opinion</b>  New DYLs in Iffley Turn – <b>Object</b>  New DYLs in Tree Lane – <b>No opinion</b>  New DYLs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLs in Cavell Road – <b>Object</b></p> <p>The Cavell Rd junction is already an accident waiting to happen with everything converging there. The original DYLs were put there for a reason. Presumably you just want to free this real estate for further permits.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Na</p> <p>Any other comments?  No</p>

<p>(o70) Local resident, (Oxford, Cavell Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No opinion</b> I don't mind the status quo</p> <p>Time of operation – <b>Too restrictive</b> Could be free on Sundays for football at local park</p> <p>New DYs in Abberbury Road – <b>No opinion</b> New DYs in Augustine Way – <b>No opinion</b> New DYs in Church Way – <b>No opinion</b> New DYs in Iffley Turn – <b>No opinion</b> New DYs in Tree Lane – <b>No opinion</b> New DYs in Woodhouse Way – <b>No opinion</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> I am happy with the status quo</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Does not affect me</p> <p>Any other comments? I can understand both arguments</p>
<p>(o71) Local resident, (Iffley, Cavell Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I live on Cavell Road, currently the closest road to the centre of town without parking restrictions and commonly cited as the reason why CPZ should be introduced for Iffley/Rose Hill. I am strongly opposed to the introduction of CPZ for this area and my neighbourhood. My experience is vastly different to those portrayed in the flyers being circulated. I am a regular driver and have never struggled to park on my road (or the neighbouring road), no matter the time of day I come. There is always free parking available on Cavell Road/Turn, even despite the slight increase in commuter parking since the expansion of the CPZ. Donnington Playing Field is sited at the end of the road, and is an important community resource. It's used</p>



as the site of children's football matches on Wednesday evenings, the weekends it's used for running practice and ultimate frisbee; the introduction of CPZ will be at a real detriment to these communities as parents often drive their children here after school. I don't want to see these important community events impacted. Additionally, I'm worried about the reduced flexibility for visitors. I previously lived on Charles Street (within the Magdalen CPZ) and have seen extremely over enthusiastic parking ticketing by officers in the area. I've had visitors come for a cup of tea and returned to a parking ticket. Whilst you've mentioned a 2 hour free window, I don't want additional restrictions being placed on my local community.

Time of operation – **Too restrictive**

Ideally I'd like no CPZ. But my second option would be restrictions from Mon-Fri. Weekend restrictions are not welcome at all and should certainly be removed from the proposal.

New DYs in Abberbury Road – **No opinion**

New DYs in Augustine Way – **No opinion**

New DYs in Church Way – **No opinion**

New DYs in Iffley Turn – **No opinion**

New DYs in Tree Lane – **No opinion**

New DYs in Woodhouse Way – **No opinion**

Reduce existing DYs in Cavell Road – **Object**

The double yellow lines are required to provide good visibility on the corner of the turn. Do not reduce them, there will be accidents. Now you've rerouted the cycle highway at the corner of Iffley turn and Iffley road, cyclists are directed straight in front of the entrance to Cavell road, this is an accident hotspot (and having used it for the last year, a dangerous road design). Removing double yellow lines will reduce visibility on the pavements, lead to a narrower window of vision and increase the chances of accidents. Additionally, the location of Donnington Playing Field means Cavell road is used by dog walkers and pedestrians, who will also be more vulnerable because of these changes.

Permit Eligibility Henley Avenue – **Object**

I don't want the introduction of an Iffley CPZ.

Any other comments?

No

<p>(o72) Local resident, (Oxford, Cavell Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  For me a CPZ is not needed. At least not in Cavell Road.  I specifically also object to the yellow lines at the Iffley Turn end of Cavell Road being shortened. That will make that junction really dangerous, esp. for cyclists. A bad move when we're awaiting the long-expected cycle path across the rec.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYs in Abberbury Road – <b>No opinion</b>  New DYs in Augustine Way – <b>No opinion</b>  New DYs in Church Way – <b>No opinion</b>  New DYs in Iffley Turn – <b>No opinion</b>  New DYs in Tree Lane – <b>No opinion</b>  New DYs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYs in Cavell Road – <b>Object</b></p> <p>I cycle down Cavell Rd daily, more than once. It's already dangerous with the new layout towards Iffley Rd, i.e. having to cycle straight into oncoming traffic from Iffley Turn and having to turn off Iffley Rd without a middle lane, i.e. with traffic coming up behind you. Now reducing visibility and space for people to avoid each other when you turn into or out of Cavell Rd would increase the dangers of that journey even further. That seems a really bad idea, esp. with the cycle path across the rec coming hopefully very soon. We get kids cycling down our road, dog walkers, some cars etc. and often they do take to the street and we need the extended space and a good view into and out of the road to avoid dangerous collisions. I can't understand why you do so much to make cycling a scary experience here. Really upsetting. I expect better.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I've already let you know in my first answer. It might be helpful if transport planners tried different modes of transport themselves and put themselves into the shoes of the people having to live with their decisions.  I've not seen any questions about th</p> <p>Any other comments?  Please bear in mind the broader picture, e.g. proposed cycle routes and how these proposals will affect their safe use.</p>
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<p>(073) Local resident, (Oxford, Cavell Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I fully support the principle of the Iffley area controlled parking zone but just have some reservations about the details of the implementation. I think that to discourage commuter parking (or other long stay non residents parking) it would be sufficient to just have restrictions on weekdays instead of every day of the week. Also the proposed operational times of 8am to 6.30pm seem a little unnecessarily extensive. I feel that a more limited set of operational times would still achieve the desired result of removing longer stay non-resident parking.</p> <p>Time of operation – <b>Too restrictive</b>  Working hours on weekdays (9am to 5pm say) seems like it would achieve the desired result of removing long stay non-resident parking whilst still allowing reasonable flexibility on weekends.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I have no opinion on the proposed double yellow lines changes.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  No opinion</p> <p>Any other comments?  No</p>

(074) Local resident,  
(Oxford, Cavell Road)

Live in CPZ? – **Yes**

Overall opinion – **Partially support**

I broadly support the proposals, as the extent of parking by non-residents has caused problems for residents recently. However I have concerns about the proposed vehicle weight and length restrictions on permit eligibility.

Firstly, your proposed weight limit of 2.25T does not state whether this is Kerb Weight (the weight of the empty vehicle plus fuel) or Gross Weight (the maximum permitted weight of the vehicle plus contents and passengers).

If the restriction applies to Kerb Weight, I think it is not unreasonable; if however it applies to Gross Weight, I think it may be problematic.

Many common trades' vans, for example, Ford Transit or Mercedes Sprinter, have a GWW of 3 -3.5T. I am sure it is not the intention of the proposals to prevent plumbers, plasterers, telecom or boiler engineers, etc. from parking their vans outside their own homes.

Also many medium size camper vans are based on vehicles such as Fiat Ducato with a GWW of over 3T.

I suggest that if GWW is the measure on which this restriction is to be based, then the limit should be 3.5 Tonnes.

The same argument applies to the proposed length limit: many of the same vehicle types are between 5 and 6 metres in length.

I therefore suggest that 6 metres would be a more appropriate limit.

Time of operation – **Not restrictive enough**

At any time

New DYLS in Abberbury Road – **No opinion**

New DYLS in Augustine Way – **Partially support**

New DYLS in Church Way – **No opinion**

New DYLS in Iffley Turn – **Partially support**

New DYLS in Tree Lane – **No opinion**

New DYLS in Woodhouse Way – **No opinion**

Reduce existing DYLS in Cavell Road – **Partially support**

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Permit Eligibility Henley Avenue – **Partially support**

I am concerned that this might create too much demand for extra parking for the Iffley CPZ to absorb.

Any other comments?

	No
(o75) Local resident, (Oxford, Cavell Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I support the proposal except the proposed reduction of the yellow lines at the entrance to Cavell Road. I feel this will be dangerous for motorists, cyclist and pedestrians. Its already very difficult to pull out and pull into Cavell Road due to limited visibility. Reducing the yellow lines will compound this.  I would also like the works to include adding white lines where residents have a dropped curb as there is an issue on Cavell Road where motorists park across drives, especially when there are football matches and activities on the field at the end of Cavell Road.</p> <p>Time of operation – <b>Too restrictive</b>  The proposal seems excessive. 9am to 5pm would be cheaper to police and still have the same outcome.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  As per my previous comment, reducing DYLS at the top of Cavell Road will reduce visibility and increase danger to motorists, cyclists and pedestrians.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  N/A</p> <p>Any other comments?  Please make parking permits and visitor permits affordable.</p>

<p>(o76) Local resident, (Oxford, Cavell Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> I live on Cavell road is sometimes hard to navigate due to the number of parked cars , many commuters rather than residents</p> <p>Time of operation – <b>Just right</b></p> <p>New DYs in Abberbury Road – <b>Support</b> New DYs in Augustine Way – <b>Support</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Support</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>Support</b> The whole area should deter non residents parking . Commuters should be encouraged to use public transport or public car parks</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> No issue</p> <p>Any other comments? No</p>
<p>(o77) Local resident, (Oxford, Cavell road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> There are so many problems with parking, lot of people use Cavell road as a park and ride and catch the bus.</p> <p>Time of operation – <b>Not restrictive enough</b> It should be restricted all the time, the weekends are very busy too as people go to the Westgate centre and park near here.</p>

	<p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  This area is far too busy and there are so many parked cars during the week and the weekend.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  Probably it's best to introduce the 2 hour rule</p> <p>Any other comments?  No</p>
(o78) Local resident, (Oxford, Cavell Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Our road is used as a park and ride for non-residents, blocking driveways and access</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Non residents often park too far into the road, blocking larger vehicles</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  N/A</p>

	<p>Any other comments? No</p>
<p>(o79) Local resident, (Oxford, Cavell Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> With more housing planned for the area it is important to protect resident parking and keep the streets clear of commuters using the area as a free park and ride.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYs in Abberbury Road – <b>Support</b> New DYs in Augustine Way – <b>Support</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Support</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>Object</b> I think the double yellow lines at the end of the Cavell Road should remain as they are, to protect cyclists and other road users. Both the street and the pavements at the end of Cavell Road are very narrow. I would like to see measures to stop irresponsible visitors from blocking driveways or impeding junctions.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I'm not familiar with where these residents cars are currently being parked.</p> <p>Any other comments? No</p>
<p>(o80) Local resident, (Iffley oxford, Cavell Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> Most houses in Cavell road have opened up their front gardens for parking. Object to double yellow lines in Cavell Road being reduced. If cars are parked closer to the corner, it obscures the view coming from Cavell Road and also</p>



	<p>turning into Cavell Road, so leave double yellow lines as they are. Prefer parking permit to run 24 hours/day Mondays to Sundays inclusive</p> <p>Time of operation – <b>Too restrictive</b> 24 hours/day Mondays to Sundays inclusive</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Object to reducing yellow lines in Cavell road as this will obscure view when turning into and out from Cavell Road</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Iffley cpz already at capacity.</p> <p>Any other comments?  No</p>
<p>(o81) Local resident,  (Oxford, Cavell Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  To more fairly regulate parking in Cavell Road and nearby areas.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>No objection</b></p>

	<p>New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  I'm sure these proposals are fine</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  Seems to make sense</p> <p>Any other comments?  We clearly need a cpz in this area</p>
<p>(o82) Local resident,  (Iffley, Church Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  That whilst it is accepted that there is dangerous parking from time to time on Iffley Turn this is small in scale and can be managed cost effectilive with double yellow lines. Yes sure this might push the minor issue of a few cars elsewhere in Iffley but really there is very little issue with parking in the area and the flexibility of the current system on having on street parking for friends and family without stress is enjoyed immensely . I wonder if there is anywhere on this form to upload photos of the problem as it isn't perceived other than aforementioned. The proposals will no doubt damage the Prince of Wales and the Isis pub business but also affect the nursing home staff who park on Meadow lane. Sorry this feels to be an OTT solution where a few yellow lines would suffice. Suspicions are that this is a money raising grab by a council wanting control of every space iwthin the ring road in the end.</p> <p>Time of operation – <b>Too restrictive</b>  Scheme felt to be unnecessary</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p>

	<p>An increase in double yellow lines where the road is narrow and parking that is currently dangerous would suffice in Iffley Village.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Please evidence the parking difficulties in places such as Adderbury Road prior to taking any decisions. This is plainly daft.</p> <p>Any other comments? Iffley Village is one of the few remaining places where families can park go for a walk with their dog and enjoy a relaxed ice cream or drink in the pub afterwards. When more businesses struggle and fail and the care home closes due to lack of staff, intr</p>
<p>(o83) Local resident, (Iffley Village, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> We are writing to you to share a number of shared comments and concerns with regards to the proposed introduction of the Iffley Controlled Parking Zone, with particular regard to the impact the proposals may have on us as residents in the terraced houses on Church Way (numbers 10 to 28 Church Way). We recently met as a collective to discuss the proposals, and have agreed on a number of points we'd like to raise collectively.</p> <p>Firstly, we would like to state that we continue to be in support of the introduction of a Controlled Parking Zone to the area in principle, and agree that something needs to be done to address the ever-increasing numbers of cars parking in Iffley and the streets close to our homes - many of which are from commuters from outside Iffley using the area as an informal park-and-ride, or are an overflow from the guests of Mercure Hawkwell House Hotel when they hold regular corporate events with a limited on-site car park.</p> <p>However, we have a number of concerns about the finer details of the proposals which might actually compound the problems we've been facing as residents in terms of our ability to park outside or in close to our houses. We'd therefore like to highlight these problems, and then propose some amendments / suggestions to the proposals as part of the consultation.</p> <p>Issue 1 - Proposal for unlimited hotel parking permits for Mercure Hawkwell House Hotel at charge of £1 per day As noted above, one of the reasons for parking issues around our area of Church Way is the insufficient capacity of the on-site car park at Mercure Hawkwell House Hotel to accommodate their events with all the cars and coaches for its large numbers of guests, as well as the hotel's other users for weddings, conferences, fairs, social functions, and corporate functions. When the hotel car park is over-capacity (which is an almost weekly occurrence) as it stands, guests and hotel users use Church Way - opposite the hotel, and occupy spaces in front of our houses as their car</p>

park to the hotel - and this has been the case ever since the hotel was granted permission to extend without increasing the car park capacity. The proposal to allow the hotel to have access to unlimited hotel visitor parking permits for use in the CPZ at a charge of only £1 per permit therefore runs the risk of severely limiting access to the parking areas on Church Way for us as residents - and the minimal charge to the hotel means that there will be little in the way of disincentive for suggesting that hotel guests park on Church Way.

We feel that this this undermines the entire purpose of the proposed CPZ to stop the non- residents parking in our street, and the council's strategy to reduce the amount of visitors driving cars into Oxford.

**SUGGESTED AMENDMENT:** The Mercure Hawkwell House Hotel or any hotel should be excluded from the provisions of the Hotel Visitors Permit Scheme, and should not be eligible for parking permits for the CPZ - it should instead be reliant upon its own car park facility for all hotel guest and users, or should make use of official council-operated Park and Ride facilities at Redbridge as an alternative.

**Issue 2 - Proposed addition of new double-yellow lines / 'No waiting at any time restrictions' on north side of Church Way outside Hartley Russell Close**

In the CPZ proposals, there are blue lines on the schematic which suggest that new double-yellow lines ('No waiting at any time restrictions') will be added on the north side of Church Way outside Hartley Russell Close in two stretches. As it stands for us as residents, we often have to use these spaces to be able to park close to our residences, given that there are 10 terraced houses in our row which do not have off-road parking available to us. Even if we are only possess one car per household, there is only sufficient on-street parking if we are able to extend our parking to the areas in front of Hartley Russell Close at the best of times as it stands - and when non-residents taking our parking spaces, we are very much reliant on this stretched space to park. Therefore the proposed reduction of parking space outside Hartley Russell Close is of significant concern to us, and may lead to increased need to drive around our area trying to find parking spaces - in turn increasing emissions in our area and having to call enforcement constantly to remove those non-residents' cars.

**SUGGESTED AMENDMENT:** Remove the proposals to add new double-yellow lines / 'No waiting at any time restrictions' on north side Church Way outside Hartley Russell Close, and retain existing spaces on the north side of Church Way.

**Issue 3 - Lack of new double-yellow lines / 'No waiting at any time restrictions' on south side of Church Way**

In the CPZ proposals, there are no additions of new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way). However, the road is too narrow to cope with potential parking on both sides of Church Way outside of residences - both in terms of the risk of blocking the pavements through the possibility of 'verge parking' and the possibility of blocking emergency services or large vehicles (which would not be able to fit between vehicles parked on both sides of Church Way). Given that the CPZ proposals would be removing the number of permitted parking spaces in our area of Iffley significantly, there is a risk

that some permit holders or visitors may decide to park on the south side of Church Way - whilst this happens rarely as it stands, it has happened on occasion and has created significant problems.

SUGGESTED AMENDMENT: Add new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way).

Issue 4 - Concerns about lack of enforcement of proposed CPZ for non- permit holders

Whilst we accept the potential benefits to CPZ residents through the proposed 2-hour parking allowance for non-residents visiting residences and business in the CPZ, we are concerned that this may result in non-residents parking in the CPZ for long in excess of 2 hours given that it is a large area to cover for parking enforcement officials. This could result in significant difficulties for permit-holding residents finding space to park in the CPZ.

SUGGESTED AMENDMENT: We feel that having enhanced enforcement of the CPZ in the first few months of its implementation should be included in the proposals, in the form of additional resources for parking enforcement officials for the CPZ. We would also like to have an official channel for reporting vehicles which are breaching the CPZ regulations to ensure its enforcement.

We hope that you can consider our comments and suggestions, and enact in the final process of the CPZ to avoid potential negative consequences for us and the other local residents who the CPZ is being introduced to assist with regards to these issues.

Kind regards,

Maria Aries

Of 20 Church Way

for residents of 10-28 Church Way, Iffley Village

Time of operation – **Not restrictive enough**

24 hours Monday to Sunday.

New DYLS in Abberbury Road – **No opinion**

New DYLS in Augustine Way – **No opinion**

New DYLS in Church Way – **Partially support**

New DYLS in Iffley Turn – **No opinion**

New DYLS in Tree Lane – **No opinion**

New DYLS in Woodhouse Way – **No opinion**

Reduce existing DYLS in Cavell Road – **No opinion**

We are writing to you to share a number of shared comments and concerns with regards to the proposed introduction of the Iffley Controlled Parking Zone, with particular regard to the impact the proposals may have on us as residents in

the terraced houses on Church Way (numbers 10 to 28 Church Way). We recently met as a collective to discuss the proposals, and have agreed on a number of points we'd like to raise collectively.

Firstly, we would like to state that we continue to be in support of the introduction of a Controlled Parking Zone to the area in principle, and agree that something needs to be done to address the ever-increasing numbers of cars parking in Iffley and the streets close to our homes - many of which are from commuters from outside Iffley using the area as an informal park-and-ride, or are an overflow from the guests of Mercure Hawkwell House Hotel when they hold regular corporate events with a limited on-site car park.

However, we have a number of concerns about the finer details of the proposals which might actually compound the problems we've been facing as residents in terms of our ability to park outside or in close to our houses. We'd therefore like to highlight these problems, and then propose some amendments / suggestions to the proposals as part of the consultation.

Issue 1 - Proposal for unlimited hotel parking permits for Mercure Hawkwell House Hotel at charge of £1 per day

As noted above, one of the reasons for parking issues around our area of Church Way is the insufficient capacity of the on-site car park at Mercure Hawkwell House Hotel to accommodate their events with all the cars and coaches for its large numbers of guests, as well as the hotel's other users for weddings, conferences, fairs, social functions, and corporate functions. When the hotel car park is over-capacity (which is an almost weekly occurrence) as it stands, guests and hotel users use Church Way - opposite the hotel, and occupy spaces in front of our houses as their car park to the hotel - and this has been the case ever since the hotel was granted permission to extend without increasing the car park capacity. The proposal to allow the hotel to have access to unlimited hotel visitor parking permits for use in the CPZ at a charge of only £1 per permit therefore runs the risk of severely limiting access to the parking areas on Church Way for us as residents - and the minimal charge to the hotel means that there will be little in the way of disincentive for suggesting that hotel guests park on Church Way.

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In the CPZ proposals, there are blue lines on the schematic which suggest that new double-yellow lines ('No waiting at any time restrictions') will be added on the north side of Church Way outside Hartley Russell Close in two stretches. As it stands for us as residents, we often have to use these spaces to be able to park close to our residences, given that there are 10 terraced houses in our row which do not have off-road parking available to us. Even if we are only

possess one car per household, there is only sufficient on-street parking if we are able to extend our parking to the areas in front of Hartley Russell Close at the best of times as it stands - and when non-residents taking our parking spaces, we are very much reliant on this stretched space to park. Therefore the proposed reduction of parking space outside Hartley Russell Close is of significant concern to us, and may lead to increased need to drive around our area trying to find parking spaces - in turn increasing emissions in our area and having to call enforcement constantly to remove those non-residents' cars.

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Whilst we accept the potential benefits to CPZ residents through the proposed 2-hour parking allowance for non-residents visiting residences and business in the CPZ, we are concerned that this may result in non-residents parking in the CPZ for long in excess of 2 hours given that it is a large area to cover for parking enforcement officials. This could result in significant difficulties for permit-holding residents finding space to park in the CPZ.

**SUGGESTED AMENDMENT:** We feel that having enhanced enforcement of the CPZ in the first few months of its implementation should be included in the proposals, in the form of additional resources for parking enforcement officials for the CPZ. We would also like to have an official channel for reporting vehicles which are breaching the CPZ regulations to ensure its enforcement.

We hope that you can consider our comments and suggestions, and include in the final process of the CPZ to avoid potential negative consequences for us and the other local residents who the CPZ is being introduced to assist with regards to these issues.

Kind regards,  
Maria Aries

	<p>Of 20 Church Way for residents of 10-28 Church Way, Iffley Village</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> It is not in my area.</p> <p>Any other comments? We are writing to you to share a number of shared comments and concerns with regards to the proposed introduction of the Iffley Controlled Parking Zone, with particular regard to the impact the proposals may have on us as residents in the terraced houses</p>
<p>(o84) Local resident, (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> There is no parking problem in the area. Why fix a problem that does not exist? It would waste public resources for putting up signs and make life more complicated, without any tangible benefit.</p> <p>Time of operation – <b>Too restrictive</b> There is no need for any restrictions. We have more than enough parking space in the area for anyone, including members of the public who are sometimes coming to the area to enjoy it.</p> <p>New DYs in Abberbury Road – <b>Object</b> New DYs in Augustine Way – <b>No opinion</b> New DYs in Church Way – <b>Object</b> New DYs in Iffley Turn – <b>Object</b> New DYs in Tree Lane – <b>Object</b> New DYs in Woodhouse Way – <b>Object</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> In the old Iffley village area including Woodhouse Way there definitely is no need whatsoever. For Cavell Road and Augustine Way, let the residents speak although I don't see a dire need there either.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> The problem is solved more easily by leaving the Iffley CPZ available to anyone.</p>



	<p>Any other comments? Total waste of time and resources, especially for Old Iffley Village. We already told you in 2021.</p>
<p>(o85) Local resident, (Iffley, Oxford, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b> Iffley almost became a public parking place in recent months, as some restrictions elsewhere brought lots of commuters' parking here. Also it is vital for the entrance to the shared drive to The Priory and Priory Lodge stops being obstructed by cars parking on the opposite side of Church Way! Big daily nuisance, specially if larger cars/vans, etc have to come up!</p> <p>Time of operation – <b>Not restrictive enough</b> More often. Mercure Hawkwell House Hotel allows its events guests to sometimes completely clog Church Way with their illegal parking!</p> <p>New DYs in Abberbury Road – <b>Support</b> New DYs in Augustine Way – <b>Support</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Support</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> Reduction in parking in Iffley is necessary to preserve the character of the village and provide its residents with decent lifestyle/travel conditions.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I don't understand this.</p> <p>Any other comments? As said before, it is vital to forbid any parking outside the entrance to the Priory and Priory Lodge, Church Way!</p>

<p>(o86) Local resident, (Oxford, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> There is no real problem with parking in Iffley. The proposed scheme would create ugly signage, it would be expensive, and it would be inconvenient for residents and their visitors.</p> <p>Time of operation – <b>Too restrictive</b> None</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Partially support</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> DYLS needed on Church Way opposite nos. 35 and 37 to allow for easier access.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Does not affect us.</p> <p>Any other comments? I wish to object in the strongest possible terms to the introduction of residents' parking permits and the major new parking restrictions proposed for Iffley.</p>
<p>(o87) Local resident, (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I live in Church Way, near the junction of Iffley Turn. Prior to the installation of the bollards in East Oxford, we had no parking problem here. Since the installation of the bollards, residents on the Cowley side of the bollards have taken to leaving their cars in Iffley, because it is quicker to walk to Iffley to pick up their car than to go round the Plain. I know this because I have friends who are doing this. I believe the Iffley parking problems are an unintended consequence of</p>

	<p>the traffic "management" system the council has implemented. I think it is unfair that we might have to pay to park in our own street (which we already pay a tax for) because of a system that has been foisted on us.</p> <p>Time of operation – <b>Too restrictive</b> I would prefer no parking system</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>I feel I can only talk for the street I live on. I imagine other householders, especially those on Iffley Turn and Woodhouse way will be sick of all the cars being left there (see earlier answer)</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> All that will happen is that we will get even more people who don't live on this street leaving their cars here long term.</p> <p>Any other comments? I think you should have had a proper consultation, delineated test period and then another consultation on the impact of the bollards in East Oxford. It feels that this has been steam rolled through without any thought for how this is impacting business</p>
(o88) Local resident, (Iffley, Church Way)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> Paying to park, as a resident, in a residential area is unfair as it impacts people who need their cars (the elderly, disabled etc) to be close to their residences and £80 per year is a lot of money especially during this cost-of-living crisis. Additionally, local businesses who have already been disrupted by the LTNs will be severely impacted. In Iffley village, there are three pubs, a very busy hall in daily use, and the church itself is a major tourist attraction. All of these will be impacted as users and customers will have to go elsewhere. This, and all the other traffic restrictions in Oxford, scream monetary corruption at some level and are making the once lovely city, into a place that nobody wants to live</p>

	<p>in and tourists frequently complain and laugh. Not very impressive. Why has the council started a war on small local businesses? It would be interesting to know.</p> <p>Time of operation – <b>Too restrictive</b> A survey needs to be taken to see which hours are the most busy with people trying to use local businesses.</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>No objection</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Partially support</b> A least make parking free for residents as a lot of elderly and disabled people live in the area and will be severely impacted financially. Please stop this nonsense!</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> n/a</p> <p>Any other comments? There are so many better ways to control the traffic congestion and parking issues. You are penalising the wrong people. Please have some social conscience.</p>
(o89) Local resident, (Iffley, Church way)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> People can't use the church</p> <p>Time of operation – <b>Too restrictive</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>No opinion</b></p>

	<p>New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  We need people to be able to park for longer in order to the use the church for local events</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Na</p> <p>Any other comments?  No</p>
<p>(o90) Local resident,  (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I object because the proposal seems to be a zero tolerance approach to casual car parking which is only happening because the council's own restrictive policies closer into the city have driven commuters out to our doorstep and now, to fix that, residents will be expected to pay to park on the roads outside their houses.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>It looks self-defeating. The proposals, such as those for Augustine Way will push some of its residents to seek spaces elsewhere... where other residents are fighting for spaces. And, in that case, that's BEFORE the ninety-odd new houses go in on the old sports field, WITH NO PARKING AT ALL! And, when built, presumably those living in the development will be entitled to permits so they can try and squeeze in... somewhere.</p> <p>The extensions on Woodhouse Way and Iffley Turn are totally overdue. Who in god's name approved the ridiculous double yellows so very close to the roundabout was an utter fool.</p>

	<p>Permit Eligibility Henley Avenue – <b>Object</b>  It's INSANE! Look at what space you're proposing to give to those actually in the Iffley CPZ, factor in the big developments coming at several sites and there will be constituents paying £80 for the privilege of fighting to find a space to park remotely n</p> <p>Any other comments?  I don't think it will work with the current population density, let alone what's coming with developments in the pipeline.</p>
<p>(o91) Local resident,  (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Supporting in principle, I do think that there should be double yellow lines opposite the entrance to the Prince of Wales pub, when cars or indeed vans park opposite it is almost impossible to see vehicles entering the village when exiting the pub and on many occasions has caused several near misses, including that of cyclists who are riding close to the wall entering the village</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Double yellow lines opposite the Prince of wales pub</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  with new traffic measures and reduced parking in the village won't be as much parking available</p> <p>Any other comments?  No</p>

<p>(o92) Local resident, (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  We have a driveway so the CPZ won't really apply to us, but overall it seems a bit NIMBYish to stop people trying to get to work from parking here. The public transport is so unreliable I can understand why people need to drive some of the way in. We could do with a few more yellow lines and I'm all in favour of people not parking horseboxes etc here for week on end, but what we REALLY need in Iffley are speed cameras or at least speed humps.</p> <p>Time of operation – <b>Too restrictive</b>  Let people park here for the working day ie 8-6.30/ maximum stay 10 hours?</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>Partially support</b>  as per previous comments</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  none</p> <p>Any other comments?  Improve public transport so that park and ride is a viable option.  Bring back the on-demand mini-buses</p>
<p>(o93) Local resident, (Iffley, Church way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Iffley needs this CPZ, there just needs to be one change to the no waiting areas.</p> <p>Time of operation – <b>Just right</b></p>

	<p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  There is one very small section of church way which should NOT have dyl,s the area outside the prince of wales public house</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Don't know the area</p> <p>Any other comments?  Please remove the proposed double yellow, no waiting, restrictions on the small section outside the prince of wales public house. This area just fits two cars and is a much used area of parking for many in the community whilst not restricting the road wid</p>
<p>(o94) Local resident,  (Iffley, Oxford, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I would prefer a more flexible scheme, ie. Mon-Fri, rather than Mon-Sun. It is during weekdays that parking is more of a problem. I also oppose hotels being able to apply for £1 visitors' permits as this could result in serious problems for residents of Church Way.</p> <p>Time of operation – <b>Too restrictive</b>  Mon-Friday 8am - 6.30pm</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Partially support</b></p>



	<p>New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>Partially support</b>  I have already outlined my concerns previously.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  It could lead to parking problems on Church Way.</p> <p>Any other comments?  No</p>
<p>(o95) Local resident,  (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  . Iffley Turn and the beginning of Church Way clearly need control. Much parking from Henley Ave and Donnington has been displaced onto Iffley Turn, exacerbated by the lack of a Park and Ride in East Oxford. But I oppose it further along Church Way, as it would seriously affect activities in the heart of the village at the Church, the Village Hall, the pubs and the shop. It is unnecessary to impose restrictions here. The level of parking for those walking along the river is manageable within the current restrictions. I would support options B or C but not A. B and C combined attracted more support than A, even though A had more votes than either B or C. I strongly favour one of the more limited options.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>The beginning of Church Way could be treated as an extension of Iffley Turn, and marked to prevent parking displacement from Iffley Turn. There are a very few spots in Church Way (between the Tree and no. 71) where parking on one side leaves an excessively narrow passage, and these could be marked. But DYLS should not extend all along Church Way up to those points, nor beyond them. where they are entirely undesirable and unnecessary</p>

	<p>(beyond the present ones in Mill Lane), For the reasons given under 4, they should not restrict extensive parking for the Church and Hall, nor extend the disfigurement of this conservation area. In any case, use the narrower DYLS where needed.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I leave this to the residents directly affected.</p> <p>Any other comments? Responses relate to the current situation. Decisions should be delayed until it is known what the impact will be of a lot of new housing (if approved) without its own parking provisions.</p>
<p>(o96) Local resident, (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p> <p>I live at 12 Church Way, one of a row of 10 houses in a terrace row without off-street parking possibilities. At present the parking space in front of our houses is inadequate. This means one or more of us need to park further down Church Way in front of Hartley Russel Close. At weekends or at other times when visitors have parked their cars in our part of Church Way we not infrequently need to park our cars as far away as Meadow Lane or Iffley Turn. At least 4 of us in the terrace row are over 80 years old and to park at a distance late at night or when we need to unload shopping or cases after having been away is extremely difficult. At weekends, the main source of our parking problems are non- residents of Iffley, often guests of Hawkwell House hotel opposite our terrace I therefore accept the need for parking restrictions. However, I fear that two provisions in the Council's proposals will in fact exacerbate rather than relieve our existing parking problems: First, the provision to allow hotels within our zone to apply for an unlimited (or at least an unspecified number) number of visitors permits at a nominal fee of £1 for 24 hours. This means that our part of Church Way will continue to act as overspill parking for Hawkwell House hotel. In fact guest parking will be acknowledged as a 'right' . Second, to compound our parking problem, the proposal is that the road space outside Hartley Russel Close (which we regularly need to use) be no longer available to us as this will be an area of no parking at any time ( double yellow lines). Whilst accepting in principle the need to restrict parking in Iffley, these two proposals will in fact make parking more difficult for us than it is already Suggested amendments.</p>

	<p>1. No visitors parking permits be allowed for guests or staff of hotels in Iffley. Adequate parking space needs to be provided by hotels and taken into account when they expand their premises. Guests should be encouraged to use Park and Ride and then either take taxis or the hotel provide transportation. This is particularly important at weekends when events are held and our part of Church Way overflows with Hawkwell hotel guest cars.</p> <p>2. No double yellow lines be placed on the north side of the road outside Hartley Russel Close. Instead double yellow lines be place on the south side of the road at this point.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Object to DVLS outside Hartley Russel Place on south side of the road for reasons explained in question 6</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  I am not sure whether this will impact on Iffley village or Iffley Borders.</p> <p>Any other comments?  I am concerned about the feasibility of implementing the proposed 2 hrs no return for visitors. How is this to be enforced ?</p>
<p>(o97) Local resident,  (Iffley Village, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I think 4 hours. Many people park to go to a church service and social event afterwards. Most events in the hall will go over two hours, this will make it inconvenient for those visiting, having to rush off after.</p> <p>Time of operation – <b>No opinion</b></p>

	<p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  4 hours would be better. Especially Church Way</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  \  Any other comments?  No</p>
<p>(o98) Local resident,  (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  A CPZ is inevitable in the light of parking spilling out of neighbouring CPZs. However the details of the proposal do not accord with the realities of the village layout and needs.</p> <p>Time of operation – <b>Too restrictive</b>  There may not be a single restriction that works throughout the village. The area round the Church and Church Hall in particular needs longer non-permit hours (say 4 hours) and no restrictions at weekends so that funerals and weddings and other activities</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p>

	<p>Some of the proposed lines are fine, others are not. There is not a simple way to express this, please see my separate email.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I am unclear what is proposed</p> <p>Any other comments? My general comment is that exactly where there are and aren't yellow lines needs to be reviewed in great detail. And site visits by those making the proposals and the decisions are vital to see what is needed.</p>
<p>(o99) Local resident, (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> I am concerned that the two hour limit will adversely affect the use of the Church Hall, a vital amenity for the wider community and an essential source of income, via hiring, for the parish church which is a building of unique cultural heritage and very expensive to maintain as is the upkeep of the hall with its thatched roof. Any reduction in income due to parking restraints would be detrimental to the church and any reduction in the use of the hall as a much loved amenity for those coming from further afield would be a loss to the community. Specific church events other than weekly services such as afternoon concerts, guided tours, school visits, lectures etc may require more than two hours if you include setting up and clearing up time. Would it be possible to allow a three hour visitor parking window in the area around the church and hall?</p> <p>Time of operation – <b>Too restrictive</b> See above</p> <p>New DYs in Abberbury Road – <b>Partially support</b> New DYs in Augustine Way – <b>No objection</b> New DYs in Church Way – <b>Partially support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Support</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>Support</b> Concerns about impact on use of hall and church - see previous answer</p>

	<p>Permit Eligibility Henley Avenue – <b>No opinion</b></p> <p>No opinion</p> <p>Any other comments?</p> <p>No</p>
<p>(o100) Local resident, (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p> <p>We are writing to you to share a number of shared comments and concerns with regards to the proposed introduction of the Iffley Controlled Parking Zone, with particular regard to the impact the proposals may have on us as residents in the terraced houses on Church Way (numbers 10 to 28 Church Way). We recently met as a collective to discuss the proposals, and have agreed on a number of points we'd like to raise collectively.</p> <p>Firstly, we would like to state that we continue to be in support of the introduction of a Controlled Parking Zone to the area in principle, and agree that something needs to be done to address the ever-increasing numbers of cars parking in Iffley and the streets close to our homes - many of which are from commuters from outside Iffley using the area as an informal park-and-ride, or are an overflow from the Mercure Hawkwell House Hotel when their on-site car park is at full capacity.</p> <p>However, we have a number of concerns about the finer details of the proposals which might actually compound the problems we've been facing as residents in terms of our ability to park outside or in close vicinity to our houses. We'd therefore like to highlight these problems, and then propose some amendments / suggestions to the proposals as part of the consultation.</p> <p>Issue 1 - Proposal for unlimited hotel parking permits for Mercure Hawkwell House Hotel at charge of £1 per day</p> <p>As noted above, one of the reasons for parking issues around our area of Church Way is the insufficient capacity of the on-site car park at Mercure Hawkwell House Hotel to accommodate all of the cars and coaches for its overnight guests, as well as the hotel's other users for weddings, conferences, fairs, social functions, and corporate functions. When the hotel car park is over-capacity (which is an almost weekly occurrence) as it stands, guests and hotel users use Church Way as overflow car park - and this has been the case ever since the hotel was granted permission to extend without increasing the car park capacity. The proposal to allow the hotel to have access to unlimited hotel visitor parking permits for use in the CPZ at a charge of only £1 per permit therefore runs the risk of severely limiting access to the parking areas on Church Way for us as residents - and the minimal charge to the hotel means that there will be little in the way of disincentive for suggesting that hotel guests park on Church Way. We feel that this this undermines the entire purpose of the proposed CPZ, and the council's strategy to reduce the amount of visitors driving cars into Oxford.</p>

**SUGGESTED AMENDMENT:** The Mercure Hawkwell House Hotel should be excluded from the provisions of the Hotel Visitors Permit Scheme, and should not be eligible for parking permits for the CPZ - it should instead be reliant upon its own car park facility for all hotel guest and users, or should make use of official council-operated Park and Ride facilities at Redbridge as an alternative.

Issue 2 - Proposed addition of new double-yellow lines / 'No waiting at any time restrictions' on north side of Church Way outside Hartley Russell Close

In the CPZ proposals, there are blue lines on the schematic which suggest that new double-yellow lines ('No waiting at any time restrictions') will be added on the north side of Church Way outside Hartley Russell Close in two stretches. As it stands for us as residents, we often have to use these spaces to be able to park in vicinity to our residences, given that there are 10 terraced houses in our row which do not have off-road parking available to us. Even if we are only possess one car per household, there is only sufficient on-street parking if we are able to extend our parking to the areas in front of Hartley Russell Close at the best of times as it stands - and when non-residents and hotel residents use these areas to park, we are very much reliant on this space or spaces on Iffley Turn to find a space near to our house. Therefore the proposed reduction of parking space outside Hartley Russell Close is of significant concern to us, and may lead to increased need to drive around our area trying to find parking spaces - in turn increasing emissions in our area.

**SUGGESTED AMENDMENT:** Remove the proposals to add new double-yellow lines / 'No waiting at any time restrictions' on north side Church Way outside Hartley Russell Close, and retain existing spaces on the north side of Church Way.

Issue 3 - Lack of new double-yellow lines / 'No waiting at any time restrictions' on south side of Church Way

In the CPZ proposals, there are no additions of new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way). However, the road is too narrow to cope with potential parking on both sides of Church Way outside of residences - both in terms of the risk of blocking the pavements through the possibility of 'verge parking' and the possibility of blocking emergency services or large vehicles (which would not be able to fit between vehicles parked on both sides of Church Way). Given that the CPZ proposals would be removing the number of permitted parking spaces in our area of Iffley significantly, there is a risk that some permit holders or visitors may decide to park on the south side of Church Way - whilst this happens rarely as it stands, it has happened on occasion and has created significant problems.

**SUGGESTED AMENDMENT:** Add new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way).

Issue 4 - Concerns about lack of enforcement of proposed 2-hour allowance for non-permit holders

Whilst we accept the potential benefits to CPZ residents through the proposed 2-hour parking allowance for non-residents visiting residences and business in the CPZ, we are concerned that this may result in non-residents parking in the CPZ for long in excess of 2 hours given that it is a large area to cover for parking enforcement officials. This could result in significant difficulties for permit-holding residents finding space to park in the CPZ.

**SUGGESTED AMENDMENT:** We feel that having enhanced enforcement of the CPZ in the first few months of its implementation should be included in the proposals, in the form of additional resources for parking enforcement officials for the CPZ. We would also like to have an official channel for reporting concerns about vehicles which are breaching the CPZ regulations to ensure its enforcement.

Issue 5 - Lack of secure bicycle parking facilities in Iffley, and consideration of these within proposed CPZ plans  
Given that the introduction of the CPZ (and the council's wider strategy to reduce car usage in the city), it is disappointing that there are no plans to include dedicated secure bicycle parking facilities in the CPZ (as has been used in the LTN areas between Cowley Road and Iffley Road).

**SUGGESTED AMENDMENT:** Addition of secure bicycle parking facilities in conjunction with new CPZ to further encourage use of bicycles as a form of active travel for Iffley village residents.

We hope that you can consider our comments and suggestions, and enact as many of these as possible in the final operation of the CPZ to avoid potential negative consequences for us and the other local residents who the CPZ is being introduced to assist with regards to these issues.

Time of operation – **Just right**

New DYs in Abberbury Road – **No opinion**

New DYs in Augustine Way – **Support**

New DYs in Church Way – **Object**

New DYs in Iffley Turn – **Support**

New DYs in Tree Lane – **Support**

New DYs in Woodhouse Way – **Partially support**

Reduce existing DYs in Cavell Road – **Support**

Issue 2 - Proposed addition of new double-yellow lines / 'No waiting at any time restrictions' on north side of Church Way outside Hartley Russell Close

In the CPZ proposals, there are blue lines on the schematic which suggest that new double-yellow lines ('No waiting at any time restrictions') will be added on the north side of Church Way outside Hartley Russell Close in two stretches.

As it stands for us as residents, we often have to use these spaces to be able to park in vicinity to our residences, given that there are 10 terraced houses in our row which do not have off-road parking available to us. Even if we are only possess one car per household, there is only sufficient on-street parking if we are able to extend our parking to the areas in front of Hartley Russell Close at the best of times as it stands - and when non-residents and hotel residents use these areas to park, we are very much reliant on this space or spaces on Iffley Turn to find a space near to our house. Therefore the proposed reduction of parking space outside Hartley Russell Close is of significant



	<p>concern to us, and may lead to increased need to drive around our area trying to find parking spaces - in turn increasing emissions in our area.</p> <p>SUGGESTED AMENDMENT: Remove the proposals to add new double-yellow lines / 'No waiting at any time restrictions' on north side Church Way outside Hartley Russell Close, and retain existing spaces on the north side of Church Way.</p> <p>Issue 3 - Lack of new double-yellow lines / 'No waiting at any time restrictions' on south side of Church Way</p> <p>In the CPZ proposals, there are no additions of new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way). However, the road is too narrow to cope with potential parking on both sides of Church Way outside of residences - both in terms of the risk of blocking the pavements through the possibility of 'verge parking' and the possibility of blocking emergency services or large vehicles (which would not be able to fit between vehicles parked on both sides of Church Way). Given that the CPZ proposals would be removing the number of permitted parking spaces in our area of Iffley significantly, there is a risk that some permit holders or visitors may decide to park on the south side of Church Way - whilst this happens rarely as it stands, it has happened on occasion and has created significant problems.</p> <p>SUGGESTED AMENDMENT: Add new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way).</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b></p> <p>N/A</p> <p>Any other comments?</p> <p>No</p>
<p>(o101) Local resident, (Iffley Village, Oxford, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p> <p>Firstly, I agree that something needs to be done to address the ever-increasing numbers of cars parking in Iffley and the streets close to my home - many of which are from commuters from outside Iffley using the area as an informal park-and-ride, or are an overflow from the Mercure Hawkwell House Hotel when their on-site car park is at full capacity. I feel that this situation has become dangerous and is detrimentally impacting Iffley Village for those who live here, but also for the many people who frequently take pleasure in walking through and around the village.</p> <p>However, I have a number of concerns about the finer details of the proposals which might actually compound the problems we've been facing as residents in terms of our ability to park outside or in the vicinity of our houses. I'd</p>

therefore like to highlight these problems, and then propose some amendments / suggestions to the proposals as part of the consultation.

Issue 1 - Proposal for unlimited hotel parking permits for Mercure Hawkwell House Hotel at charge of £1 per day

As noted above, one of the reasons for parking issues around our area of Church Way is the insufficient capacity of the on-site car park at Mercure Hawkwell House Hotel to accommodate all of the cars and coaches for its overnight guests, as well as the hotel's other users for weddings, conferences, fairs, social functions, and corporate functions. When the hotel car park is over-capacity (which very regularly occurs) as it stands, guests and hotel users use Church Way as overflow car park - and this has been the case ever since the hotel was granted permission to extend without increasing the car park capacity, and in fact they were allowed to remove car parking spaces which residents at the time strongly objected to. The proposal to allow the hotel to have access to unlimited hotel visitor parking permits for use in the CPZ at a charge of only £1 per permit therefore runs the risk of severely limiting access to the parking areas on Church Way for us as residents - and the minimal charge to the hotel means that there will be little in the way of disincentive for suggesting that hotel guests park on Church Way. We feel that this this undermines the entire purpose of the proposed CPZ, and the council's strategy to reduce the amount of visitors driving cars into Oxford.

**SUGGESTED AMENDMENT:** The Mercure Hawkwell House Hotel should be excluded from the provisions of the Hotel Visitors Permit Scheme, and should not be eligible for parking permits for the CPZ - it should instead be reliant upon its own car park facility for all hotel guest and users, or should make use of official council-operated Park and Ride facilities at Redbridge as an alternative.

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As it stands for us as residents, we have to use these spaces to be able to park in vicinity to our residences, given that there are 10 terraced houses in our row which do not have off-road parking available to us. Even if we are only possess one car per household, there is only sufficient on-street parking if we are able to extend our parking to the areas in front of Hartley Russell Close - and when non-residents and hotel residents use these areas to park, we are very much reliant on this space or spaces on Iffley Turn to find a space near to our house. Therefore the proposed reduction of parking space outside Hartley Russell Close is of significant concern to us, and will lead to increased need to drive around our area trying to find parking spaces - in turn increasing emissions in our area. I am concerned that we will frequently have to find parking in and around Iffley on alternative streets which will in turn take up spaces which will need to be used by residents on those streets which could result in disharmony amongst local neighbours.

**SUGGESTED AMENDMENT:** Remove the proposals to add new double-yellow lines / 'No waiting at any time restrictions' on north side Church Way outside Hartley Russell Close, and retain existing spaces on the north side of Church Way. This is a point both myself and neighbours feel very strongly about to ensure that the proposed CPZ works for those living in the area.

Issue 3 - Lack of new double-yellow lines / 'No waiting at any time restrictions' on south side of Church Way  
In the CPZ proposals, there are no additions of new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way). However, the road is too narrow to cope with potential parking on both sides of Church Way outside of residences - both in terms of the risk of blocking the pavements through the possibility of 'verge parking' and the possibility of blocking emergency services or large vehicles (which would not be able to fit between vehicles parked on both sides of Church Way). Given that the CPZ proposals would be removing the number of permitted parking spaces in our area of Iffley significantly, there is a risk that some permit holders or visitors may decide to park on the south side of Church Way - whilst this happens rarely as it stands, it has happened on occasion and has created significant problems.

SUGGESTED AMENDMENT: Add new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way).

Issue 4 - Concerns about lack of enforcement of proposed 2-hour allowance for non-permit holders

Whilst we accept the potential benefits to CPZ residents through the proposed 2-hour parking allowance for non-residents visiting residences and business in the CPZ, we are concerned that this may result in non-residents parking in the CPZ for long in excess of 2 hours given that it is a large area to cover for parking enforcement officials. This could result in significant difficulties for permit-holding residents finding space to park in the CPZ.

SUGGESTED AMENDMENT: We feel that having enhanced enforcement of the CPZ in the first few months of its implementation should be included in the proposals, in the form of additional resources for parking enforcement officials for the CPZ. We would also like to have an official channel for reporting concerns about vehicles which are breaching the CPZ regulations to ensure its enforcement.

We hope that you can consider our concerns and suggestions, and enact as many of these as possible in the final operation of the CPZ to avoid potential negative consequences for us and the other local residents who the CPZ is being introduced to assist with regards to these issues.

Time of operation – **Just right**

New DYs in Abberbury Road – **Support**

New DYs in Augustine Way – **Support**

New DYs in Church Way – **Object**

New DYs in Iffley Turn – **Support**

New DYs in Tree Lane – **Support**

New DYs in Woodhouse Way – **Partially support**

Reduce existing DYs in Cavell Road – **Partially support**

Issue 2 - Proposed addition of new double-yellow lines / 'No waiting at any time restrictions' on north side of Church Way outside Hartley Russell Close

In the CPZ proposals, there are blue lines on the schematic which suggest that new double-yellow lines ('No waiting at any time restrictions') will be added on the north side of Church Way outside Hartley Russell Close in two stretches. As it stands for us as residents, we often have to use these spaces to be able to park in vicinity to our residences, given that there are 10 terraced houses in our row which do not have off-road parking available to us. Even if we are only possess one car per household, there is only sufficient on-street parking if we are able to extend our parking to the areas in front of Hartley Russell Close - and when non-residents and hotel residents use these areas to park, we are very much reliant on this space or spaces on Iffley Turn to find a space near to our house. Therefore the proposed reduction of parking space outside Hartley Russell Close is of significant concern to us, and will lead to increased need to drive around our area trying to find parking spaces - in turn increasing emissions in our area.  
SUGGESTED AMENDMENT: Remove the proposals to add new double-yellow lines / 'No waiting at any time restrictions' on north side Church Way outside Hartley Russell Close, and retain existing spaces on the north side of Church Way.

Issue 3 - Lack of new double-yellow lines / 'No waiting at any time restrictions' on south side of Church Way  
In the CPZ proposals, there are no additions of new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way). However, the road is too narrow to cope with potential parking on both sides of Church Way outside of residences - both in terms of the risk of blocking the pavements through the possibility of 'verge parking' and the possibility of blocking emergency services or large vehicles (which would not be able to fit between vehicles parked on both sides of Church Way). Given that the CPZ proposals would be removing the number of permitted parking spaces in our area of Iffley significantly, there is a risk that some permit holders or visitors may decide to park on the south side of Church Way - whilst this happens rarely as it stands, it has happened on occasion and has created significant problems.  
SUGGESTED AMENDMENT: Add new double-yellow lines / 'No waiting at any time restrictions' on the south side of Church Way (i.e. between numbers 11 to 33 Church Way).

Permit Eligibility Henley Avenue – **Object**

Due to proposed increased yellow lines and reduction in parking to local residents, I feel that this will cause further parking pressures in Iffley Village

Any other comments?

No

<p>(o102) Local resident, (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>          You need to notify Mercure Hawkwell Hotel, The Tree Hotel &amp; the Isis Farmhouse pub on the river as well as St Mary's Church &amp; Iffley Village Hall-all these have large clients/functions which lead to street parking          You need to send Parking Wardens to enforce CPZ in Iffley-they don't come at present</p> <p>Time of operation – <b>Not restrictive enough</b>          Hotel, church, village hall functions are often Sat/Sun night &amp; evenings</p> <p>New DYs in Abberbury Road – <b>Support</b>          New DYs in Augustine Way – <b>Support</b>          New DYs in Church Way – <b>Partially support</b>          New DYs in Iffley Turn – <b>Partially support</b>          New DYs in Tree Lane – <b>Support</b>          New DYs in Woodhouse Way – <b>Support</b>          Reduce existing DYs in Cavell Road – <b>Support</b>          Church Way is a one way narrow Lane which often has numerous cars parked on kerbs, obstructing pavements</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>          Henley Ave is part of Iffley</p> <p>Any other comments?          You need to contact Mercure Hawkwell Hotel as they have tourist coaches, daily in season, which have no coach parking at the Hotel &amp; which park on the road-Church Way, roundabout corner of Iffley Turn-obscuring view</p>
<p>(o103) Local resident, (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>          I support these proposals because anything that can be done to improve the parking situation along Church Way has to be a good thing. Coaches continually parking on Church Way is a nightmare due to the Mercure Hawkwell House hotel not having sufficient parking in its grounds. It is dangerous as they are blocking the view of other traffic trying to</p>

	<p>get through the village. Even the hotel staff park all day on Church Way. Another problem is cars using Church Way to park their cars all day then going off to work after unloading a bike to use.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  It can only be a good thing to reduce the congestion we have on a daily basis.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Hard to comment as don't live on Henley Avenue.</p> <p>Any other comments?  As stated earlier it can only be a good thing in particular along Church Way.</p>
<p>(o104) Local resident,  (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Most days, and nights, Church Way seems to be full of parked vehicles - people park up, then walk or ride (bicycle) off not to be seen again until they return later in the day or sometimes days later. On busy days/nights at the Hawkwell Hotel, nearly every time Church Way near the vicinity of the hotel is full of hotel visitors cars. Latecomers seem to have no qualms parking in front of gates affording vehicular access to certain properties. Fine - until a resident needs to leave the property by vehicle or, in the event of a requirement for the attendance of fire appliances or ambulances they have no means of entry to the property and would find parking on the road difficult due to the number of vehicles already there.</p> <p>The bulk of extra vehicles parked towards the Church End of Church Way is always noticeable when the ISIS Farmhouse are having one of their noisy events.</p>

	<p>The other major problem is large motor coaches delivering guests to the Hawkwell - I appreciate they need to load and unload passengers on Church Way, as few seem to be able to actually drive into the hotel grounds, however the coach is then parked overnight on Church Way or Iffley Turn.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYs in Abberbury Road – <b>Support</b>  New DYs in Augustine Way – <b>Support</b>  New DYs in Church Way – <b>Support</b>  New DYs in Iffley Turn – <b>Support</b>  New DYs in Tree Lane – <b>Support</b>  New DYs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  As I stated earlier after Question 5</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  As previously stated</p> <p>Any other comments?  Long overdue - as other CPZs have been introduced in the local area, Iffley has noticeably become far busier and attracted far more long term motor vehicles parking by day and night.</p>
<p>(o105) Local resident,  (Iffley Village, Church  Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  I live at 113 Church Way and at weekends it is often difficult to reach my house and my garage (which is up a little lane next to 111 Church Way) - so restricting the parking will be a good thing for me.  it is less good for walkers who can park easily here and enjoy good walks along the riverside</p> <p>Time of operation – <b>Just right</b></p> <p>New DYs in Abberbury Road – <b>No objection</b>  New DYs in Augustine Way – <b>No objection</b>  New DYs in Church Way – <b>Support</b></p>

	<p>New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  No objections - supporting in my road and Iffley Turn - Iffley turn gets very dangerous with all the convenience parking for people wishing to drive into the ring road and then get the bus.....and the number of cars parked, plus cyclists plus congested traffic gets quite scary at times!</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  No understanding of the implications and how it affects residents or any other user</p> <p>Any other comments?  No other comments. I would like double yellow lines opposite the little lane between no 111 and the Old School house - as sometimes it is difficult to get into or out of the access road.</p>
<p>(o106) Local resident,  (Iffley village, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Hawkwell house dont have enough parking and often their guests and coaches spill out on to our road. There are also lots of people that use the road as park and cycle blocking off spaces for residents.</p> <p>Time of operation – <b>Too restrictive</b>  I think the main issue is people leaving their cars for weeks on end OR parking for work and cycling in. A one hour window of restriction in the working week e.g. no parking 1-2pm would stop 90% of the issues</p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  n/a</p>



	<p>Permit Eligibility Henley Avenue – <b>No opinion</b> no opinion</p> <p>Any other comments? please don't give Hakwell house loads of permits for their guests and/or coaches. They use Iffley as an overflow carpark and make it very challenging for residents.</p>
<p>(o107) Local resident, (Iffley, Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> I recognise the need for CPZ to reduce parking on Iffley Turn which is currently very difficult to drive down with so many cars. I recognise the likelihood of displacement parking and therefore also support the introduction of a CPZ on the streets immediately nearby but do not see the need for such restrictions on Church Way near the Church and Church Hall - where they will cause considerable difficulty for those wishing to run or longer events in these places and will result in the loss of hirings to the parish hall to the extent that this highly valued and well used community asset may well become financially non-viable.</p> <p>Time of operation – <b>Too restrictive</b> Restricting the hours of operation from Monday to Friday would reduce but not eliminate the problems caused for the Church and Parish Hall.</p> <p>New DYs in Abberbury Road – <b>Object</b> New DYs in Augustine Way – <b>Support</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Support</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>Partially support</b> Some DYL restrictions are necessary for safety reasons, to facilitate emergency vehicle access, and to assist traffic flow on our narrow streets.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b></p>

	<p>I do not know how much of a problem the current arrangements are but have some concerns about additional vehicles wishing to use the very restricted space in Church Way where it can be difficult for residents of the terrace adjacent to Hartly Russell Clo</p> <p>Any other comments? As churchwarden, I have major concerns about the impact of the scheme as it is currently proposed to operate on the Church and Church Hall. They will cause considerable inconvenience to attendees who need, by reason of infirmity or distance, to use thei</p>
<p>(o108) Local resident, (Iffley Village, Church Way, Iffley)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> Iffley is one of, if not the last, semi-rural village within the Oxford ring-road. The village environment will be significantly damaged by yellow lines, parking signage and unnecessary and unwanted parking restrictions.</p> <p>Time of operation – <b>Too restrictive</b> We do not need these restrictions. Please can the council concentrate on things that really matter and not waste its money on trying to control the lives of local residents.</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> As already said, these restrictions are unnecessary and unwanted. Please stop trying to control our lives and wasting tax-payers money. Without strict enforcement, which will be very expensive, the restrictions will simply further deteriorate the lives of local residents, whilst making no difference to the number of non-residents parking on our roads.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Please stop meddling in our lives when it is unnecessary.</p>

	<p>Any other comments? No</p>
<p>(o109) Local resident, (Iffley, Cordrey Green)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> As with all other CPZs, this will drive car parking into other streets, and make life harder for local residents trying to park. It's also unnecessary as we don't have a parking problem in Iffley. Iffley village and Iffley lock are important local amenities and locking people out of them with a CPZ is unpleasant and inequitable. I'm all for active transport, but that's not viable for some people. Please spend money on public transport infrastructure, bus prioritisation and other ways to reduce the number of people that feel the need to drive down Iffley road and park closer to town. CPZs are a poor sticking plaster that make life worse for the less fortunate in our city for the benefit of the wealthy that can afford to live in town. Why are we making our society more unequal with unnecessary measures like this?</p> <p>Time of operation – <b>Too restrictive</b> If there were to be a CPZ, it should be light, and just impact people that were using Iffley as a place to "park and ride" so, for example weekdays 10AM - 3PM would be sufficient to have the intended impact without adversely affecting lots of leisure acti</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Partially support</b> Reduce existing DYLS in Cavell Road – <b>Object</b> It's become hard to drive down Iffley Turn because of the cars parked either side.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Can't they be in both? Seems annoyingly limiting for them.</p> <p>Any other comments? I don't think CPZs are the solution to our transport problems.</p>

	<p>I think Iffley village and surrounding natural area is an important community resource, NOT the preserve of those of us that live here. I don't want to exclude people from coming to visit.</p>
<p>(o110) Local resident, (Iffley private resident/Iffley Village Shop volunteer., Cordrey Green)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Opportunist park and ride behaviour around Iffley turn and Woodhouse way must be prevented. Measures should be just sufficient to prevent all day parking by vehicles with no bona fide business in the area. However, these measures should not be so draconian as to penalise bona fide visitors, residents and users of church and village hall.</p> <p>Time of operation – <b>Too restrictive</b>  Any restrictions put in place should operate Monday to Friday only, and for a shorter span of enforcement hours, sufficient to discourage continuous all day parking for park and ride behaviourists e.g. Mon – Fri, 11–2, 2 hours limit. Restrictions should n</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Provision needs to be made for loading/unloading at Iffley Village Shop, 77 Church Way.  Proposed DYLS outside Hartley Russell Close are only necessary directly opposite the entrance to Hawkwell House Hotel to facilitate large vehicle access and egress.  Proposed DYLS on Church Way between the junction with Abberbury Road and Iffley Church would be vexatious for people wishing to park to attend church and village hall events.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I think we need strenuously to avoid penalising villagers and their visitors for parking where they need to. There is undeniably a shortage of parking in Iffley Village, but this shortage will not disappear with the introduction of a CPZ. The shortages wi</p> <p>Any other comments?</p>

	<p>As a general comment on the use of CPZs to support delivery of wider transport initiatives across the city, it seems appropriate to point out that in this case we have a park-and-ride behaviour problem which indicates that the city needs another park and</p>
<p>(o111) Local resident, (Iffley, Cordrey Green)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Any proposal which limits anti-social parking along the narrow roads in Iffley is to be welcomed - as long as the scheme is effectively and efficiently enforced.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Partially support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Support</b> All supported to prevent parking in uncontrolled areas within the bounds of receive proposed restrictions.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Outside my area.</p> <p>Any other comments? The double yellow lines by the Church Way/Iffley Turn mini roundabout need to extended to remove parking on the approaches to the roundabout from all four directions.</p>
<p>(o112) Local resident, (Iffley Village, Cordrey Green)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Congestion around Iffley Turn by commuter parking and abandonment of vehicles for several months but which cannot be moved because they have road tax</p>

	<p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>Currently vehicles park too close to Iffley Turn roundabout. DYLS are needed on Woodhouse Way because vehicles park on the bend as existing lines don't extend far enough. DYLS are needed on one side of Iffley Turn hill as current parking on both sides of road make this road impassable at times. DYLS needed at bottom of Tree Lane as vehicles do sometimes park on this triangle making access in and out of Tree Lane difficult and obscuring visibility of vehicles on Church Way.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  I welcome the proposed scheme</p>
<p>(o113) Local resident,  (Oxford, Courtland)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  There is always space for residents to park on our road. A cpz is unnecessary and the charges are very high (a £20 increase since the last consultation on this issue about 2 years ago).</p> <p>Time of operation – <b>Too restrictive</b>  If the proposals are to deter commuter parking, the enforcement should only be Monday to Friday, 9-5 as is the case in the Florence Park cpz. Saturday and Sunday are when most family visits are made and the visitor allowance is less than one per week, in</p> <p>New DYLS in Abberbury Road – <b>Object</b></p>

	<p>New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Not necessary - double yellow lines should only be put where parking is making a road dangerous for example, double yellow lines are needed on the corners at the bottom of Courtland Road near the shops.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  It does not make any difference to these householders- they will still be in a cpz.</p> <p>Any other comments?  I think all the cpzs are just a way of raising revenue by the council. If the cpzs are to deter commuter parking then resident permits and all visitor permits should be free of charge.</p>
<p>(o114) Local resident,  (Oxford, Courtland Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  There is no need for this change. There are higher priority matters for the council to focus on. This is simply a revenue generating scheme.</p> <p>Time of operation – <b>Too restrictive</b>  If you insist in the scheme it should be Monday to Friday 08.00 to 17.30 only</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Lack of residents support</p>

	<p>Permit Eligibility Henley Avenue – <b>Object</b> As previous response</p> <p>Any other comments? No</p>
<p>(o115) Local resident, (Oxford, Courtland Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> On street parking is not a problem on our road - there are sections near to the Iffley Road where there is a problem - but one size does not fit all.</p> <p>Time of operation – <b>Too restrictive</b> Definitely not required at weekends if the perceived problem is with weekly commuters parking. Solution is better buses linking to the railway station - it's not rocket science</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> I don't live in these streets</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Not relevant to where I live</p> <p>Any other comments? There has been no consultation, the council has just taken the decision to impose anyway</p>
<p>(o116) Local resident, (Oxford, Courtland Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p>



	<p>Overall opinion – <b>Object</b>  Currently, there seems to be enough parking for residents and their visitors. I believe that having controlled parking would just add unnecessary expense and bureaucracy. In my view it is not needed, certainly in Courtland Rd, where I live. It is disappointing that the proposal does not cover the area at the entrance to Courtland Rd, where parking is certainly crowded. It would be helpful to have some yellow lines around the corner where traffic turns left into Courtland Rd. There is frequently unhelpful and sometimes illegal parking there.</p> <p>Time of operation – <b>Too restrictive</b>  As stated, I don't support any controlled parking in Courtland Rd.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Having previously lived in Cavell Rd, I know how Iffley Turn can become unsafe through parking and traffic, and support anything which creates more space.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I don't know how the Henley Ave residents feel about this.</p> <p>Any other comments?  I don't believe that there should be controlled parking when it is unnecessary, and this is my view regarding parking in Courtland Rd.</p>
<p>(o117) Local resident,  (iffley, Courtland Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  i live on Courtland Rd and have done for 15 years there is no parking issue and always dozens of free car park places day and night a CPZ is simply not needed !! I do appreciate that the entrance to Courtland Rd by the shops and Chemist then that can become congested but that is NOT a reflection of the whole rd</p>

	<p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  My comments relate to Courtland Rd and will leave the residents of above roads to comment on their roads</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  People on the effected roads are best left to comments</p> <p>Any other comments?  I strongly object to imposing these restrictions on residents on Courtland Rd who do not want this scheme and have no need for it</p>
<p>(o118) Local resident,  (Oxford, Courtland Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p> <p>I strongly object to the proposed parking zone in Courtland Road where I live for many reasons:</p> <ol style="list-style-type: none"> <li>1) Most of the time the parking works fine.... if it ain't broke don't try to fix it</li> <li>2) CPZ will be expensive for residents and very restrictive overall and will not solve the problem by the shops.</li> <li>3) CPZ restrictions create less parking space ..not more.</li> <li>4) CPZ restrictive stop people getting regular visits from family and friends if they need them for daily support, eg child care/elderly care that is NOT performed by eg professional carers</li> <li>5) Courtland Rd is NOT part of Iffley village and shouldn't be treated as if they are the same. It has just 1 place that gets blocked by parking and that is at the main road end by the shops.</li> <li>6) A far simpler and more effective treatment of the problem around the shops would be to put double red lines around the corner areas from the plumbing shop and towards the co-op/and on other side of road from cafe back to the main road. People coming to shop can park behind the coop and also further down the street for the short time that they need to, if the spaces at the fron of the co-op are taken.</li> </ol>

Time of operation – **Too restrictive**

I don't think there should be any restrictions

New DYLS in Abberbury Road – **No opinion**

New DYLS in Augustine Way – **No opinion**

New DYLS in Church Way – **No opinion**

New DYLS in Iffley Turn – **No opinion**

New DYLS in Tree Lane – **No opinion**

New DYLS in Woodhouse Way – **No opinion**

Reduce existing DYLS in Cavell Road – **No opinion**

I strongly object to the proposed parking zone in Courtland Road where I have lived since 1996.

Parking is not a big issue here except for at corners near the shops.

Most of the time the parking works fine.... if it ain't broke don't try to fix it.

CPZ will be expensive for residents and very restrictive overall (for 7 days a week) and will not solve the problem by the shops.

CPZ restrictions create less parking space ...not more.

CPZ restrictions stop people getting regular visits from family and friends.

I have not given an opinion for any of the streets I don't live in listed above as I believe the residents should be able to decide for themselves, not people who do not live in the street. Courtland Rd is NOT part of Iffley village and shouldn't be treated as if they are the same.

These sort of changes are made with a pretence of consultation but do not represent the views of users when decisions are made without direct experience of the situation. Who of the decision makers tried cycling or driving down Rose Hill when that lamentable decision was made to make one lane - where cars took the short cut past the dentist and cut in to the cycle lane to avoid the queues! And why didn't anyone suggest putting the cycle lane through the short cut instead? Has the Council got into the habit of asking but not listening to answers?

Permit Eligibility Henley Avenue – **No opinion**

I do not live there..How can I know the impact?

Any other comments?

I think CPZ is a bad idea in residential areas where it is not needed

<p>(o119) Local resident, (Rose Hill/, Courtland Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I object on the following. Grounds</p> <ol style="list-style-type: none"> <li>1. A CPZ is not necessary on Courtland Rd. It will adversely affect who have help during the day for childminding etc.</li> <li>2. The proposal of 7 days a week is completely unnecessary and if it goes ahead so be shortened to Monday to Friday</li> <li>3 Parking along Abberbury Road in Iffley should not be restricted as residents have off road parking and there should be somewhere to park that allows access to the river</li> </ol> <p>Time of operation – <b>Too restrictive</b> Maximum of a few hours in the middle of day Monday to Friday to deter commuters from parking all day</p> <p>New DYs in Abberbury Road – <b>Object</b> New DYs in Augustine Way – <b>No opinion</b> New DYs in Church Way – <b>No opinion</b> New DYs in Iffley Turn – <b>No opinion</b> New DYs in Tree Lane – <b>Support</b> New DYs in Woodhouse Way – <b>No opinion</b> Reduce existing DYs in Cavell Road – <b>No opinion</b></p> <p>..</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p> <p>.</p> <p>Any other comments? No</p>
<p>(o120) Local resident, (Rose Hill, Courtland Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p>

	<p>We live in Courtland Rd. Parking is not currently a problem in our section of the street but it is in other areas so we understand the need for restrictions. Also, if they are put in place in Iffley, there will inevitably be a knock on effect that will product parking problems here. However, the biggest issues are during the week when people commuting into Oxford park in the area. It is unnecessary to have restrictions in place over the weekend, so we would prefer Monday to Friday only.</p> <p>Time of operation – <b>Too restrictive</b> Prefer not at weekends</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  We support the indicated restrictions as they should improve cycling safety at some corners</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I have no opinion</p> <p>Any other comments?  No</p>
(o121) Local resident, (Oxford, Courtland rd)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Mildly prefer no change to status quo. Would object to partial implementation (with iffley village in and iffley borders out).</p> <p>Time of operation – <b>Too restrictive</b>  The problems this is designed to address are less significant at the weekend; weekend parking by cars from out of area is more likely to be by visitors to local residents, and not by commuters. Therefore prefer cpz operation M-F only</p>

	<p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  None</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Surely only those residents should be asked about this</p> <p>Any other comments?  Improving park and ride service would be a much better overall strategy...</p>
<p>(o122) Local resident,  (Rose hill, Courtland re)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Our end of Courtland rd is not affected by people parking. Forcing people to pay for parking permits then just adds to the cost of living crisis. Iffley and rose hill should be thought of separately</p> <p>Time of operation – <b>Too restrictive</b>  Monday to Friday 9-5</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Na</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>

	<p>Na</p> <p>Any other comments? Should have 50 visitor permits for free</p>
<p>(o123) Local resident, (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I'm sure there are good reasons to introduce a CPZ on some of the streets in the area. But I live on Courtland Road, and parking isn't really a problem here. My worry is that this will create an unnecessary cost for residents, some of whom would struggle to afford it, and it would encourage some people to turn their front gardens into driveways - which would detrimental for the environment and for the look and feel of the street. I'm generally in favour of traffic control measures in Oxford - but I don't understand what the purpose / motivation is for this specific proposal, and I feel that the downsides might outweigh any benefits - at least for Courtland Road. Thanks</p> <p>Time of operation – <b>Too restrictive</b> Again, I don't think parking is really a problem on our road (Courtland Road) - so I don't see the need for new restrictions. But if there are going to be restrictions, it would be better if it didn't include weekends, because that's when people are more</p> <p>New DYs in Abberbury Road – <b>No opinion</b> New DYs in Augustine Way – <b>No opinion</b> New DYs in Church Way – <b>No opinion</b> New DYs in Iffley Turn – <b>Partially support</b> New DYs in Tree Lane – <b>Partially support</b> New DYs in Woodhouse Way – <b>No opinion</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> I don't know most of those streets well enough. But I can see that Tree Lane and Iffley Turn, which are quite narrow, might benefit from fewer cars parked there. Iffley Turn in particular can be dangerous when cars are squeezing through at the moment</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I don't know what the pros and cons of this would be</p>

	<p>Any other comments? No</p>
<p>(o124) Local resident, (Oxford, COURTLAND ROAD)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I do not want to pay to park outside my home. I have never had any issues parking here. There is plenty of space currently.</p> <p>Time of operation – <b>Not restrictive enough</b> 24/7</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> Greedy council</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Greedy</p> <p>Any other comments? No</p>
<p>(o125) Local resident, (Oxford: Iffley Borders, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p>



	<p>Courtland Road has plenty of parking away from Henley Avenue. I don't want to pay to park, or ask visitors to park, outside my house. Changing to a CPZ on my road will encourage people to put in driveways which will ruin the gardens in the street which provide a home for plants and wildlife.</p> <p>Time of operation – <b>Too restrictive</b> I don't want a CPZ on my street.</p> <p>New DYs in Abberbury Road – <b>Object</b>  New DYs in Augustine Way – <b>No opinion</b>  New DYs in Church Way – <b>No objection</b>  New DYs in Iffley Turn – <b>No objection</b>  New DYs in Tree Lane – <b>Object</b>  New DYs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  N/a</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No view</p> <p>Any other comments?  N/a</p>
<p>(o126) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Where I am in Courtland Road there are no problems with parking. I am not aware of any people 'dumping' their cars for the day. Only used by residents and visitors or tradespeople. Therefore there is no benefit to us and £70 pounds poorer for the privilege. This proposal does nothing to stop parking in front of the shops on the wide pavements or parking at the start of Courtland Road creating a blind corner. Please explain what benefits we are getting for the cost and clutter of signage.</p> <p>Time of operation – <b>Too restrictive</b>  9 to 5 and 3 hours for visitors</p>

	<p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  There are some parking issues in these areas but I think residents in those roads should have the final say</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I don't fully understand the reasoning for this.</p> <p>Any other comments?  This does not benefit people in Courtland Road, it's just another cost added to the cost of living crisis.</p>
<p>(o127) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  There is no need. We never have a problem parking any day of the week. This is not a change we have asked for or want. People will get rid of their front gardens to have off street parking and avoid the cost and that would be an environmental shame. We don't want it.</p> <p>Time of operation – <b>Too restrictive</b>  Any time is too restrictive. There is no option to say that we want NO times!</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  No need for them.</p>

	<p>Permit Eligibility Henley Avenue – <b>Object</b> No need</p> <p>Any other comments? No</p>
<p>(o128) Local resident, (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> There is no problem with parking in my area, Courtland Road. Introduction of a larger zone than is actually required is a cynical move on behalf of the council and would seem to be motivated by extracting more money from local residents in a relatively affluent area. Abberbury road and Avenue residents have their own driveways - the only people parking restrictions will affect are parents of children playing football on the recreation ground. I am concerned that elderly neighbours will have trouble obtaining visitors permits for carers and other relatives who come regularly to the house. I do not want to engage with a layer of admin whenever I have friends to visit. Why is this not being extended to the whole of Rose Hill if it is for more laudable 'green' reasons? The zone noticeably stops at Rowney place - it is the Cutteslowe walls all over again! Also the proposal fails to address the 'wild west' style parking that goes on at Rose Hill parade, outside the chemists, plumbing supplies and takeaways. Vehicles are always parked on the pavement and this is a considerable danger to pedestrians. The zone should be re-assessed at least to exclude the Courtland Road area and roads coming off it. It is arguable whether there are any benefits financial or otherwise in including the Abberburies or even sheepway court and woodehouse way in this zone. I expect that in the original draft consultation the vocal, and often well organised, residents of Iffley village wanted a CPZ to deter people coming from out of the village to visit Iffley lock or the pubs and village hall by car. It will also presumably impact on church users. If the 'villagers' want a CPZ I reluctantly say 'let them have it, on their own heads be it' but keep Iffley fields and environs out of it.</p> <p>Time of operation – <b>Too restrictive</b> None or 9 to 4pm Monday to Friday excluding bank holidays</p> <p>New DYLS in Abberbury Road – <b>Object</b></p>

	<p>New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  these don't directly impact me but I can see the sense of some of them</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Object in principle to the proposed Iffley CPZ</p> <p>Any other comments?  see previous, cynical move on behalf of the council</p>
<p>(o129) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  No need - completely unnecessary.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  No need for further measures.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  No need for this.</p> <p>Any other comments?</p>

	<p>None -</p>
<p>(o130) Local resident, (Iffley, Courtland road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> It seems OK as it is. There are problems with builders parking near the row of shops/Leys Pharmacy but don't think that should be dealt with by CPZ?</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> I object so don't have opinions about individual roads</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> ff</p> <p>Any other comments? No</p>
<p>(o131) Local resident, (Iffley, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> Courtland Road doesn't need a CPZ and I don't believe a majority of its residents have requested one. There may be some streets in the proposed area which would benefit, but it's up to those residents to request/vote for controls in their street. Please don't spoil the appearance of our leafy residential road with "repeater signs".</p>

	<p>Residents will want to avoid the £80+ tax and even more front gardens will be converted into high run-off parking spaces with dropped kerbs that reduce the number of street spaces.</p> <p>Time of operation – <b>Too restrictive</b> I am not in favour of the scheme.</p> <p>New DYLs in Abberbury Road – <b>No opinion</b>  New DYLs in Augustine Way – <b>No opinion</b>  New DYLs in Church Way – <b>No opinion</b>  New DYLs in Iffley Turn – <b>No opinion</b>  New DYLs in Tree Lane – <b>No opinion</b>  New DYLs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLs in Cavell Road – <b>No opinion</b>  It's up to those residents to request/vote for DYLs (double yellow lines apparently, but I had to Google it!) in their street.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  It's up to those residents to request/vote for changes in their street.</p> <p>Any other comments?  To clump the whole area in as one is clumsy and ill-considered.</p>
<p>(o132) Local resident,  (Iffley, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Parking is not an issue in this area and this scheme is not required here. It was rejected within the last few years and this feels like the council pushing an agenda that has not been asked for, considering the tight timeframe since 2021.</p> <p>Time of operation – <b>Too restrictive</b>  There should be no restrictions on the weekend. With the proposed times people who have family to visit are affected. This is not a commutable route nor near plenty of shops so parking is not affected by those coming from outside unless they are visiting</p> <p>New DYLs in Abberbury Road – <b>Object</b></p>

	<p>New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  This is restrictive for the area.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  N/A</p> <p>Any other comments?  I strongly object to this proposal. I am primarily a public transport user/pedestrian and rely on people to visit me. I would not get any assistance but this would be very disruptive. From my own observation this scheme is not required and there has been</p>
<p>(o133) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  We don't have a significant problem with parking in Courtland Road. We appreciate the fact that our visitors can freely come and go and rare inconveniences are easily managed via the street whatsApp group.  We do not want to pay for the privilege of parking in our own street. We do not want to have to pay for the privilege of our visitors parking in our own street. We do not want the hassle of having to apply for permits for ourselves and visitors. There is no obvious benefit here for residents as we are managing parking fine at present. If you want to raise income for the council then please do this directly via council tax and not indirectly via unwanted CPZ zones. Please listen to residents - we are happy with present arrangements.</p> <p>Time of operation – <b>Too restrictive</b>  We don't want the scheme at all but there is no need to extend through the whole day. Only early am restriction would be needed to deter "park and ride".</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b></p>

	<p>New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>These proposals are trying to address a problem that simply isn't there. Take Abberbury road as an example: All the houses there have huge driveways that accomodate their own cars plus visitors. There is no need to restrict on road parking which is very useful for people visiting the river and the ISIS pub. This is a lovely area for riverside walks and the ISIS will struggle for customers if they cannot park nearby as it has no vehicular access.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  What are the current issues with parking?</p> <p>Any other comments?  Unwanted by residents of Courtalnd Rd</p>
<p>(o134) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I live on Courtland Road and have little difficulty parking my car at any time of day or any day of the week, despite being close to many shops and food outlets. While Iffley Village may well have a problem, we are far enough away from the village for it to be very unlikely that non-residents displaced from there would choose to come all the way to Courtland Road to park. In addition, if we have a CPZ on Courtland Rd, any non-resident parking here will simply be displaced a few metres away to Rowney Place and Spencer Crescent, where no CPZ is proposed. Finally, if in the unhappy event the council does decide to implement at CPZ on Courtland Rd, it should only operate Monday to Friday, 9.00-5.00. The proposed 24/7 restriction on non-resident parking is very much overkill.</p> <p>Time of operation – <b>Too restrictive</b>  Monday-Friday, 9am-5pm</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b></p>



	<p>New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I hardly ever need to park on these streets as I live within walking distance of them.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I don't live on this street.</p> <p>Any other comments?  The addition of Courtland Rd/ Annesley Rd/ Hunsdon Rd etc to the Iffley CPZ seems poorly thought through and argued for.</p>
<p>(o135) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I object to the proposal insofar as the situation in Courtland Road is concerned. There are no parking problems in our road, to the contrary, the street is frequently empty, particularly during the day. The proposal may have some merit in other areas, such as Church Way, where I used to live many years ago and where there were often parking problems. However, I am unable to judge the current situation in that area. As such, I partially object to the proposal with regard to Courtland Road and surrounding streets in Rose Hill, for the rest I must remain neutral.</p> <p>Time of operation – <b>Too restrictive</b>  See before - I am generally against a CPZ in the Courtland Road area.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  I frequently pass through Tree Lane and Woodhouse Way and am truly puzzled as to why there would be a need for DYL.</p>

	<p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I am neither objecting nor supporting because I am not directly concerned by this particular proposal. I leave it to those who are.</p> <p>Any other comments?  The proposal is very poorly motivated. The succinct Statement of Reasons does not give any compelling reason why a CPZ is required in the Courtland Road area. It states: "The proposals seek to alleviate the problems associated with non-resident parking &amp;</p>
<p>(o136) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I live on Courtland Road, and see no case for controlled parking on our street. I strongly object to this proposal. There is maybe a case for controls at the shops junction, where there is endemic parking on the pavements and on bends, obstructing traffic flow and the line of vision, sometimes dangerously. But this should not extend into the main area (Courtland, Annesley, Hunsden roads etc). This could be reviewed after one to two years perhaps, if it proves that commuter parking is displaced from other CPZs into Courtland/Annesley/Hunsden roads.</p> <p>Time of operation – <b>Too restrictive</b>  I do not want a CPZ in my street, Courtland Road</p> <p>New DYs in Abberbury Road – <b>Object</b>  New DYs in Augustine Way – <b>No opinion</b>  New DYs in Church Way – <b>Object</b>  New DYs in Iffley Turn – <b>No opinion</b>  New DYs in Tree Lane – <b>No opinion</b>  New DYs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  There needs to be some parking/access for those walking to the lock and along the river</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  don't know</p> <p>Any other comments?</p>

	<p>Particular circumstances in particular neighbourhoods need to be considered, rather than imposing blanket CPZs. In my view the Courtland/Annesley area does not warrant a CPZ. This may change if commuter parking is displaced to our area, so may need re-eval</p>
<p>(o137) Local resident, (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p> <p>Your survey title already highlights the issue. This is not 'Iffley'. The residents of Iffley Village largely support a CPZ, or at least everyone with a private driveway does. The residents of neighbouring streets do not have driveways and will therefore have to fork out hundreds of pounds a year to park outside their houses. We are essentially funding the scheme for Iffley Village as hardly any income will come from there.</p> <p>There are not parking issues on Courtland Road or surrounding roads which warrant a CPZ. There ARE parking issues near the shops, but the CPZ will not address these as non permit holders will still be able to park for two hours. This area needs some double yellow lines and the introduction of dedicated parking spaces for the pharmacy, cafe and plumbing shop. Constant inconsiderate pavement parking is dangerous, especially for those with young children. After 16 years living on Courtland Road with one car, we have recently bought a second car. We have two young children (1 and 3) and often need to use a car with them, but my husband also commutes to work outside of the city. We are now facing permit costs of £160 a year to park outside of our home, where we have parked for 16 years without issue. I cannot remember one occasion when I have not been able to park. On top of this we will need to spend £62 on visitor permits, and still not have enough. Our children are looked after by their grandparents 2 days a week. This will use our entire entitlement of visitor permits. That leaves no permits for my children's friends to come for play dates, or for my family to visit from out of the county. Of course, this is of little consideration to the residents of Iffley Village who have adequate private parking for themselves and visitors to their homes.</p> <p>The introduction of a CPZ is going to cost young families around £210 a year. On top of rising childcare costs and the cost of living, this is an additional pressure which could be easily avoided.</p> <p>The two areas need to be addressed separately. There are concerns that a CPZ in Iffley Village will push 'commuter parking' up to Iffley Borders, but why can't we wait to see if that is indeed the effect? Hopefully people might finally decide to use the park &amp; ride.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>None, but if it MUST happen, then Mon-Fri 9-5 would still prevent people from parking to commute in to the city, but allow more flexibility for visitors.</p>

	<p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>Abberbury Road does not need DYL, everyone has a driveway and visitors to the church and village hall HAVE to be able to park somewhere. It might not be attractive, but it does not cause an issue, its a HUGE road.  Church Way does need some new DYL to ensure the road is not blocked to moving traffic. However, sufficient parking places need to be available to residents who have no private parking.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Is this to provide further 'funding' for the Iffley Village CPZ, given that it needs to pay for itself?</p> <p>Any other comments?  It has not been properly considered and is going to make a lot of local residents very unhappy. Maybe if the P&amp;R was not so expensive, people would use it, therefore not parking on our streets to use the local buses.</p>
<p>(o138) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  We will incur a lot of extra cost on top of already challenging financial situation.  It will make child care difficult due to limited passes and my parents will be limited to how many times they can visit us a year. Currently they offer child care at least twice a week and then we have other friends and family that would like to visit. This will create emotional stress.  It will also result in a large number of house holds replacing front gardens for driveways increasing problematic surface run off and reducing biodiversity let alone the look and feel of the area</p> <p>Time of operation – <b>Too restrictive</b>  None</p> <p>New DYLS in Abberbury Road – <b>No objection</b></p>

	<p>New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  Does not affect Courtland road</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  Does not affect Courtland road</p> <p>Any other comments?  This feels like a money making scheme for the council. Please make it easier to do the right thing transport wise and not just keep increasing the difficulty of moving around in Oxford.  It is becoming a less desirable place to live and you will stifle gr</p>
<p>(0139) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  No clarity on free 25 visitors permits, it is per calendar year or is a one off?</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  None of the areas impacted us</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  —</p>

	<p>Any other comments? No</p>
<p>(o140) Local resident, (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> Doesn't include the zone around the ships near the coop which is regularly used for all day parking, visiting local business and gets very congested with very little enforcement. Also pavement parking is common place. Elsewhere on Courtland Road we don't have a problem with parking and it will just add to household costs for no good reason</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYs in Abberbury Road – <b>No opinion</b> New DYs in Augustine Way – <b>Support</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>No opinion</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> Some of these roads highlighted are used for long term parking/commuting You could make them paid for via an app which puts the costs to the motorist instead of the household</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Unsure of problems faced in this area</p> <p>Any other comments? No</p>
<p>(o141) Local resident, (Iffley, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p>

	<p>I think the cpz may be relevant in Iffley village however as a resident on Courtland Road I do not feel there is a need for it. It will encourage people to turn their front gardens into car parking spaces which would be a shame</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  To put across the opinion that cpz is not necessary on Courtland Road where I live</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  No opinion</p> <p>Any other comments?  No</p>
<p>(o142) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Agree that Iffley Village should become permitted to help reduce the amount of traffic in the area. Living on Courtland Road the issue of parking is due to people using it to park when going to the nearby shops. Cars are regularly parked on double yellow lines or on corners. I'm not sure if permitting this road and local area will help to solve the issue unless there is more regular patrols by traffic enforcement officers.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b></p>

	<p>New DYLs in Tree Lane – <b>Support</b>  New DYLs in Woodhouse Way – <b>Support</b>  Reduce existing DYLs in Cavell Road – <b>Support</b>  Support</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  Support</p> <p>Any other comments?  Made comments in previous sections</p>
<p>(o143) Local resident,  (Iffley borders, Courtland  road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Happy with all...but would want 25 visitor permits per year free.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLs in Abberbury Road – <b>No opinion</b>  New DYLs in Augustine Way – <b>No opinion</b>  New DYLs in Church Way – <b>No opinion</b>  New DYLs in Iffley Turn – <b>No objection</b>  New DYLs in Tree Lane – <b>No opinion</b>  New DYLs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLs in Cavell Road – <b>No opinion</b>  Na</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Na</p> <p>Any other comments?  No</p>



<p>(o144) Local resident, (Oxford, COURTLAND ROAD)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Very concerned about CPZ Church Way Iffley at the far end by the Church and the Village Hall. The Village Hall needs to make an income and CPZ here will deter people from making a booking. Likewise, the Church needs unlimited access for all sorts of reasons.</p> <p>Time of operation – <b>Too restrictive</b>  As I said, the Church in Iffley Village needs unlimited access as does the Village Hall.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  As stated, Church and Hall need access.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I think there is far too much interference from the Council. Problems have become exacerbated over the last few years due to all these innovations and restrictions, and is giving Oxford a bad name. People are reluctant to visit due to all these restrictio</p> <p>Any other comments?  I would like to think this survey is read and considered, along with all the other surveys, but on recent behaviour, it appears OCC don't listen at all to what the residents want.</p>
<p>(o145) Local resident, (Oxford, Courtland road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p>

	<p>I believe mon-fr, 9-5 residents parking, with non residents able to park for 2 hours would be more appropriate. This would enable families/ friends/ others who do not live in the area to visit and access facilities at 'social' times of the day/ week whilst managing those who use the area as a form of park &amp; ride/cycle during the week, which involves leaving a car all day and preventing others from parking. This feels like a more equitable way to meet needs of local residents as well as those Oxford residents who may not live locally, but who have reasons to visit and access this part of their city.</p> <p>Time of operation – <b>Too restrictive</b> Mon-fr, 9-5</p> <p>New DYLS in Abberbury Road – <b>Partially support</b> New DYLS in Augustine Way – <b>Partially support</b> New DYLS in Church Way – <b>Partially support</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Partially support</b> New DYLS in Woodhouse Way – <b>Partially support</b> Reduce existing DYLS in Cavell Road – <b>Partially support</b> Please see previous comments</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I don't know difference between 2 schemes.</p> <p>Any other comments? I am unsure why residents should have to pay for their own permits. There should be one permit charge free per household. I pay significant council tax and the cost of the scheme (presumably one off cost of signage) should be included in this charge. I th</p>
<p>(o146) Local resident, (Oxford, COURTLAND ROAD)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> I am concerned about CPZ in Church Way by the Church and Hall. A funeral I attended on Tuesday 20th required the hall to be in use from 9am until 3.30pm. It was a large funeral with people coming from far and wide, including abroad. People do not want to be thinking about parking fines when grieving, and there is no public transport. There has to be a way round this for times such as these. 6 and a half hours was required for this funeral, and others in the future.</p>

	<p>Time of operation – <b>Too restrictive</b>  Monday to Friday. People need to have somewhere to park to enjoy walks along the river and to have refreshments at the Isis pub by Iffley Lock.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I have no more to add than what I have already stated.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion.</p> <p>Any other comments?  I have no more comments.</p>
<p>(o147) Local resident,  (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  n/a</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b></p>

	<p>n/a</p> <p>Permit Eligibility Henley Avenue – <b>Support</b></p> <p>n/a</p> <p>Any other comments?</p> <p>n/a</p>
<p>(0148) Local resident, (Oxford, courtland road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> in Courtland road we are beginning to get non locals parking all day and getting the bus. As parking on the roads nearer town are more rigorously enforced, we will get more non residents parking in our streets.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  if it keeps the roads clearer and stops all day parking to go to town.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  dont know</p> <p>Any other comments?  mostly an OK idea</p>

<p>(o149) Local resident, (Oxford, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  We live at the top of Courtland Road - probably THE area most affected by non-locals parking.  The lack of controlled parking is very inconvenient for locals, especially at the top of Courtland Road, where I live - more than once I've been blocked in by people blocking part of my drive.  It's also EXTREMELY DANGEROUS. The number of people who park at the top of the triangle where Rose Hill meets Courtland Road, is astounding. Often there are cars parked on BOTH sides of the road (4a Courtland Road, and The Egg), making the corner EXTREMELY DANGEROUS - I already had one car written off by someone coming in from Rose Hill (while I was stationery). For the sake of the MANY children/ young families in the area, I beg you to PLEASE put DOUBLE YELLOWS on these corners to keep the locals safe. (Currently only one side has a single yellow and it is ignored every day. How to do many people not realise it's INCREDIBLY DANGEROUS to park on a corner!  Two parking permits per house is more than sufficient - no one should have more cars than that in an area like this!</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b></p> <p>Those road are big and wide with few houses, they have FAR more space, and FAR fewer cars parking on them.  If DYLS are introduced in Iffley Village, and parking restrictions are NOT put in place if Iffley Borders, you are going to double the problems for (the far less affluent!) locals of Iffley Borders, and in turn make it even more unsafe and dangerous for the many, many young families and children of Iffley Borders.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  n/a</p> <p>Any other comments?  PLEASE PUT CPZ IN IFFLEY BORDERS!</p>
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	<p>PLEASE PUT DOUBLE YELLOWS AT THE TOP OF COURTLAND ROAD/ ON THE TRIANGLE/ DANGEROUS CORNER WHERE IT JOINS ONTO ROSE HILL. THIS CORNER IS GOING TO INJUR SOMEONE, OR WORSE(!), IN FUTURE, IF PEOPLE CONTINUE TO BE ALLOWED TO</p>
<p>(o150) Local resident, (Oxford, Courtland road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I object strongly, because I do not wish to waste my time and money to be doing what I already doing and that is parking my car on the street. Furthermore there is no need for cpz in Iffley area and I do not wish that my tax money would be spent on that matter and do not wish to be further tax annually for "solving" a problem that doesn't exist. Please fix the local potholes maintain the green areas do something meaningful.</p> <p>Time of operation – <b>Too restrictive</b> Free to park for all like it is now 24 hours a day every day. It's not central London.</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>I'am strongly objecting the proposals.If I wouldn't not like the current status quo I will vote with my feet and move out I do not need or wish you to solve problems for my money that do not exist</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> No opinion on this matter</p> <p>Any other comments? Please solve the real problems not the one that don't exist</p>
<p>(o151) Local resident, (Rose Hill, Courtland Road)</p>	<p>Live in CPZ? – <b>Yes</b></p>

	<p>Overall opinion – <b>Object</b>  There are no problems with parking in Courtland Road therefore the controlled parking is not required.</p> <p>Time of operation – <b>Too restrictive</b>  I would prefer not have any restrictions.</p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I understand parking in Iffley village is problematic and I therefore have no objection if Iffley residents want to restrict parking. There is no direct access to Iffley via Courtland Road so we don't need restrictions.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I'm not sure what the problem is (if any) on Henley Ave so I don't feel I can comment.</p> <p>Any other comments?  No</p>
<p>(o152) Local resident,  (Rose Hill, Courtland  Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  A lot of people park on our road and bus into town</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b></p>

	<p>New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  It will make it safer</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  It makes no difference to me</p> <p>Any other comments?  No</p>
<p>(o153) Local resident,  (Iffley, Eastchurch)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Should be implemented for Iffley Turn only. But need DYLS on the narrow bends in the village</p> <p>Time of operation – <b>Too restrictive</b>  Should be weekdays only</p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Partially support</b>  Generally sensible</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  No</p>



<p>(o154) Local resident, (Oxford, Egerton)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b> I don't think we need it in this road but if Iffley gets it we will have to have it as it will push the commuters who park their cars there into our road.</p> <p>Time of operation – <b>Too restrictive</b> Don't think we need it at the weekend.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Partially support</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>Partially support</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> Its not going to affect me.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> No opinion</p> <p>Any other comments? Egerton Road already has had a problem with commuters parking their cars across drive ways thereby stopping residents getting in and out of their drives. I think we need double yellows in this road especially at the bottom near top of the entrance to the</p>
<p>(o155) Local resident, (Iffley, Egerton Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b> We live in Egerton Rd. We do not need this proposal. However, if other roads (particularly Iffley Turn) get it then we will need it due to the displaced commuter parking.</p> <p>Time of operation – <b>Just right</b></p>

	<p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  The DYL will deter visitors to the Lock and the Isis</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  N/A</p> <p>Any other comments?  The proposal should either fully go ahead, or not at all</p>
<p>(o156) Local resident,  (Rose Hill/Iffley borders,  Egerton Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b>  I'm not against the cpz but am not sure whether it is really necessary in our area (Ellesmere Rd/ Egerton Road, Courtland Rd). I don't get the impression that many non-residents park in these roads. I am also concerned that a cpz in this area might result in many households paving over their front gardens to create off-street parking in order to save the costs for a parking permit. This could lead to fewer trees and green areas, which will make the area less well adapted in the light of climate change (more urban heating due to the lack of vegetation, more surface water flooding due to more sealed areas, less biodiversity). Fewer trees and front gardens will also make the area look less attractive.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Partially support</b></p>

	<p>New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>Partially support</b>  Some of the area would benefit from some restrictions to avoid people leaving their cars for days and to limit anti-social behaviour.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I'm not so familiar with the situation there and cannot judge the consequences.</p> <p>Any other comments?  I'm generally not against cpz and would generally see fewer cars. However, I am concerned that it might become too restrictive for some, i.e. if you are a large family with more than two cars, several people in a household depending on a car for work.</p>
<p>(o157) Local resident,  (Iffley, Egerton Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Its absolutely fine as it is  I don't want to have to pay for parking for friends who visit  I don't want people to get caught out and gss as be to pay fines  I don't understand why if all has be zoned - there is no problem as it is</p> <p>Time of operation – <b>Too restrictive</b>  None</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  I've already explained</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>

	<p>I don't know the area</p> <p>Any other comments? No</p>
<p>(o158) Local resident, (Oxford, Egerton road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  We voted on this quite recently and did not want controlled parking. I have not received notification through my door but other neighbours have. I do not think that you are giving time for proper consultation given that many people are away at this time of year and that a resounding no to controlled parking came back from the last survey that was done. There isn't a problem with parking here. I don't think it's necessary. And I don't think the number of visitor permits would be enough if it was implemented.</p> <p>Time of operation – <b>Too restrictive</b>  I do not want a controlled parking zone. If it does happen, which I hope it doesn't, I do not want it to be in operation Friday to Sunday night.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>There is no problem with parking. We voted quite recently and said we didn't want controlled parking. It's like you have ignored our last response and are doing a second survey over the summer holidays when fewer people are around to try and get this through against popular opinion that this is not necessary.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  See previous</p> <p>Any other comments?</p>

	<p>We have already said in a recent survey that we do not want this. You are now asking again with a short deadline at a time of year when people are on holiday. This is not a proper consultation and we do not need controlled parking.</p>
<p>(o159) Local resident, (Oxford, Ellesmere Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> As residents on Ellesmere road, my partner and I feel as though we only ever see other residents parking here, and the introduction of this Controlled Parking Zone will simple cause unnecessary hassle and cost to the people living here.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> Tree Lane and Woodhouse Way are the closest to us and therefore the only ones for which we feel any strong opinion. We feel that there is no need for the proposed addition of DYLS in these areas, and any such addition is more likely to inconvenience the residents than benefit them.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> N/A</p> <p>Any other comments? No</p>
<p>(o160) Local resident, (OXFORD, Ellesmere Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> No need for that! If would be cheeper to drop the curb and have a parking in front garden would be easier</p>

	<p>Time of operation – <b>Too restrictive</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Stupid! Just for the council to make more money, for us the working and car drivers it is wors with all this close roads</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Stupid!</p> <p>Any other comments?  No</p>
<p>(o161) Local resident,  (Oxford!, Ellesmere Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p> <p>I live in the circle of streets made up of Courtland Rd, Annesley Rd, Ellesmere, Egerton and Hunsdon Roads. We are NOT in Iffley (estate agents put us as 'Iffley Borders!'). We in effect voted against this when last proposed by the Tory administration. There is absolutely no acknowledgement of this. Do you even realise? In these streets a large number of people (there are Covid inspired WhatsApp groups) we don't feel that we should be lumped together with Iffley village which has a very different set of circumstances to our own and where, I've heard, the sentiment is largely favourable, which I understand given that people park there for access to the lock etc. The cynical view is also that, once a CPZ is in place, it is, in effect, a licence to print money and the cost of £40 per car per year will increase whenever it suits.</p> <p>It is no wonder that Independent councillors are gaining traction across the city. This move is very clunky as it appears to be in pursuit of a 'one size fits all' approach by the County Council and takes no account or gives any reference or acknowledgment of the fact that we've said no before. If you're trying to impose this again, what's changed? Sell it to us. So far entirely unimpressed by the clunky nature of this latest ignorance of the people's will.</p>

	<p>Time of operation – <b>Too restrictive</b>  This is assuming that we want this in the first place. How very arrogant and indicative of the fact that you're merely just jumping through the proverbial necessary hoops without any intention of doing anything other than implementing this. There should b</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Had to work out what DYLa meant. Why not SAY Double Yellow Lines? Why impose council abbreviations without explaining them first? Very amateurish. 'DYL's are ugly and urban. Tree Lane and Church Lane are 'lanes', associated with 'country lanes'. Country lanes are charming and non urban. It's part of Iffley's character. DYLS would spoil this lovely and charming aesthetic. I understand why village residents may want to reduce parked cars in these charming narrow lanes (people only park at the top of Tree Lane anyway, i.e. beyond the bollards. The rest is too narrow and it doesn't really affect people anyway.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No need to comment on a pigeon holing exercise!</p> <p>Any other comments?  No</p>
<p>(o162) Local resident,  (Oxford, Ellesmere Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  We have never experienced issues with parking in our area (we live in Ellesmere Road, but I also refer to Annesley, Egerton, Courtland and Hunsdon Road) and so do not see any reason to introduce a CPZ here. The proposals are unnecessary and would merely be an additional cost to already hard-pressed families here.</p> <p>Time of operation – <b>No opinion</b></p>

	<p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  No opinion because we do not live in these areas.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  We do not live in this area and I have no idea what the consequences would be.</p> <p>Any other comments?  No</p>
<p>(o163) Local resident,  (Oxford, Ellesmere road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Unnecessary restrictions to our road and I can not afford additional cost</p> <p>Time of operation – <b>Too restrictive</b>  I don't want cpz at any time</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Stay out of this</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>



	<p>Don't know what this means</p> <p>Any other comments? I feel that this is a top down money making scheme with no local residents asking for this</p>
<p>(o164) Local resident, (Iffley., Fitzherbert Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> I have some strong objections to some of the proposals.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Partially support</b> New DYLS in Woodhouse Way – <b>Partially support</b> Reduce existing DYLS in Cavell Road – <b>Support</b> Some proposals are practical, other totally unnecessary.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Works well at present.</p> <p>Any other comments? Church Way proposals are unnecessary, ESPECIALLY from Abberbury Road to St. Mary's Church.</p>
<p>(o165) Local resident, (Iffley, Fitzherbert Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> Some of the roads are not suitable for CPZs.</p> <p>Time of operation – <b>Just right</b></p>

	<p>New DYLs in Abberbury Road – <b>Support</b>  New DYLs in Augustine Way – <b>Support</b>  New DYLs in Church Way – <b>Partially support</b>  New DYLs in Iffley Turn – <b>Object</b>  New DYLs in Tree Lane – <b>Object</b>  New DYLs in Woodhouse Way – <b>Object</b>  Reduce existing DYLs in Cavell Road – <b>No opinion</b>  Church way extends to the parish hall and church. It is not necessary to put DYLs there as it's too far to walk to the bus stop. It is also an area used for a variety of activities at the hall &amp; church and it is not reasonable to limit parking for people attending services or events.  Woodhouse Way is not likely to attract parking.  Iffley Turn is self organising in that parking there is not a problem.  Tree Lane is not going to attract parking as it's too dangerous for parked cars &amp; the top end past the barrier is too far from the bus stops.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Don't know the facts about the above.</p> <p>Any other comments?  The principal of CPZs seems to result in moving the parking problem from one area to another. Better &amp; reliable bus services would discourage car journeys rather than displacing parking from one area to another. Bus routes designed to help people travel a</p>
<p>(o166) Local resident,  (Oxford, Henley Ave)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I believe it will turn an area in Oxford which currently has a community village feel and a lovely atmosphere into an area where it will likely become an extension of the city with little regard for community, tolerance or family. This proposal potentially sets neighbour against neighbour and does nothing for community or relationship building. Once again it feels like a 'them' and 'us' situation with residents becoming victims of decisions the council makes on 'our' behalf!</p>

	<p>Time of operation – <b>Too restrictive</b>  I would rather there not be any restrictions to our community but in the event of these proposals going ahead I would propose putting 3-4 hours restriction across the middle of the day - this would act as an initial deterrent to people wanting to park as</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>I object to the whole necessity for ANY restricted parking. The community have managed fine with parking before any intervention and restrictions from the council.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  It makes little difference to us as a family personally but I know that several members of the local community will find it easier to access their cars and not need to walk so far from home should the need arise to use a permit.</p> <p>Any other comments?  No</p>
<p>(o167) Local resident,  (Oxford, Henley Avenu)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Supporting the CPZ Because Iffley is being used as an unofficial park and ride  Henley avenue residents will need permit eligibility for the occasion where they have to park on street or for visitors</p> <p>Time of operation – <b>Too restrictive</b>  Mon-Fri 8am to 6:30pm</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b></p>

	<p>New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I don't think amending DYLS is relevant if you are introducing a CPZ.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  I live between 15-63 and the Iffley CPZ offers more flexibility for parking and access -</p> <p>Any other comments?  No</p>
<p>(o168) As part of a group/organisation, (Oxford, Henley Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b>  Henley Avenue 15-63 badly need access to Iffley Turn parking - this is not for daily use, as we all have double drives - it is for infrequent but vital use when we have visitors. The walk to a Flo Park space is 100m metres to the first 10 spaces, which are permanently occupied, on Church Cowley Road, or even further into Florence Park, which is not fair given the double yellows imposed on us and the relative space in Iffley Turn and Church Way.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  We need infrequent but essential use of spaces. If more restrictions are in place, and anti-social residents choose to use spaces rather than their own drives even when a few metres away, there will not be enough.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b></p>

	<p>Vital as the walk to spaces on Church Cowley Road, which are almost always occupied, is about 100m, and even further to Florence Park itself. We already suffer from DYLS on Henley Avenue. it is your duty to protect us from the two adjacent areas saying 'n</p> <p>Any other comments? Appreciate the consideration of Henley Avenue Residents.</p>
<p>(o169) Local resident, (Oxford, Henley Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No opinion</b> Current problems are caused by the imposition of CPZ in the Freelands Road area - without that, it is debatable whether this is necessary. But good to discourage commuter parking. Would suggest 50 is rather low for guest parking days.</p> <p>Time of operation – <b>Too restrictive</b> Mon-Fri 8am-6.00pm, Sat 8am-4.00pm, Sunday unrestricted</p> <p>New DYLS in Abberbury Road – <b>No objection</b> New DYLS in Augustine Way – <b>No objection</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>No objection</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>No objection</b> CPZ's main purpose is to remove commuter parking. DYLS reduce flexibility of parking for residents - especially as there are antisocial residents who will choose to occupy parking spaces when they could park a few metres away in their own drives.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b> Henley Avenue 15-63 need this as the walk to park a car in the FLo Park area has only about 10 (permanently occupied) spaces within 100 metres and then not many in the next 100 metres, which would be unreasonable to ask for.</p> <p>Any other comments?</p>

	<p>Can live with it as long as Henley Avenue 15-63 have a fair access to Iffley CPZ</p>
<p>(o170) Local resident, (OXFORD, HENLEY AVENUE)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No opinion</b> Not sure</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  Only Iffley Turn is relevant to me</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  While most of us have some off street parking we do NEED some flexibility</p> <p>Any other comments? No</p>
<p>(o171) Local resident, (Iffley, Henley Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  It is a terrible idea to remove parking</p> <p>Time of operation – <b>Too restrictive</b>  ALL THE TIME</p>

	<p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  nonsense</p> <p>Permit Eligibility Henley Avenue – <b>Partially support</b>  it shouldn't be a choice</p> <p>Any other comments?  No</p>
<p>(o172) Local resident,  (Henley Avenue, Oxford,  Henley Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  As a Henley Avenue resident with family members who are neurodiverse or have mental health and physical disabilities, not having access to the accessible nearby parking puts them at a disadvantage and discriminates against these people. The proposed would mean parking far away and this would not be acceptable, and would mean that they cannot visit or live at the house.  Additionally, I am a parent of a young child and this would increase our exposure to toxic pollution as there has been an increase in traffic on Henley Avenue arrive the introduction of the LTN'S, as we would not be able to park close to the house. Exposure increases risks of asthma, respiratory conditions, some cancers and premature death.</p> <p>Time of operation – <b>Too restrictive</b>  None</p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Object</b></p>

	<p>New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Partially support</b></p> <p>As a Henley Avenue resident with family members who are neurodiverse or have mental health and physical disabilities, not having access to the accessible nearby parking puts them at a disadvantage and discriminates against these people. The proposed would mean parking far away and this would not be acceptable, and would mean that they cannot visit or live at the house.</p> <p>Additionally, I am a parent of a young child and this would increase our exposure to toxic pollution as there has been an increase in traffic on Henley Avenue arrive the introduction of the LTN'S, as we would not be able to park close to the house. Exposure increases risks of asthma, respiratory conditions, some cancers and premature death.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  Any other area is too far away from the houses on Henley Avenue. As one of those residents, I would be concerned about neurodiverse relatives who also have mental health issues or physical disabilities having to park away from Iffley Turn, which is easily</p> <p>Any other comments?  Too restrictive</p>
<p>(o173) Local resident,  (Oxford, Henley Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  We need fair access to parking spaces on Iffley Turn, as it is too far to get to spaces in the Florence Park area</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p>



	<p>We do need access to parking as Henley Avenue has double yellow lines.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  When our children and grandchildren visit, they must use our drive as the road is very dangerous, and it is very far to walk all the way to Florence Park to temporarily park our own car. Iffley Turn is safer and closer.</p> <p>Any other comments?  There is too much commuter parking - you need a park and ride at Littlemore or somewhere at the end of this road.</p>
<p>(o174) Local resident,  (Oxford, Henley Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  My reason for responding is (a) to show that I'm a participant - not just a complainer; and (b) because whichever way I vote: like the forceful implementation of LTNs during Covid lockdown - we have no choice. As resident homeowners, for OCC we are captive money generators. I really object to anyone having to pay to park in the street they live on.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I live on Henley Avenue and therefore can only respond to that proposal.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  Moving permit eligibility on Florence Park (Cornwallis Road) for odd nos: 15-63 Henley Avenue to Iffley Turn, would greatly help those affected by it. However for even nos. 12-24 Henley Avenue, perhaps consideration to leaving an area of space to accomod</p> <p>Any other comments?</p>

	<p>This survey and the reasons for it is a sign of the times we are living in. However, it would be good if OCC and its ever shifting highways control department could review some LTN placements - e.g. Crowell Road to Littlemore Road.</p>
<p>(o175) Local resident, (Oxford, Henley Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  I broadly support the proposed CPZ. For residents such as ourselves at the Eastern end of Henley Avenue, the introduction of LTNs in the roads which traditionally linked the Cowley Road with Iffley Road and Henley Avenue has given rise to considerable increases in traffic, particularly, for those of us living near the junction of Rose Hill, Henley Avenue and Church Cowley Road. A by-product of the LTN scheme has been an increase in parking in the nearby streets, notably Iffley Turn which tends to be used as a long-stay car park by an interesting variety of vehicles. So, anything that brings even some amelioration of the knock-on LTN damage caused to some residents' quality of life has to be seen as a kind of gain, and hence supported. Though if I was you I wouldn't start from here...</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYs in Abberbury Road – <b>No opinion</b>  New DYs in Augustine Way – <b>No objection</b>  New DYs in Church Way – <b>No objection</b>  New DYs in Iffley Turn – <b>Support</b>  New DYs in Tree Lane – <b>Support</b>  New DYs in Woodhouse Way – <b>Support</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  Nothing to add.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  This proposal seems sensible and logical with regard to those of living in Henley Avenue. Church Cowly Road is an increasingly congested road, both in terms of moving and stationary traffic, and for some residents of Henley Avenue is at some remove from</p> <p>Any other comments?  No further comments.</p>

<p>(0176) Local resident, (Oxford, Henley Avenue)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> The proposals reduce parking access especially for families, elderly and disabled. The proposals would cause longer walks to parking areas by those most vulnerable. The area has a higher proportion of elderly citizens and visitors. The proposals are unwelcome and do nothing to clean up air in the city.</p> <p>Time of operation – <b>Too restrictive</b> You should not restrict parking at all in this area</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> The proposals greatly impede parking and access especially for elderly, disabled and families, and would greatly increase walking distance, especially problematic in winter.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Severe impact for elderly and disabled citizens. Most of Henley Avenue residents are over 60 years in age. Many have limited mobility.</p> <p>Any other comments? Please don't damage our city - especially for the most vulnerable. Thanks.</p>
<p>(0177) Local resident, (Oxford, Hunsdon)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b> I don't object in principle but don't like the idea that any visitors will now need a permit</p> <p>Time of operation – <b>Too restrictive</b></p>

	<p>Not at weekends</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Dyls are fair enough in certain areas</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  No</p>
<p>(o178) Local resident,  (Oxford, Hunsdon)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  we do not have a parking problem on our road, and i do not want to have to pay to park in front of my own house. i think this is another way for the council to add a spending revenue, and i don't support it. i am happy with the parking situation in my neighbourhood.</p> <p>Time of operation – <b>Too restrictive</b>  this means that people visiting on from out of town wouldn't be able to stay here. i think this is unnecessary.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b></p>

	<p>they're unnecessary and we don't have enough problems to have them here.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  i have no opinion on this, i think the residents should decide.</p> <p>Any other comments?  i think this scheme is too restrictive and means that people who have health, mobility and SEN needs are affected more than other people. additionally, the council should focus on putting better and cheaper transport links to the areas you don't want people</p>
<p>(o179) Local resident,  (Iffley, Oxford, Hunsdon Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  There is absolutely no need for a CPZ in Hunsdon Rd or the quiet neighbouring backstreets of Iffley Borders. There is no problem to address. It will just create unsightly and wasteful street clutter. I'm baffled as to why this would even be considered apart from to raise revenue.</p> <p>Time of operation – <b>Too restrictive</b>  Zero. Please don't do this.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  DYLS are unnecessary and unsightly on these quieter roads.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I have no opinion on question 9. Regarding the proposals overall, I believe there is no need for a CPZ in this area. It is almost exclusively residents parking near their own homes. I hope this absurd plan will be reconsidered.</p> <p>Any other comments?</p>

	No
(o180) Local resident, (Oxford, Hunsdon Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> Hunsdon Road does not have parking problems.</p> <p>Time of operation – <b>Too restrictive</b> We do not have parking problems.</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> My objections are because these areas do not have parking problems and this is just another way for the council to make money.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> N/A</p> <p>Any other comments? Diabolical as Hunsdon Road does not need this as pointed out before by majority of residents.</p>
(o181) Local resident, (Oxford, Hunsdon road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> We do not require this as there is no issue with parking in our area. This is just another way for the council to generate funds out of residents who are struggling to afford to live within Oxford City. I object in the strongest terms as do the</p>

	<p>majority of my neighbours and i will do everything in my power to prevent this happening. That said, I know they this council has no real desire to consult with local residents and will ignore the outcome of this consultation should it show that local residents such as myself do not want this change in parking restrictions in our local area.</p> <p>Time of operation – <b>Too restrictive</b>  We d  Should nor have any restrictions.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  They are simply not required. There is no parking issue in these streets.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  There is no need to restrict parking in this area.</p> <p>Any other comments?  Stop doing this. The only beneficiary of this is the council's coffers.</p>
(o182) Local resident, (Iffley, Hunsdon Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  2 permits per property but have multiple residents/vehicles at the house</p> <p>Time of operation – <b>Too restrictive</b>  0 hours 0 days</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b></p>

	<p>New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  There is no need for these</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  There should not be an Iffley CPZ</p> <p>Any other comments?  Do not bring in an Iffley CPZ</p>
(o183) Local resident, (iffley, hunsdon road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  hunsdon road is a cul de sac and as such there is absolutely no reason to bring in cpz in this road</p> <p>Time of operation – <b>Too restrictive</b>  no restrictions whatsoever</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  this is only another stealth tax by this concil</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  this does not affect me</p> <p>Any other comments?</p>



	<p>do something about the parking on the pavement out side the shops on the parade by courtlands road, apparently these people are a law unto them selves, and nobody can stop it, tye drive up over the pavement and park where they like, no dropped pavement,</p>
<p>(o184) Local resident, (Oxford (Iffley), Hunsdon road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p> <p>I do not believe the council has adequately explained why the scheme is needed in their proposals. Having spent 15 years as an Iffley resident (in Courtland Rd, Anne Greenwood Close and currently in Hunsdon Rd), I have never experienced any problems whatsoever in parking in this area as a resident. The scheme is total unnecessary. Many of the streets covered are a considerable walk from any shops or local facilities so it is unclear to me why there would ever be considered any parking issues in the majority of the proposed zone. Some of the streets in the proposal e.g. Abberbury Rd are virtually empty of cars, as all the houses have driveways or other off-road parking. The scheme presents an unnecessary additional burden on households in the area already struggling with soaring rents, mortgage costs and fuel bills. The proposal that contractors must also apply for a permit will hugely drive up costs for all those affected which they will be pass onto customers. Contractor call out charges are already eye-watering in the area and this will drive them up yet further. The proposal that parking restrictions would be in affect from 8am on Sunday is far too extensive given that most shops and businesses are closed all Sunday or only open from 10am due to Sunday trading laws, Most businesses are in any case a very considerable walking distance away from the proposed zone.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>I do not support the proposals for any days of the week, but the scheme is most unsupportable at the weekend when many businesses are closed.</p> <p>New DYs in Abberbury Road – <b>Object</b>  New DYs in Augustine Way – <b>Object</b>  New DYs in Church Way – <b>Object</b>  New DYs in Iffley Turn – <b>Object</b>  New DYs in Tree Lane – <b>Object</b>  New DYs in Woodhouse Way – <b>Object</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b></p>

	<p>The scheme is total unnecessary. Many of the streets covered are a considerable walk from any shops or local facilities so it is unclear to me why there would ever be considered any parking issues in the majority of the proposed zone.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> n/a</p> <p>Any other comments? No</p>
<p>(0185) Local resident, (Oxford, Hunsdon Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I don't see a need for a CPZ in Iffley Borders. Things are fine as they are and any changes would just represent more admin and cost.</p> <p>Time of operation – <b>Too restrictive</b> Mon-Sund 9-5.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> I don't know the implications of yellow lines in on the roads mentioned.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> With regards to Henley Avenue I don't know the implications.</p> <p>Any other comments? There doesn't seem to be a groundswell of support for the changes in Iffley Borders.</p>

<p>(o186) Local resident, (Oxford, Hunsdon Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I live in iffley boarders and we don't require a CPZ. We have no parking issues here and nobody wants it in this area.</p> <p>Time of operation – <b>Too restrictive</b> We don't want it.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> Not my area</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Not my area</p> <p>Any other comments? Iffley boarders has no parking issues. I'd prefer no restrictions in the wider area, but it's not my area to have an opinion on</p>
<p>(o187) Local resident, (Oxford, Hunsdon road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> Pointless money making scheme being implemented by the council</p> <p>Time of operation – <b>Too restrictive</b> Money making scheme. You are a disgrace</p> <p>New DYLS in Abberbury Road – <b>Object</b></p>

	<p>New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Pointless</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  What's the point</p> <p>Any other comments?  Scam</p>
<p>(o188) Local resident,  (Oxford, Hunsdon Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  We live in a culdesac and there is no through traffic only people who live there or visiting. It's absolutely ludicrous to implement parking in this area (Hunsdon Road) all it's doing is giving more money to the council another form of tax and for it to be all weekend is bonkers</p> <p>Time of operation – <b>Too restrictive</b>  None there should be no parking zones leave us alone</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Because it another form of taxation to the public</p>

	<p>Permit Eligibility Henley Avenue – <b>Object</b> Ludicrous proposal</p> <p>Any other comments? Do something better with your time to justify your salaries and stop putting extra money worries onto people</p>
<p>(o189) Local resident, (Rose Hill, Oxford, Hunsdon Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> We have few parking problems in our road (Hunsdon Road) and this scheme will add to the complication and expense of having visitors especially for young couples whose grandparents care for their children. It is incorrect to say that the streets around Courtland Road are in Iffley, which has different problems with parking. This is Rose Hill and we have more in common with other parts of Rose Hill than with Iffley, where there is a need for parking restrictions especially on Iffley Turn. If the scheme is implemented around Courtland Road, I am anxious on behalf of our neighbours in other parts of Rose Hill as it will push the parking problem onto them. While we have no problem parking, there is a problem around the junction of Courtland Road and Rose Hill Road. In my view, there should be no parking on the road on the bend outside the funeral parlour and The Egg. Short stay parking of 15-20 minutes should be allowed on the other side, outside the heating shop and Old Man Premier in given bays. Perhaps bays can be made for vans outside the heating shop and a narrower pavement area for pedestrians. At the moment it is unsafe for pedestrians to negotiate their way around vans which are parked on an unmarked pavement. It is important for vans to be able to park near the shop or they will lose business, but clear bays should be marked.</p> <p>Time of operation – <b>Too restrictive</b> My answer refers to the roads around Courtland Road where I live. If the idea is to stop outsiders parking and taking the bus into town, perhaps a single hour in the middle of the day could be restricted, but people should be allowed to move them. It might</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Partially support</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>Support</b></p>

	<p>Different roads have different problems and should be treated differently.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b> It is difficult for cyclists if cars are allowed to park on Henley Ave</p> <p>Any other comments? Parking restrictions should operate only in roads where residents can't find a parking space. Possibly residents who have regular visitors should be allowed an additional space for carers</p>
<p>(o190) Local resident, (Iffley, Oxford, Iffley Turn)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> '- Proposed times of operation are not restrictive enough. They would not address the current commuter traffic problems, including increased risk for residents' traffic, littering, noise, air quality, etc. - The Iffley Turn and Church end of Iffley have very different parking needs. This should be taken into account, e.g. by creating at least 2 different CPZs instead of just one.</p> <p>Time of operation – <b>Not restrictive enough</b> I suggest to extend the restrictions at least 1.5 hours into each direction, i.e. from 6.30am to 8am. Ideally though, there should be residents-only parking in these areas.</p> <p>New DYs in Abberbury Road – <b>Partially support</b> New DYs in Augustine Way – <b>Support</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Support</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> Iffley Turn and Augustine Way currently see significant problems with non-resident commuter traffic, essentially restricting the traffic on Iffley Turn to 1 lane. The commuter traffic is also causing a lot more noise, pollution, and littering.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> The proposal would make the already difficult parking situation in Iffley Turn and Augustine Way even worse.</p>

	<p>Any other comments?          To reiterate, I think the proposal should be rethought and 2-3 different CPZs introduced. In addition, as said before, the parking restrictions currently defined are not strict enough.</p>
<p>(o191) Local resident,          (Iffley, Iffley Turn)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>          Since the Donnington scheme was introduced, there has been a massive increase in car parking on Iffley Turn. On many occasions it is dangerous to leave my drive and many deliveries have had to be aborted because vehicles have been unable to turn into my property. The yellow lines on the Iffley Turn roundabout are often ignored exacerbating the dangers.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>          New DYLS in Augustine Way – <b>Support</b>          New DYLS in Church Way – <b>Support</b>          New DYLS in Iffley Turn – <b>Support</b>          New DYLS in Tree Lane – <b>Support</b>          New DYLS in Woodhouse Way – <b>Support</b>          Reduce existing DYLS in Cavell Road – <b>No opinion</b>          Supporting in order to make the roads safer.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>          I am not conversant with problems in this area.</p> <p>Any other comments?          No</p>
<p>(o192) Local resident,          (OXFORD, Iffley Turn)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b></p>

	<p>Parking in this part of town, and especially in Iffley Turn, has become extremely dangerous.</p> <p>Time of operation – <b>Not restrictive enough</b> 8-8</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Because the volume of cars parked makes cycling dangerous and scary.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> no opinion</p> <p>Any other comments? The sooner the better.</p>
<p>(o193) Local resident, (Oxford, iffley turn)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Too many local workers are parking all day here like a park and ride- permits allow residents to have visiting friends or workmen</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b></p>



	<p>Reduce existing DYLS in Cavell Road – <b>Object</b> Need DYLS in Cavell Road to stop workers abusing it</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Will overcrowd Iffley Turn</p> <p>Any other comments? No</p>
<p>(o194) Local resident, (Oxford, Iffley Turn)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> I fully support the proposal to implement a CPZ in the Iffley area which is desperately needed, particularly on Iffley Turn, where I am a resident. I am aware that a previous proposal for a CPZ was rejected mainly by residents of Iffley Village who felt that it was not needed. Since then, with the introduction of CPZs in the surrounding areas, the parking situation on Iffley Turn and Cavell Road has become a nightmare. It is now virtually impossible to find a parking space on Iffley Turn because it is full of the cars, vans, caravans and even sometimes lorries of people who don't live here and vehicles are often left here for months on end. Traffic is reduced to a single lane along both sides of Iffley Turn due to cars being parked on both sides of the road and pavements are often blocked due to inconsiderate parking. My drive is frequently parked across (despite having dropped kerb access) and my son and daughter who often do shopping for me, find it difficult to park. Visitors to my home are often unable to park and as an older residents being able to have visitors is so important. Iffley Turn feels much more dangerous and crossing the road is more hazardous with reduced visibility for pedestrians due to all the cars and vans parked here. There is also a noticeable increase in litter and living on Iffley Turn now feels like living next to a busy car park with vehicles constantly coming and going and as soon as one leaves, another takes its place! I am therefore delighted that there is a second opportunity to have a much needed CPZ put in place. However I am very concerned that once again Iffley Turn has been included with Iffley village and parts of Rose Hill where residents may feel that they do not need a CPZ. If it is rejected again, Iffley Turn residents will once again be left to bear the brunt of this. It should go without saying that residents of Iffley Turn and Cavell Road are on the 'front line' as it were of overspill parking from the surrounding areas.</p>

If residents from Iffley Village and Rose Hill do not support the proposal I would like to know what will happen to residents of Iffley Turn? Will there be the option to have a CPZ in just this area? Also whose views take precedence? If Iffley Turn and Cavell Road residents support it for example, but residents in those parts of Rose Hill that are included, don't, what happens?

I would also like to know if the views of those living outside the area will be taken into consideration. The survey asks if you live in the proposed area or not (or indeed in a neighbouring CPZ) but surely the views of anyone who lives outside the area and opposes it should not be considered given that the reason for objecting will no doubt be because they wish to continue to use Iffley Turn for their own, free parking (as is currently the case).

And finally I would like to request that the drive of 15 Iffley Turn (my property) has double yellow lines put across it (as is the case for most of the other drives on Iffley Turn). This is crucial because at the moment when my drive is parked across there is no recourse for dealing with it as neither the county council nor the police are prepared to undertake any action or enforcement.

I thank you for taking my views into account.

Time of operation – **Just right**

New DYs in Abberbury Road – **No opinion**

New DYs in Augustine Way – **No opinion**

New DYs in Church Way – **No opinion**

New DYs in Iffley Turn – **Support**

New DYs in Tree Lane – **No opinion**

New DYs in Woodhouse Way – **No opinion**

Reduce existing DYs in Cavell Road – **No opinion**

I fully support the introduction of DYs on Iffley Turn as needed and would request that double yellow lines are put across my drive at 15, Iffley Turn (which has a dropped kerb) as there are currently none and my drive is often parked across.

Permit Eligibility Henley Avenue – **Object**

I object to these moving from the Florence Park CPZ to the Iffley CPZ as Iffley Turn is the closest area to Henley Avenue (within the Iffley CPZ) and therefore if their permits are moved to Iffley there will be an increase in parking on Iffley Turn which

Any other comments?

I welcome the introduction of a CPZ in Iffley and sincerely hope it goes ahead this time.

<p>(o195) Local resident, (Oxford, Iffley Turn)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b></p> <p>As a resident of Iffley Turn I strongly support a proposed CPZ in Iffley. Since the introduction of CPZs in the surrounding areas, parking on Iffley Turn has become a nightmare.</p> <p>The majority of cars, vans and sometimes lorries that are constantly parked on Iffley Turn do not belong to residents who actually live here and it is apparent that Iffley Turn has become a parking spot for people outside the area as it is one of the few places left in East Oxford with no parking restrictions. Cars and vans are frequently left here for months on end and there is even a man who I know lives nearby (in an area that now has a CPZ) who is running a vehicle recovery business from Iffley Turn and frequently has his recovery lorry plus several other vehicles parked outside my family home.</p> <p>Iffley Turn is also frequently used by commuters in the morning (you see them parking up and taking their bicycles out of the boot) and also used as a park and ride, with people parking up and then walking to the bus stop around the corner on Henley Avenue. This means that weekends are just as busy with parking as weekdays.</p> <p>It is very rare for there to be any free spaces on Iffley Turn and as soon as one vehicle leaves, another quickly turns up to take its place. I have even seen motor homes (which are also frequently parked on Iffley Turn) circling Iffley Turn, looking for a parking spot! There is also a definite increase in litter on Iffley Turn which I suspect is due to the increase in parking in the area.</p> <p>My drive is frequently parked across (there are no double lines across it to prevent this) and exiting the drive is often very difficult due to poor visibility, with vans and cars parked close to the entrance on both sides. I recently spoke to another resident of Iffley Turn who has been here for many years and she had the same issue with her drive; to the extent that she will have to walk out into the road and direct her adult children out of her drive in their cars so that they do not hit a passing vehicle. In her own words 'it is an accident waiting to happen'.</p> <p>Furthermore crossing the road on Iffley Turn now feels much more dangerous as you have to stick your head out between parked vehicles (many of which are vans) to see if there is any traffic coming.</p> <p>Traffic on both sides of Iffley Turn is now down to a single lane and I have even spoken to the refuse collectors, who have no choice but to block traffic as they are doing their rounds because they cannot pull over to the side of the road. Cars are often very badly parked, with cars parking very close to the small roundabout up to the village or parked halfway over the pavements.</p> <p>Often there is nowhere to park at all on Iffley Turn (when my drive is parked over) and I have to park further afield in Iffley village, or visitors to the property literally have nowhere to park and some have even told me that they didn't stop</p>

because they couldn't find any parking. Obviously with a CPZ in place they could be given a visitor's permit. Tradespeople have also struggled to find parking.

Regarding the proposed times of operation for the CPZ (Monday to Sunday) I would like to stress that parking on Iffley Turn is just as busy during weekends as it is often used as a free 'park and ride' as the bus stop into town is just round the corner on Henley Avenue. As such, whilst residents in other parts of the CPZ may feel it is not needed all week, on Iffley Turn it very much is!

Iffley Turn now feels like a dangerous, chaotic mess and I sincerely hope that the CPZ is put in place. Please note I have lots of photos illustrating just how bad the parking on Iffley Turn now is, should you need to see them!

Time of operation – **Just right**

New DYs in Abberbury Road – **No opinion**

New DYs in Augustine Way – **No opinion**

New DYs in Church Way – **No opinion**

New DYs in Iffley Turn – **Support**

New DYs in Tree Lane – **No opinion**

New DYs in Woodhouse Way – **No opinion**

Reduce existing DYs in Cavell Road – **No opinion**

15 Iffley Turn does not currently have a double yellow line across the drive to the property and as such our drive is frequently parked across with the police or county council unable to enforce it. I therefore request that double yellow lines are put across the drive to the property. Other driveways on Iffley Turn have double yellow lines across them and our property not having them causes a lot of problems with people parking across the drive.

Furthermore, it would be sensible in my opinion to extend some of the double yellow lines at the entrance to Iffley Turn so that cars cannot park so closely to the entrance (from Rose Hill) and also extend the double yellow lines next to the mini roundabout up to Iffley village so that cars cannot park so closely to the roundabout.

Permit Eligibility Henley Avenue – **Object**

If the properties on Henley Avenue are moved into the Iffley CPZ then they will no doubt park on Iffley Turn as this is the closest part of the Iffley CPZ to them. As such parking could still be an issue for the residents of Iffley Turn. I know for a fact

Any other comments?

	<p>I sincerely hope that the CPZ in Iffley goes ahead this time as parking on Iffley Turn has become such a problem. I am concerned however that once again, because we have been included with Iffley village and parts of Rose Hill, who experience nothing li</p>
<p>(0196) Local resident, (Iffley Village, Iffley Turn)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  We live at 74 Iffley turn. The double yellow line extension at the beginning of upper Iffley turn will help with visibility and safety when entering or crossing the street and is highly welcome.  We would like to ask for an extension of the double yellow lines opposite by a few meters as the steep incline to our driveway makes entering difficult when cars park opposite (which often happens especially as people happen to infringe a bit on the double yellows). A meter or two would be sufficient.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYs in Abberbury Road – <b>Support</b>  New DYs in Augustine Way – <b>Support</b>  New DYs in Church Way – <b>Support</b>  New DYs in Iffley Turn – <b>Support</b>  New DYs in Tree Lane – <b>Support</b>  New DYs in Woodhouse Way – <b>Support</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  People are parking all over the place in the concerned area, adding dyls will help with better traffic flow and accessibility for pedestrians and cyclists.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  People from current Florence Park CPZ will need to use the already limited parking in the new cpz.</p> <p>Any other comments?  No</p>

<p>(o197) Local resident, (Iffley, Iffley Turn)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> We live on Iffley Turn and there are always too many cars parked which makes access to our property difficult</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> Very difficult to walk with pushchair and small children in Iffley because of all the cars parked on pavements</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> No opinion</p> <p>Any other comments? Very much in support of this scheme!!!!</p>
<p>(o198) Local resident, (Oxford, Iffley Turn)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> With my family home in Iffley Turn, I fully support the implementation of a CPZ in the Iffley Area for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Since the introduction of CPZs in the surrounding areas, parking on Iffley Turn has become a serious problem. Traffic is now reduced to a single lane on both sides of Iffley Turn due to parking on both sides of the road (and often over the pavements) and there is nowhere to park on the road as so many vehicles from outside the area are now parked here.</li> <li>2. It is clear that most of the cars parked on Iffley Turn do not belong to residents. Just some examples of who is now using Iffley Turn for free parking is as follows - commuters (people start parking up from about 7am onwards, often</li> </ol>

taking bikes out of their boots), people using Iffley Turn as a park and ride (parking up and then using the bus stop on Henley Avenue, making weekends just as busy as weekdays), vans and lorries parking up and being left for weeks (sometimes months), a man from Church Cowley Road using Iffley Turn to run his vehicle recovery business (his recovery vehicle is frequently parked on Iffley Turn, sometimes with a vehicle on it as are multiple cars belonging to him, which are often parked outside our property), caravans and motor homes are often parked up for months (and sometimes, we suspect, with people sleeping in them), and displaced parking from the surrounding areas; to give just a few examples. I have even spoken to people parked here who have come from outside Oxford (London and Wallingford are just two examples) who use Iffley Turn as parking to then commute into another parts of the city.

3. Iffley Turn is now dangerous, with traffic reduced to a single lane. This causes traffic jams on Iffley Turn, with cars having to wait to let each other through. There was even an incident recently where there was a 'stalemate' situation on Iffley Turn with drivers refusing to pull over so they couldn't get past each other. A driver got out of their car and started shouting and swearing at the other driver. Bin lorries also have to stop in the middle of the road, causing tailbacks in both directions, as they have nowhere to pull over.

4. Crossing the road on Iffley Turn is now more dangerous as you have to stick your head out between vehicles in order to cross. I also know one long term resident who has to stand in the road to direct vehicles out of her drive due to reduced visibility because of so many cars and vans parked so close to the entrance. In her words the situation on Iffley Turn is now 'an accident waiting to happen'.

5. The drive of my family home (15, Iffley Turn) is frequently parked over as there are no double yellow lines across it and nothing we can do when it is. Recently a car was parked across the drive for a week. Once the drive is parked across or there is one car in the drive (which is all it can accommodate), there is frequently nowhere else for visitors or other family members to park because all parking spaces are taken up by people who do not live in the area or are not visiting people in the area. Getting out of the drive is also much more dangerous now as vehicles are frequently parked close to either side of the entrance which greatly reduces visibility.

6. Traffic on Iffley Turn has now increased dramatically with cars and vans constantly coming and going as they look for parking. Typically as soon as one vehicle goes, it is quickly replaced by another. There has also been a big increase in litter on Iffley Turn, caused, I suspect, by the increase in parking from people outside the area.

7. I understand that it is proposed that new housing in the area is 'car free'. If this is the case, it will be absolutely essential that there is a CPZ covering Iffley Turn, which excludes those 'car free' residences, otherwise Iffley Turn will simply become the parking area for those residents.

For all the reasons above I am highly supportive of a CPZ being introduced in Iffley. However having recently attended the meeting in Iffley Village arranged by Cllr Baines, I do have serious concerns that yet again it will not be implemented because of opposition from residents who do not live in Iffley Turn (or surrounding roads) and are not affected by the traffic chaos we are experiencing. I was dismayed to discover that once again streets in Rose Hill are included in this CPZ and hearing those residents speak at the meeting, it is clear they do not want, nor need one.

There is no direct access to Rose Hill from Iffley Village or Iffley Turn and therefore I do not understand why areas of Rose Hill have been included in this CPZ.

If yet again there is indeed opposition from Rose Hill residents, then I would request that those streets are either excluded from the CPZ, or if that is not possible, the CPZ goes ahead on the grounds that residents in Iffley Turn (and the surrounding roads), are on the 'frontline' of displaced parking and their need is greater for all the reasons I have given above and not least because I feel the parking and traffic situation on Iffley Turn is now dangerous.

I would also point out that people visiting Iffley Village (whether for walking, recreation or indeed to attend a service or funeral at Iffley Church) should also not be given priority over actual residents. Again it suggested at the meeting that people attending a funeral shouldn't have to think about parking permits! However 2 hours parking is surely ample and as with many of the churches in Oxford where there is not a lot of parking, visitors can make alternative parking arrangements if necessary, but residents have to live here!

Time of operation – **Just right**

New DYs in Abberbury Road – **No opinion**

New DYs in Augustine Way – **No opinion**

New DYs in Church Way – **No opinion**

New DYs in Iffley Turn – **Support**

New DYs in Tree Lane – **No opinion**

New DYs in Woodhouse Way – **No opinion**

Reduce existing DYs in Cavell Road – **No opinion**

Iffley Turn certainly needs increased double yellow lines and there specifically needs to be a double yellow line across the drive of 15, Iffley Turn as there currently isn't one. When it is parked across (as frequently happens), neither the council, not the police will do anything about it. Other driveways on Iffley Turn have the benefit of double yellow lines and our property does not, which I view as discriminatory.

Permit Eligibility Henley Avenue – **Object**

I object to this because with Iffley Turn being the closest area to Henley Avenue, residents there will no doubt park on Iffley Turn if they need to. Therefore even with permits, parking on Iffley Turn could remain problem. Florence Park is a bigger area

Any other comments?

I strongly support the implementation of a CPZ in the Iffley area and sincerely hope it goes ahead this time for all the reasons I have given. If it does not however, in my opinion, Iffley Turn will remain dangerous for its residents.



<p>(o199) Local resident, (Iffley, Junction of Meadow Land and Church Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> THIS MAY DUPLICATE MY ANSWERS WHICH I HAVE JUST DONE BUT WHICH DISAPPEARED JUST NOW. IN SHORTHAND</p> <p>1. Please no restrictions from Mill Lane up to and including the space in front of St Mary the Virgin. Even a 4 hour permission will not work for the high volume of services, funerals, weddings and constant use of the Church Hall. 2.I Also HIGHLY OBJECT to the retention of the DANGEROUS and wholly unnecessary disabled parking slot on Church Way by Meadow Lane.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Partially support</b> New DYLS in Augustine Way – <b>Partially support</b> New DYLS in Church Way – <b>Partially support</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Partially support</b> Reduce existing DYLS in Cavell Road – <b>Partially support</b> Keep Mill Lane up to the Church clear from any restrictions. Remove the dangerous and unnecessary disabled parking place on Church Way.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> don't know enough</p> <p>Any other comments? No</p>

<p>(o200) Local resident, (Oxford, Krebs gardens)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> There are lots of cars parking here long-term who don't live in the area which causes parking issues.</p> <p>Time of operation – <b>Too restrictive</b> I don't think it needs to include Sundays</p> <p>New DYs in Abberbury Road – <b>No opinion</b> New DYs in Augustine Way – <b>No opinion</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>No opinion</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> I think only necessary in areas of high traffic</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Would it be better if residents got to choose?</p> <p>Any other comments? It's not clear whether our address is covered. We are private road off Bears hedge (krebs gardens ox4 4gz) and would have to have access to guest parking permits for the flats and houses here.</p>
<p>(o201) Local resident, (Iffley, Maywood Rd)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> In principle I believe the cpz scheme is a sensible one. These residential streets were not designed to support large numbers of non resident parked cars. My main concern and reason for contacting is this: I am a long time resident of Maywood Rd. Maywood Rd cannot and must not have any allowance for public parking. It is far too narrow - much narrower than Augustine Way. Cars occasionally parked on Maywood Rd already block car access to residents trying to access their own homes as well as blocking delivery vans and emergency services. This is a major issue. Your proposal allows for some public parking on Maywood Rd which will block access for residents, emergency vehicles</p>

	<p>and delivery vans. The only parking that should be allowed at maximum on Maywood Rd should be perhaps some residential parking as at least residents will avoid blocking access.</p> <p>Time of operation – <b>Not restrictive enough</b> Some narrow residential roads such as Maywood Rd need full time restrictions. They cannot have a parked car on the road or it blocks access for residents' vehicles.</p> <p>New DYs in Abberbury Road – <b>Support</b> New DYs in Augustine Way – <b>Support</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Support</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>Support</b> There are far too many commuter and public vehicles parked on these roads at all times. So many more than 2-3 years ago that sight lines are so much worse and access is now dangerous. Not just inconvenient but dangerous for road users and local pedestrians. Blockages of emergency services and delivery vans are frequent.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> There is insufficient capacity within the Iffley cpz to support this.</p> <p>Any other comments? Maywood Rd is narrow and must not have public parking at all as we residents will not be able to access our homes and emergency services and delivery vehicles will not be able to attend our homes.</p>
(o202) Local resident, (Iffley, Maywood Rd)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b> Parking by non-residents in Iffley Turn has become a nuisance recently.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYs in Abberbury Road – <b>No objection</b> New DYs in Augustine Way – <b>Support</b></p>

	<p>New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Management of cars on Cavell Road, sightlines on Iffley Turn</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  I dislike being hemmed in by non-residents</p> <p>Any other comments?  None</p>
<p>(o203) Local resident,  (Oxford, Maywood Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I support the proposals generally, but am aware that there is considerable opposition to the inclusion within the CPZ of the streets between Iffley and the Rose Hill shops, east of Tree Lane and Abberbury Road. (Opposition was voiced at the meeting held to discuss the proposals on Thursday 22 August at the Mercure Hotel, Iffley.) If it is clear that there is little or no support for the inclusion of these streets, from which there is no vehicle access to Iffley village, they should be excluded - CPZs shouldn't be forced on residents who don't want them.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  We probably need DYLS in Maywood Road, to deter parking on the verges, especially at the corner where the public road turns right.</p>

	<p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I have no opinion. A matter for the occupants of the Henley Avenue properties concerned.</p> <p>Any other comments?  I support the scheme in general (with the exception already mentioned). As a resident of Maywood Road I particularly support the introduction of DYLS and restrictions on First Turn, Augustine Way and Maywood Road, given present and likely future access</p>
(o204) Local resident, (Oxford, Maywood Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I support the principle of a CPZ but wish to point out omissions and weaknesses in the detailed proposals. In particular, as a resident of Maywood Road and with a view to the intended development of approx 90 units opposite the Iffley Academy, I believe the arrangements proposed for Augustine Way and Maywood Road do not sufficiently take into account the future impacts of this 90 unit scheme. The already existing impact of morning and afternoon traffic into and out of Iffley Academy is the context for my concerns.</p> <p>Time of operation – <b>Not restrictive enough</b>  As proposed, given the two hour parking permitted within the 8-6.30pm operating times, the CPZ is in effect operational from 10am to 4.30pm. Although the proposed development of 90 units opposite Iffley Academy is intended to be car free, it is inevitable</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>Support</b></p> <p>I live at 2 Maywood Road, which looks onto the stretch of Augustine Way where it is proposed there should be no double yellow lines. Already during the morning and afternoon Iffley Academy school runs if there is someone parked on this stretch it creates major blockages given that cars are often queuing anyway in both directions as access to the school is not easy. Given the overall reduction in parking available, as well as the proposed operating hours and two hour non permit parking within the CPZ, this stretch of road will be guaranteed to be parked up most of the time and</p>

	<p>particularly during the school run in the morning. My proposal to reduce this problem is that the double yellow lines are extended around Augustine Way to include the whole of the 2 Maywood Road frontage. In addition, there are additional grass verge areas on Maywood Road where parking does not currently take place but with overall reduced parking in the future this is much more likely. I would also propose that these areas are covered by double yellow lines to avoid dangerous blockages on the already very narrow Maywood Road.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> no opinion</p> <p>Any other comments? A general observation is that these proposals need to take better into account the new development at Court Place and the future developments at Meadow Lane and opposite Iffley Academy. These will add significant traffic (commercial, utility, resident, vi</p>
(o205) Local resident, (Iffley, Maywood Road)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> One size doesn't fit all. 3 distinct areas with disparate needs: Area 1: Iffley Turn, Augustine Way, Maywood Road, Anne Greenwood Close, Woodhouse Way, Church Way (up to Abberbury Road): a) Iffley Turn, Augustine Way &amp; Maywood Road require DYs and residents permit parking from 6:30am to 6:30pm so the roads are clear of parked cars for transporting pupils of Iffley Academy to/from school (the traffic jams are notoriously dangerous for cyclists &amp; pedestrians) with no coach/motorhome parking at any time due to their size restricting safe passage and visibility; b) Anne Greenwood Close and Woodhouse Way require DYs to extend to the top of the hill; c) Church Way (up to Abberbury Road) requires residents permit parking; d) no coaches/motorhomes/caravans should be allowed to park at any time due to their size, restricting safe access and visibility. Area 2: Church Way (from Abberbury Road to St Mary's Iffley church): a) Church Way parking restrictions should end at Abberbury Road so that functions/events at the church/church hall can continue without 2 hour parking restrictions; b) No coaches/motorhomes/caravans should be allowed to park on the roads in Iffley village at any time due to their size restricting safe passage and visibility. Area 3: Iffley Borders:</p>

	<p>a) Iffley Borders should be free of residents parking permits but have DYLS near the shops/Henley Avenue.</p> <p>Time of operation – <b>Not restrictive enough</b>  Iffley Turn, Augustine Way, Maywood Road should definitely be Mon-Fri 6:30am-6:30pm so that the 2 hours' grace does not impinge on school traffic (8:30am-9:10am and 2:30pm-4pm) when nearly all the pupils arrive in taxis and private cars. Sat &amp; Sun can rem</p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>Iffley Turn, Augustine Way and Maywood Road desperately require DYLS (as well as residents permit parking with more restricted times as explained in question #7) for school safety, access and traffic flow. Anne Greenwood Close and Woodhouse Way as well as Church Way (up to Abberbury Road) for access and traffic flow. Tree Lane half-way up from Church Way for access.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Odd Nos 15-63 Henley Avenue should remain in Florence Park CPZ. Any more cars permitted to park in Iffley Turn, Augustine Way, Church Way, Maywood Road would exacerbate the already tight parking situation in the village.</p> <p>Any other comments?  The CPZ proposal must consider 3 disparate zones:  1) Iffley Turn, Augustine Way, Maywood Road, Anne Greenwood Close (to the top of the hill), Woodhouse Way (to the top of the hill), Church Way (up to Abberbury Road) which currently are dangerously narrow</p>
<p>(o206) Local resident,  (Oxford, Maywood Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  parking is getting out of control in the neighbourhood and will get worse if the new developments ever happen.</p>

	<p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I'm afraid I haven't seen the precise proposals (also fyi a lot of people answering this won't know what DYL stands for). I think some DYLS on Augustine Way are good but some parking should still be allowed.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  na</p> <p>Any other comments?  Generally in favour</p>
<p>(o207) Local resident,  (Oxford, Maywood Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  I strongly support this and have been wanting something like this for years  It is a nightmare pulling out of the close where I live due to the vast amounts of parked cars. Many of these cars have just been abandoned for months</p> <p>Time of operation – <b>Not restrictive enough</b>  It would still allow commuters to park</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b></p>



	<p>New DYLs in Woodhouse Way – <b>Support</b>  Reduce existing DYLs in Cavell Road – <b>Support</b>  I am a local resident and I hate having to pull out of the close where I live as my view of the road is completely blocked by the huge numbers of parked cars. These cars are not owned by local residents they are owned by commuters who do not want to pay for parking, or have just been abandoned by people from other parts of Oxford  As a mother to a young baby it is very scary having to pull out onto a road with essentially zero view of any oncoming traffic</p> <p>Permit Eligibility Henley Avenue – <b>Partially support</b>  I would worry that it would not help the large number of parked cars along iffley turn if another group of people are now allowed to park there</p> <p>Any other comments?  I fully support the proposed scheme, however in my ideal world the whole of iffley turn would be double yellow lines</p>
<p>(o208) Local resident,  (Iffley village area of  Oxford, Maywood Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  The current parking situation is extremely unsafe, it is hard to drive out of Augustine Way safely, and the only way to do it is to inch slowly forward. Also the parking on both sides of the road makes it very unsafe for all road users, especially cyclists and pedestrians, elderly and young children</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLs in Abberbury Road – <b>Support</b>  New DYLs in Augustine Way – <b>Support</b>  New DYLs in Church Way – <b>Support</b>  New DYLs in Iffley Turn – <b>Support</b>  New DYLs in Tree Lane – <b>Support</b>  New DYLs in Woodhouse Way – <b>Support</b>  Reduce existing DYLs in Cavell Road – <b>Support</b>  Please bring this in as soon as possible to help local residents, it will stop out of town commuters parking and taking their bicycles out of their cars to cycle into town, which I see daily. They can use the park and rides around the city to do this. It will also stop the long term parking of vehicles, which are left by people outside of the this area. This is also</p>

	<p>a daily occurrence, on Augustine Way and Iffley Turn. Probably on the other roads too, but I am only mentioning the cars I see and have to deal with on a day to day basis. Thank you.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b></p> <p>It sounds like this may be the best way to organize the zones, I am trusting the council here that this is the right decision.</p> <p>Any other comments?</p> <p>I have been waiting and hoping for many years that a CPZ would be introduced here. I have seen first hand the parking progressively get worse over time, especially as the CPZs around the city have been introduced.</p>
<p>(o209) Local resident, (Iffley, Maywood Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b></p> <p>The level of parking has made the roads dangerous for cyclists and pedestrians. Cars speed down what have become single lane roads due to cars on both sides and exiting junctions is very difficult. Cars are parked for months on end without being used (leaves and moss all over them) as are camper vans and at one point a horse box was left for a number of months.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYs in Abberbury Road – <b>Support</b></p> <p>New DYs in Augustine Way – <b>Support</b></p> <p>New DYs in Church Way – <b>Support</b></p> <p>New DYs in Iffley Turn – <b>Support</b></p> <p>New DYs in Tree Lane – <b>Support</b></p> <p>New DYs in Woodhouse Way – <b>Support</b></p> <p>Reduce existing DYs in Cavell Road – <b>No opinion</b></p> <p>Restricting parking to a more limited area, and in particular a single side of Iffley Turn and Augustine way will make the area safer and more pleasant for everyone.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b></p> <p>No opinion</p>

	<p>Any other comments? N/A</p>
<p>(o210) Local resident, (Iffley, Maywood Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b></p> <p>The Iffley CPZ proposal has a major problem in that it is trying to impose a single solution on 3 areas with very different parking problems.</p> <ul style="list-style-type: none"> <li>• Iffley Turn-Augustine Way-Church Way to Tree Lane has a major problem with commuter parking, traffic jams from Iffley Academy and the future 100+ cars from the planned zero-parking Iffley Mead estate opposite the Academy seeking parking.</li> <li>• Church Way from Tree Lane to St Mary's needs parking restrictions to maintain 2-way traffic in Church Way but a less restrictive regime around the church and village hall.</li> <li>• Iffley Borders has no road connection to Iffley and no parking problem except in the entrance, which can be solved with yellow lines. Regardless of administrative borders it is really part of Rose Hill for traffic planning.</li> </ul> <p>The CPZ proposal for the Iffley Turn-Augustine Way-Church Way to Tree Lane area should largely alleviate the problems of parking obstructing 2 way traffic flow into Iffley village and the Iffley Academy, with some issues remaining:</p> <ol style="list-style-type: none"> <li>1. Iffley Academy traffic peaks are 8:30-9:30am and 3-4pm. The CPZ runs from 8:00am-6:30pm, but with the 2 hour permitted parking non-residents can park overnight from 4:30pm-10:00am. This includes Academy access times, so the CPZ proposal should be changed locally to run from 6:00am for Academy access.</li> <li>2. The proposed Iffley Turn double yellow lines have 2 gaps, one each side of Anne Greenwood Close, where parking both sides will impede 2 lane traffic and access to Iffley. The gaps should be closed.</li> <li>3. The proposed Augustine Way double yellow lines have 2 gaps, outside and opposite 2 Maywood Road, where parking seriously impedes traffic flow into Iffley Academy. The gaps should be closed.</li> <li>4. The proposal has no double yellow lines on Maywood Road despite it being a prime target for overnight parking for cars from the planned Iffley Mead estate, and is so narrow that a single car parked impedes access. Double yellow lines in Maywood Road should added to the proposal.</li> <li>5. The pavement on Augustine Way outside 1 Maywood Road is wide enough that cars can park on the pavement inside the proposed double yellow lines. The opposite side of Augustine Way has bollards to prevent this. Bollards are requested for the 1 Maywood Road side too.</li> </ol> <p>Time of operation – <b>Not restrictive enough</b></p>

	<p>The proposed 8:00am-6:30pm CPZ times + 2 hour permitted parking allow non-resident parking overnight 4;30pm-10:00am, ie no restrictions at 8:30-9:30am when the Iffley Academy needs free access. The CPZ start time should be moved back to 6:30am or the 2 h</p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>Iffley Turn, Augustine Way &amp; most of Church Way have major problems with non-resident and commuter parking retriecting traffic flow to 1 lane, giving access problems to Iffley village and daily traffic jams into Iffley Academy. The 100+ cars from the planned zero-parking Iffley Mead estate opposite the Academy seeking parking will make this worse. Yellow lines are needed in these areas to allow free 2 way traffic flow at all times.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Henley Avenue not part of Iffley Turn-Augustine Way and this change would allow their parking in this already over-crowded area. The change would make the Iffley Turn-Augustine Way parking situation worse.</p> <p>Any other comments?  The Iffley CPZ proposal has a major problem in that it is trying to impose a single solution on 3 areas with very different parking problems.</p> <ul style="list-style-type: none"> <li>• Iffley Turn-Augustine Way-Church Way to Tree Lane has a major problem with commuter parking, traffic jams f</li> </ul>
<p>(o211) Local resident,  (Iffley, Meadow Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p> <p>There is currently no parking issue at all in Meadow Lane Iffley. Kindly consider that Meadow Lane lies in the Iffley Conservation Area that is characterised by its quiet rural aspects. Your proposals will create a very significant parking problem and danger/hazards, with associated potential for conflict. In particular you have no proposal for the Northern part of Meadow Lane (therefore, free parking), so the obvious result is that you will create a car park in the northern part of Meadow Lane, which is a very narrow "Principal Quiet Route" that is heavily used by around 900 (nine hundred) cyclists, walkers, disabled chair users, horses etc per day. It is highly likely that the lane will be regularly</p>

	<p>blocked and that reversing cars will be dangerous to all users. Parked cars (currently completely absent) will destroy the rural ambiance. It is strongly recommended that you visit Meadow Lane and reconsider how you will prevent parking whilst preserving the quiet rural character that is valued by so many residents and visitors.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>If Iffley needs to have a CPZ (NB there is currently NO PARKING ISSUE in Meadow Lane) this proposal is an exceptionally poorly designed scheme that requires a site visit and should be taken back to the drawing board. The proposal should be rejected because it does not take into the account the impact on the character of the Conservation Area and the impact of parking and parked cars on the Principal Quiet Route that is so heavily used.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p> <p>If Iffley needs to have a CPZ (NB there is currently NO PARKING ISSUE in Meadow Lane) this proposal is an exceptionally poorly designed scheme that requires a site visit and should be taken back to the drawing board. The proposal should be rejected because</p> <p>Any other comments?</p> <p>If Iffley needs to have a CPZ (NB there is currently NO PARKING ISSUE in Meadow Lane) this proposal is an exceptionally poorly designed scheme that requires a site visit and should be taken back to the drawing board. The proposal should be rejected because</p>
<p>(o212) Local resident,  (Iffley, Meadow Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p> <p>I support this proposal, but the proposed permit holders area on Meadow Lane needs to continue beyond the area indicated on the map, round the corner and along past all the houses there to the last one (401). I live at 403 next door to that one. We get people parking for a short time along here all the time, mostly for dog walking in Oriel Field, but if</p>

	<p>the restrictions do not include this section there will be all day, or all week, parking for which there is not room, and it will get worse, particularly if houses are built on the Horse Field or on Iffley Mead. This would seriously affect the ability of the present residents to exit; it can already be difficult as there is only one exit (onto Church Way).</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>As stated earlier, as a resident of Meadow Lane, Iffley. It is becoming increasingly difficult to exit by car (I am 84 and regrettably can no longer cycle) especially on Iffley Turn, where it can be quite dangerous.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  This sounds a sensible option.</p> <p>Any other comments?  I support these proposals in general.</p>
<p>(o213) Local resident,  (Iffley Village, Meadow Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p> <ol style="list-style-type: none"> <li>1. I am delighted that you have confirmed what all the residents of Meadow Lane knew already, i.e. it is an officially adopted road. We have official documentary evidence to support this should any of your colleagues require it.</li> <li>2. I am surprised that the roads at the top of Rose Hill, Courtland, Egerton.... etc. are included in the Iffley Village consultation as there is no direct access from that area to Iffley Village. The circumstances and concerns of the residents in that area are completely different from those of us who live IN the Village.</li> <li>3. It seems that Councillor Gant and others are preparing to impose a complete CPZ on the whole of the City, but are introducing it piecemeal, to disguise this intention. Many people see it as mainly a money making exercise, rather than a biodiversity statement.</li> </ol>

4. Why is this plan happening now before we have the slightest idea of what is going on with the alleged plans for the Iffley Mead development? If it goes ahead it will make an enormous difference to the Village and traffic in the whole area, despite the fact that it is alleged to specify Car Free. What do most people say about this? "Where are they going to put all the vehicles? They will park all over Iffley....."

5. The parking on all parts of Iffley Turn is an accident waiting to happen. This must be investigated and modified before something awful happens. Residents are already unable to exit their driveways.

6. One particular problem for Church Way is the disabled parking spot (installed relatively recently) on the blind corner at the junction with Meadow Lane. The residents of Lucas and Remy have ample parking at the rear of their building which is really close to the entry doors and lifts. I have a disabled badge myself and I am aware of special needs in this department. So, why not put the disabled bay on Meadow Lane itself instead of creating a traffic hazard on Church Lane? It makes much more sense.

Time of operation – **Not restrictive enough**

People who use Iffley Village as a free commuter car park often arrive earlier and leave later

New DYs in Abberbury Road – **Support**

New DYs in Augustine Way – **Support**

New DYs in Church Way – **Support**

New DYs in Iffley Turn – **Support**

New DYs in Tree Lane – **Support**

New DYs in Woodhouse Way – **Support**

Reduce existing DYs in Cavell Road – **No opinion**

As above

1. I am delighted that you have confirmed what all the residents of Meadow Lane knew already, i.e. it is an officially adopted road. We have official documentary evidence to support this should any of your colleagues require it.

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	<p>whole area, despite the fact that it is alleged to specify Car Free. What do most people say about this? “Where are they going to put all the vehicles? They will park all over Iffley.....”</p> <p>5. The parking on all parts of Iffley Turn is an accident waiting to happen. This must be investigated and modified before something awful happens. Residents are already unable to exit their driveways.</p> <p>6. One particular problem for Church Way is the disabled parking spot (installed relatively recently) on the blind corner at the junction with Meadow Lane. The residents of Lucas and Remy have ample parking at the rear of their building which is really close to the entry doors and lifts. I have a disabled badge myself and I am aware of special needs in this department. So, why not put the disabled bay on Meadow Lane itself instead of creating a traffic hazard on Church Lane? It makes much more sense.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p> <p>1. I am delighted that you have confirmed what all the residents of Meadow Lane knew already, i.e. it is an officially adopted road. We have official documentary evidence to support this should any of your colleagues require it.</p> <p>2. I am surprised that the</p> <p>Any other comments? It would be good to know if any of the Council officers proposing and implementing this plan are familiar with Iffley Village. How many have walked around the whole Village in person? How many are basing their judgements on a computer screen only? The ass</p>
(o214) Local resident, (Iffley, Meadow Lane)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> We need controls but some areas need more regulation than others.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYs in Abberbury Road – <b>Partially support</b> New DYs in Augustine Way – <b>Partially support</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Partially support</b> New DYs in Woodhouse Way – <b>Partially support</b></p>



	<p>Reduce existing DYLS in Cavell Road – <b>Partially support</b>  Again, it is critical you control parking, but each road needs to be treated as appropriate, ie Iffley Turn needs heavy regulation, Tree Lane hardly any.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  don't know the area or the issue</p> <p>Any other comments?  Again, we need CPZs but not one size fitting all</p>
<p>(o215) Local resident,  (iffley, mill lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b>  hope it will reduce parking on Iffley Turn</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  see previous</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  will not affect me</p> <p>Any other comments?  No</p>

<p>(o216) Local resident, (Iffley, Oxford, Mill Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I live in Mill Lane and since the double yellow lines were introduced in it there have been no parking problems and emergency vehicles have access. There are residents in Mill Lane and Church Way who do not have off street parking and controlled parking spaces would not guarantee them a parking space even though they would have to pay £80 a year for a permit. Also there are people living on the boats on the river who have cars and need to park in Mill Lane as does the Lock-keeper. In addition the user of the Isis pub park in Mill Lane, as do people using the Church Hall during the day and two hours would not be long enough if there were a wedding reception etc. in either during the day. The pub needs customers to be able to park nearby for as long as needed as does the Church. Hire of the Church Hall brings in a large amount of income and if people could not park for more than two hours a day it would not be hired for weddings, funerals or any other daytime event.</p> <p>Time of operation – <b>Not restrictive enough</b>  The start time is fine but I think the end time should be at least 8 p.m. or, better still 10 p.m. That way people who actually live in the village would have a chance of being able to park near their homes. The early end times mean that non-residents o</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I have objected because I think parking in Abberbury Road and Church Way should be allowed, except where there are already double yellow lines and because people need to park there who live in the area without having to pay for a permit which doe snot guarantee them a space. I think they are needed in Iffley Turn and Woodhouse Way to get over the existing problem parking as both are used as a Park and Ride. I have no opinion on Tree Lane, Augustine Way and Cavell Road and think it for nearby residents of those areas to comment as they know whether or not there is a problem at present or if things should be left as they are.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>
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	<p>I think it is the residents for people who live in those areas to comment as it affects them. As I live in Mill Lane it does not affect me at all.</p> <p>Any other comments? While I think some CPZs are reasonable in Iffley Turn and Woodhouse Way where there is clearly a problem and fortunately residents in those streets do have off street parking and therefore do not have to pay for a permit, I think putting them further into</p>
<p>(o217) Local resident, (Iffley, Mill Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> I live at the top end of Mill Street by the church and at present there are no issues in parking except very occasionally. We regularly park our car on the street and never have a problem finding a space. I am very concerned about the impact the proposed CPZ will have on the church and village hall as most events and services need longer than two hours, and our church and hall is a prohibitively long way from any public transport. If a CPZ is needed at all at this end of the road, then I advocate for 4 hours which would enable a hall event to happen, or a funeral or wedding in the church, or Sunday morning service.</p> <p>Time of operation – <b>Too restrictive</b> These restrictions would have a severe impact on the work and ministry of the church and village hall and are unnecessary as there is not currently a problem regarding parking at this end of the village. I would prefer a 4 hour restriction from the villag</p> <p>New DYs in Abberbury Road – <b>No opinion</b> New DYs in Augustine Way – <b>No opinion</b> New DYs in Church Way – <b>Object</b> New DYs in Iffley Turn – <b>No opinion</b> New DYs in Tree Lane – <b>No opinion</b> New DYs in Woodhouse Way – <b>No opinion</b> Reduce existing DYs in Cavell Road – <b>No opinion</b> I do not know the parking situation in other roads.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> I do not know what impact this will have</p>

	<p>Any other comments?  I understand the need to have CPZ for those areas where parking is an issue, but implore the council to take into consideration the impact this will have on the church and church hall, both central to the community, and either change these areas to 4 hour</p>
<p>(o218) As part of a group/organisation, (Iffley, Mill Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I am writing as the vicar of St Mary's Church and would like to raise serious concerns regarding the impact of the proposed CPZ on the ministry of the church and church hall. The church has been at the heart of village life for many centuries. Our regular services are Wednesday and Sundays and we also hold funerals, christenings, weddings and memorial services for those in Iffley, Rose Hill and Donnington. A large number of congregation members do not live in walking distance to the church, many come from other parts of Oxford, and surrounding area, and those attending weddings and funerals travel from far and wide. The church hall is part of the ministry of the church and is a core source of funding for us, hosting community events, parties, funeral wakes and wedding receptions. The proposed 2 hour limit would have a severe impact on the ministry of the church.</p> <p>Time of operation – <b>Too restrictive</b>  The two hour restriction is far too short to enable someone to attend a wedding, funeral or church service without worrying they will receive a fine. To give three examples from the past week. We held a large funeral service for a much loved member of our</p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>No objection</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  As explained before</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I do not know enough about this</p>

	<p>Any other comments? I understand the need for parking controls but ask that the impact on the church be taken into consideration.</p>
<p>(o219) Local resident, (Iffley, Mill lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Keep Iffley a nice, friendly village</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Partially support</b> New DYLS in Augustine Way – <b>Partially support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Partially support</b> Reduce existing DYLS in Cavell Road – <b>Partially support</b> Keep Mill lane an easy place to drive in</p> <p>Permit Eligibility Henley Avenue – <b>Support</b> No reason</p> <p>Any other comments? Looks O K</p>
<p>(o220) Local resident, (Iffley, Mill Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Generally, I am in favour of slowly moving away from private cars and see this as the next step. My only significant concern is enforcement. I hope you will see that this isn't just a hollow exercise and that provision is made for proper daily enforcement.</p>

	<p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b></p> <p>The reason I raise a doubt about Tree Lane is that it is, I believe, a private road and you have no authority to put lines there. Otherwise, I think priority should be given to emergency access and DYL help with that.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I know nothing about it (and please don't force people who are good enough to take the time to fill this is to answer questions with required field. In a proper questionnaire everything is voluntary.</p> <p>Any other comments?  Overall, I think the time is right to go ahead with your plan. Thanks for all your effort to improve the situation in Iffley.</p>
<p>(o221) Local resident,  (Oxford, No comment)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p> <p>Firstly, I should say there was a sense of inevitability about the introduction of this CPZ. When I lived over in Temple Cowley and responded to your consultation with my objections, I found that residents were in fact powerless to stop anything. The consultation neither delayed nor prevented the scheme from going through. As a result, I will not spend the time detailing all my objections here once again, when I fear it will make little difference to the outcome. I would simply state that when you intend to introduce a measure like this (which will disrupt the lives of local residents) and the only justification you provide is: “New CPZs are being proposed and introduced across Oxford to address numerous local issues, along with helping to support the delivery of wider transport initiatives across the city” - I find this rather unsatisfactory. It's a totally generic line, seeking to justify a very localised change - to the residents of the Iffley area. Where is the local research or presentation of local issues which this will solve? Isn't this the role of a local authority after all? What are the local issues in Iffley you are seeking to address by charging local residents for two parking permits per year when before we paid nothing? There are no parking issues on my street. It's spacious</p>

	<p>and there's plenty of parking for everyone on the street. Nobody parks here to commute into town or elsewhere. What exactly are the issues it will solve? I strongly object to the proposals.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Stated above. No detail given by the county council on what issues it will solve. Only a generic line was provided.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Already stated</p> <p>Any other comments?  No</p>
<p>(o222) Local resident,  (Iffley, None of your  business)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  We pay for the roads via taxation, fuel duty exploitation and road tax, if the council had an ounce of sense there would be real road management and not knee jerk reactions to placate a vocal minority - many of whom can't or don't drive. Effective public transport with combine park and ride costs is the way forward - not PCZs or LTNs, which is just about little hitlers waving a swagger stick because 'they have the power'. Little people, small thinking and they will ignore the people, just as they have with LTNs - disgraceful zealots.</p> <p>Time of operation – <b>Too restrictive</b>  No CpZ required - 5 minutes is too restrictive.</p>

	<p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  No restrictions are necessary - its all about control by little hitler wannabees</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Said already</p> <p>Any other comments?  Stated my case, it will be ignored because that is how both left and right dictators roll. You all seed division to remain power - no democracy, no representation and just control control control.</p>
<p>(o223) Local resident,  (Ox, Ox)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  No. Wasting Oxfordshire residents money. Please fund scheme where they aid people.</p> <p>Time of operation – <b>Too restrictive</b>  Remove</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  It's a waste of public funds</p>



	<p>Permit Eligibility Henley Avenue – <b>Object</b> Object</p> <p>Any other comments? Please stop wasting public funds</p>
<p>(o224) Local resident, (Iffley, Road)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> The household is divided on having any parking restrictions. The main objection is the charging of local residents especially during this current economic climate. Our other objection is regarding the restriction of weight and height of larger vehicles (ie. motorhomes/campervans), where this may be the only household vehicle.</p> <p>Time of operation – <b>Too restrictive</b> Suggest Monday-Friday only, same hours.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> None</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> More vehicles would move out of one area to another, simply moving the problem on without resolution.</p> <p>Any other comments? How will this be controlled?</p>
<p>(o225) Local resident, (Oxford, Rose Hill)</p>	<p>Live in CPZ? – <b>Yes</b></p>

	<p>Overall opinion – <b>Object</b>  There isn't an issue with non residents parking on these roads. A CPZ will only make it more difficult to have friends visit the area.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYs in Abberbury Road – <b>Object</b>  New DYs in Augustine Way – <b>Object</b>  New DYs in Church Way – <b>Object</b>  New DYs in Iffley Turn – <b>Object</b>  New DYs in Tree Lane – <b>Object</b>  New DYs in Woodhouse Way – <b>Object</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  I don't think these measures are necessary and makes life more difficult for local residents</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  I don't think we need to restrict parking in the area and it will only make residents lives more difficult</p>
<p>(o226) Local resident,  (Oxford, Rose Hill)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Support parking controls in general as we do get a lot of commuter parking in the general area including on the road where we live, which probably adds to congestion and seems at odds with surrounding areas which have parking controls.  Although it doesn't really impact us personally much as we have driveway parking and there is usually a space on the road if we want to park on the road.  We have a dentist on the road with lots of visitors so I'm a bit worried what will happen if there are not enough 2 hour spaces and people start parking across driveways or in resident spaces and if that will cause any conflicts as it can get quite busy anyway.</p> <p>Time of operation – <b>Just right</b></p>

	<p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  I don't know most of the roads I only commented on the one closest to us. Iffley turn gets very congested with cars turning and parking, we cycle and walk and it is hard to cross the roads in the area</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I don't know what the previous parking arrangement is</p> <p>Any other comments?  No</p>
<p>(o227) Local resident,  (Oxford, Rose Hill)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  I fully support this CPZ - since the introduction of the neighbouring CPZ's in Florence Park and Donnington, parking has become worse and in some locations dangerous. This CPZ will address these issues and make parking fair for all.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b></p>

	<p>Introduction of DYL's as described will ensure motorists park considerately and improve safety for all road users.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  These households have off street parking so will have minimal impact on the new CPZ.</p> <p>Any other comments?  Fully supportive of the proposals.</p>
<p>(o228) Local resident,  (Iffley, Rose Hill)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Other cpz areas have significantly increased congestion in this areas due to displacement. This seems a fair approach without limiting people's access to local services at iffley practice, dental surgery but stops people parking all day taking residents parking we need to function for daily activities</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLs in Abberbury Road – <b>No objection</b>  New DYLs in Augustine Way – <b>Support</b>  New DYLs in Church Way – <b>Support</b>  New DYLs in Iffley Turn – <b>Support</b>  New DYLs in Tree Lane – <b>Partially support</b>  New DYLs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLs in Cavell Road – <b>Support</b>  Increase safety and especially considerate parking which has become a particularly noticeable issue in iffley turn and Augustine way during term time. Support double yellows to prevent people parking on both sides of roads which also reduces cyclist visibility</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  Makes sense for them to be in this cpz as this side of the road.</p> <p>Any other comments?  Thanks for considering this at last.</p>

<p>(o229) Local resident, (Iffley, Sheepway)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> The proposed ideas are too restrictive, there needs to be flexibility for properties with more than 2 cars and the parking zone should only be in effect during the working week</p> <p>Time of operation – <b>Too restrictive</b></p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> Restrictive</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> No objection</p> <p>Any other comments? Too restrictive</p>
<p>(o230) Local resident, (Iffley, Sheepway)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> These proposals are very strict, we do not need permitted parking at the weekend, very few of the surrounding areas are as strict as this proposal</p> <p>Time of operation – <b>Too restrictive</b></p>

	<p>We do not need weekend permitted areas in iffley</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Not required</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  Please do not permit at weekends and increase the number of permits available for HMOs in the area</p>
<p>(o231) Local resident,  (Iffley, Sheepway Court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b>  Climate change constitutes an existential threat to the human species. Cars are a significant driver of climate change, which is why our family abandoned them, along with flying, in 2010. Electric cars are a welcome move away from direct usage of fossil fuel but come with their own environmental costs in terms of mining lithium, nickel and cobalt.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p>

	<p>Climate change constitutes an existential threat to the human species. Cars are a significant driver of climate change, which is why our family abandoned them, along with flying, in 2010. Electric cars are a welcome move away from direct usage of fossil fuel but come with their own environmental costs in terms of mining lithium, nickel and cobalt.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I don't see a significant difference in the future of peoples health</p> <p>Any other comments? None</p>
<p>(o232) Local resident, (Iffley, Sheepway Court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> I live in Sheepway court which is a CUL de SAC. There is no commercial activity even in half a mile radius and there is no need of parking permits in Sheepway Court. This is just a money making scheme from the Council.</p> <p>Time of operation – <b>Too restrictive</b> what's the logic for having it in operation on Sat and Sun?</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> Already explained above.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> N/A</p> <p>Any other comments? No</p>

<p>(o233) Local resident, (Iffley, Sheepway court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> It is not necessary to implement a cpz in this area as there is not a very significant parking problem here in my view and the inconvenience and disruption of the cpz would far outweigh any benefits . I would prefer Oxfordshire county council uses taxpayer money on more beneficial schemes which residents actually want and need</p> <p>Time of operation – <b>Too restrictive</b></p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Partially support</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> In recent years I have noticed some build up of parking in the Iffley Turn area</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> N/a</p> <p>Any other comments? No</p>
<p>(o234) Local resident, (Iffley, Sheepway Court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> CPZs are pushing the car issue further and further out. We had no issues until parking was restricted in Donnington. If it is restricted here Rose Hill will suffer. There are lots of vulnerable people who rely on visitors, also some community facilities that will be adversely affected if they cannot drive as there is no public transport within a 10 minute walk.</p>



	<p>Time of operation – <b>Too restrictive</b>  Not at weekends, church has weddings, people visit the river and lock. A lot of parking in Iffley Turn is commuters.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>No objection</b>  Have had to reverse up Iffley Turn due to double parking. Residential roads do not need DYLS.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Small number of houses, most of which have drives.</p> <p>Any other comments?  The council hate all of us that need cars for work, I sometimes have to transport heavy equipment so public transport is not always suitable, and friends that visit from some distance need somewhere to park.</p>
<p>(o235) Local resident,  (Iffley, Sheepway Court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Live in a HMO shared property of multiple occupancies. Would require more than 2 permits for the household as a result of this.</p> <p>Time of operation – <b>Too restrictive</b>  Monday to Friday during working hours 0830-5.30pm.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b></p>

	<p>New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Objection as the permit restriction is not appropriate for the residents living in the area. The 2 permit per household is limiting for a HMO multiple occupancy property.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Not appropriate especially considering the restriction of not having more than 2 permits per household.</p> <p>Any other comments?  Disagree. Object and would like the Monday to Friday permitting days and more than 2 permits per household. These rules limit a HMO property where there are multiple households.</p>
<p>(o236) As part of a group/organisation, (Iffley, Oxford, Sheepway Court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I have substantial concerns about the CPZ proposals especially in that part of Church Way located between (i) its junction with Mill Lane/Abberbury Road and (ii) St Mary's Church. A two-hour parking limit 7 days a week in this area will adversely affect the church as a place of worship, limiting its ability to carry out its pastoral ministry including baptisms, weddings, funerals and regular worship. It would also have a seriously detrimental effect on the Church Hall's function and its viability. The Hall serves both the church and the village community providing a venue for Pilates and yoga classes, dance classes for adults and children, anniversary and birthday parties, concerts, film shows, singing practice, amateur theatrical productions, quizzes and society meetings, public meetings. Few of these activities can be accomplished within a two-hour window. Iffley Hall is a valued village amenity which also yields revenue for its upkeep as a Listed heritage asset. It has no contiguous parking of its own.</p> <p>As a petitioner, I recognise the need for some control of vehicular traffic in the Iffley Community, not least in the area adjacent to Iffley Road/Henley Avenue. My request is that you take note of the above concerns (widely shared) and make adjustments to the CPZ proposals in the area described above (i.e. Church Way south of the Mill Lane/Abberbury Road junction) to provide in that sector:</p> <ol style="list-style-type: none"> <li>1. Four-hour parking for non-permit holders</li> <li>2. No parking restrictions on Saturdays and Sundays</li> </ol> <p>Thank you.  John Harris  Chairman  St Mary's Iffley Church Hall Committee</p>

	<p>Time of operation – <b>Too restrictive</b>  In the vicinity of St Mary's Church and its nearby Church Hall at the south end of Church Way, beyond its junction with Abberbury Road/ Mill Lane, the restrictions should not apply on Saturdays and Sundays</p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>My main concern is the excessive restrictions proposed for that part of Church Way where the Church and Church Hall are located. In general I support a less restrictive no parking window such a 0900-1700</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No further comment</p> <p>Any other comments?  I am concerned about the precise location of double-yellow lines within Sheepway Court. These lines should be located in a way which allows residents with parking permits to locate their cars immediately in front of their property, not always in relation</p>
<p>(o237) Local resident,  (Iffley, Sheepway court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I support the introduction of parking zones however I live in an HMO (there are a small number in the area) with greater than 2 cars - I would propose that the number of permits available per household is increased to 3 or 4 to account for this</p> <p>Time of operation – <b>Too restrictive</b>  Weekends are not required in the area, the main issues are commuter traffic parking here</p> <p>New DYLS in Abberbury Road – <b>No opinion</b></p>

	<p>New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  N-A</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  N-A</p> <p>Any other comments?  Allow additional cars to be parked for registered HMOs</p>
<p>(o238) Local resident,  (Iffley, Sheepway Court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I think the need for controlled parking particularly at Iffley turn, Henley Avenue and Woodhouse Way is needed due to the dangerous parking and overspill from Donnington area. However I have concerns about how the proposed CPZ will impact the older and more frail/disabled residents of Iffley village, accessing services when reliant on their cars and also more directly the detrimental impact on the Church and Church Hall as key historic, heritage and community assets of local value and importance.</p> <p>Time of operation – <b>Too restrictive</b>  The area around the church and church hall should be Monday to Friday only 9am to 5pm. The other times are fine for the other areas.</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p>

	<p>Support the location of the DYLS but as previously stated, the times of operation and days in Church way should be reduced to Monday to Friday 9am to 5pm specifically at the church and church Hall</p> <p>Permit Eligibility Henley Avenue – <b>Support</b> Seems reasonable as the location is close by</p> <p>Any other comments? I am concerned the precise placement of the double yellow lines in Sheepway Court and how this will affect a small cul de sac with a lot of cars visiting traffic. I am also concerned that the signage should be clear in its descriptions of restrictions but</p>
<p>(o239) Local resident, (IFFLEY OXFORD, Sheepway Court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p> <p>Re: Formal Consultation - Iffley Proposed Controlled Parking Zone Please find below my response to the above formal consultation and in particular my concerns regarding parking in Sheepway Court and Woodhouse Way where we live..There has been an increase in parking problems in Iffley caused in part by the implementation of CPZs in other locations nearby. • The extension of DYLS on Iffley Turn has coincided with an increase in parking on the Woodhouse Way. • In Sheepway Court the number of short and long term let properties and the conversion of integral garages to habitable rooms has resulted in increased pressure on parking in the court and the adjacent Woodhouse Way. Comments • The definition of the highway in Sheepway Court is not immediately obvious because it is marked by a limited number of OCC markers rather than clear property boundaries. The question is how will the scheme be fairly operated and enforced in this context? • I support the introduction of DYLS on the west side of the Woodhouse Way between Tree Lane and Bears Hedge, where parked cars currently fully obstruct the pavement and limit visibility up and down the Woodhouse Way, a hazard for drivers, cyclists and pedestrians. However a limited number of spaces could remain where visibility is not compromised. • The proposed DYLS will undoubtedly displace cars onto the east side of the Woodhouse Way where parking already obstructs the pavement and more importantly parked vehicles obstruct sight lines northwards for vehicles exiting Sheepway Court. I would suggest that DYLS are introduced on the east side of the Woodhouse Way between Tree Lane and Sheepway Court to prevent this, but allocate one or two spaces for residents where sight lines and visibility are not seriously affected. • Generally along the Woodhouse Way consideration should be given to more DYLS, especially where parking limits visibility and the parked vehicles obstruct the pavement. • Should this and other areas vulnerable to parking on pavements have that part of the pavement suitable for parking is defined by white lining to ensure the footpath is not blocked and pedestrian safety and convenience is maintained. This is used in other parts of Oxford such as Henley Street. • Where Tree Lane</p>

crosses the Woodhouse Way is a busy route for cyclists and pedestrians and parked vehicles often obstruct views of these users. It is suggested that the DYLS should be extended to the north of Tree Lane to improve pedestrian and cycle safety. AS this part of the CPZ is in the Conservation Area DYLS are introduced narrower and paler yellow lines should be used.

Time of operation – **Not restrictive enough**  
24 Hours All days

New DYLS in Abberbury Road – **Partially support**

New DYLS in Augustine Way – **Support**

New DYLS in Church Way – **Support**

New DYLS in Iffley Turn – **Support**

New DYLS in Tree Lane – **Support**

New DYLS in Woodhouse Way – **Support**

Reduce existing DYLS in Cavell Road – **Support**

Re: Formal Consultation - Iffley Proposed Controlled Parking Zone  
Please find below my response to the above formal consultation and in particular my concerns regarding parking in Sheepway Court and Woodhouse Way where we live..There has been an increase in parking problems in Iffley caused in part by the implementation of CPZs in other locations nearby. • The extension of DYLS on Iffley Turn has coincided with an increase in parking on the Woodhouse Way. • In Sheepway Court the number of short and long term let properties and the conversion of integral garages to habitable rooms has resulted in increased pressure on parking in the court and the adjacent Woodhouse Way. Comments • The definition of the highway in Sheepway Court is not immediately obvious because it is marked by a limited number of OCC markers rather than clear property boundaries. The question is how will the scheme be fairly operated and enforced in this context? • I support the introduction of DYLS on the west side of the Woodhouse Way between Tree Lane and Bears Hedge, where parked cars currently fully obstruct the pavement and limit visibility up and down the Woodhouse Way, a hazard for drivers, cyclists and pedestrians. However a limited number of spaces could remain where visibility is not compromised. • The proposed DYLS will undoubtedly displace cars onto the east side of the Woodhouse Way where parking already obstructs the pavement and more importantly parked vehicles obstruct sight lines northwards for vehicles exiting Sheepway Court. I would suggest that DYLS are introduced on the east side of the Woodhouse Way between Tree Lane and Sheepway Court to prevent this, but allocate one or two spaces for residents where sight lines and visibility are not seriously affected. • Generally along the Woodhouse Way consideration should be given to more DYLS, especially where parking limits visibility and the parked vehicles obstruct the pavement. • Should this and other areas vulnerable to parking on pavements have that part of the pavement suitable for parking is defined by white lining to ensure the footpath is not blocked and pedestrian safety

	<p>and convenience is maintained. This is used in other parts of Oxford such as Henley Street. • Where Tree Lane crosses the Woodhouse Way is a busy route for cyclists and pedestrians and parked vehicles often obstruct views of these users. It is suggested that the DYLS should be extended to the north of Tree Lane to improve pedestrian and cycle safety. • AS this part of the CPZ is in the Conservation Area DYLS are introduced narrower and paler yellow lines should be used.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> No objection</p> <p>Any other comments? Council Car Parks at entry to EACH major road into Oxford not on roads effecting residents. Also ALL Oxford should have these restrictions not just those that effect city and county councillors. Disabled Blue Badges should be issued to ALL genuine people</p>
<p>(o240) Local resident, (I live in Iffley, Sheepway Court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b></p> <p>I think the CPZ is in principle right as there is excessive and often long-term parking and congestion in Iffley Turn and at the lower end of Woodhouse Way. However, at the end of Church Way are both St Mary's Church and the Church Hall. These are both key community places in which many activities last over two hours (the proposed time limit throughout Iffley). For the benefit of all the church and hall users I think the whole of the area of Church Way south of its junction with Abberbury Road should have a parking limit of three or four hours on Mondays to Fridays and might well be without restriction at weekends.</p> <p>I live in Sheepway Court. Both there and in Woodhouse Way there is increasing parking, some caused by displacement of cars from CPZs nearer the city centre, others by the increased number of HMOs, with several cars per dwelling.</p> <p>The definition of what constitutes the highway in Sheepway Court is not obvious. How will this scheme be operated fairly?</p> <p>I support double yellow lines (DYLS) between Sheepway Court and Tree Lane on the west side and would extend this south to Krebs Gardens. This will displace cars to the east side of Woodhouse Way between Tree Lane and Sheepway Court and I think DYLS should be placed here too. In general DYLS should be placed along Woodhouse Way wherever there is limited visibility for drivers and cyclists, and particularly at its northern end.</p>

	<p>If there is to be on-pavement parking then this should not obstruct pedestrians and should be defined by white lines as in other parts of Oxford.</p> <p>Time of operation – <b>Too restrictive</b> I think the hours should be three or four hours in Church Way, south of Abberbury Road, for the benefit of users of the Church and Church Hall, and without restriction at the weekends. This is a community area. If parking is restricted it is likely that t</p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Support</b></p> <p>As a resident I realise that there are serious problems caused by the present freedom to park wherever people wish and for as long as they wish. This causes delays and dangers and is unfair for those who live here and who have trouble parking at or near their own homes. With the specific provisos I have mentioned above I am in favour of the proposals.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I have no views on this proposal.</p> <p>Any other comments? I look forward to its implementation.</p>
<p>(o241) Local resident, (Iffley, Sheepway Court)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Will help address existing parking issues in Sheepway Court and adjacent Woodhouse Way in part caused by houses in multiple occupation and Airbnb.</p> <p>Time of operation – <b>Just right</b></p>



	<p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  The use of DYLS particularly on Woodhouse Way will prevent obstruction of sight lines for vehicles leaving Sheepway Court and also travelling along Woodhouse Way. Will also prevent parking on pavements that currently occurs</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No comment</p> <p>Any other comments?  It is not clear if the residents parking scheme will cover the 4 spaces for visitor parking in Sheepway Court. In the tightly designed layout of the Court this area should be covered by the regulations. I assume it is part of the adopted highway.</p>
<p>(o242) Local resident,  (Iffley, Stone Quarry Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b>  Think this is a great idea. Had so many near misses with cars parked in Woodhouse Way leaving not enough space for 2 way traffic. Iffley Turn has also become congested with people leaving their cars all day. Hopefully these measures will help</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p>

	<p>As a local resident, this area can only really manage local residents/visitors/tradesmen and is becoming a big car park each day (albeit weekdays only) Trying to turn right at the bottom of Iffley Road to enable turning onto Iffley Turn to Iffley Way has become a nightmare. One way traffic only is possible and often tails back as drivers try to push their way through</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Local resident who just wants the access we enjoyed before Donnington CPZ</p> <p>Any other comments? Can't come too soon</p>
<p>(o243) Local resident, (Iffley, Stone Quarry Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> Stone Quarry Lane is a cul de sac Why should we have to pay an annual fee &amp; as a pensioner more money I can ill afford. What do i have to go without to pay this ????</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Partially support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Support</b> Far to many cars park here during the day then either cycle or bus to their wickplace</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> It's really ard to get around</p> <p>Any other comments? No more objections</p>

<p>(o244) Local resident, (Iffley, Stone Quarry Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I don't think that there should be a decrease in parking in Cavell Road as more people will just park their due to the restrictions being applied elsewhere causing further parking problems for current residents.  Stone Quarry Lane has currently no allocated parking and works reasonably for all residents. However with the implementation of less parking in the area it may push non residents to park in Stone Quarry Lane. Therefore the only way forward appears to be 'Permit Parking' at a cost of £80 a year.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Cavell road should stay as it is because with less parking in the area it will just push the parking on to their.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Just will be pushing the parking problems in to Iffley which is not big enough to accomodate any more parking.</p> <p>Any other comments?  In general I think that all parking restrictions just pushes parking in to another area. Therefore, remove them all and peoples parking will be spread out in to a wider area reducing the problem for those impacted by parking restrictions elsewhere and wi</p>
<p>(o245) Local resident, (Iffley, Stone Quarry Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I don't agree with having the cpz enforced over the weekend. One of the main arguments for this to be put in place is to stop commuter traffic. Mon-Friday from 0800-1830 would be sufficient to address this.</p>

	<p>Time of operation – <b>Too restrictive</b> Mon-Friday 0800-1830</p> <p>New DYLS in Abberbury Road – <b>Partially support</b> New DYLS in Augustine Way – <b>Partially support</b> New DYLS in Church Way – <b>Partially support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Partially support</b> As per previous comments</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> No opinion</p> <p>Any other comments? Timings should be Mon-Friday 0800-1830</p>
<p>(o246) Local resident, (Iffley, Stone Quarry Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> We live in Stone Quarry Lane and parking issues have never been a problem in our close. We all have off road parking and visitor parking is not an issue</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Partially support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Partially support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b></p>

	<p>I feel that these are the areas that need addressing most regarding the parking problems in our area</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> No comment</p> <p>Any other comments? No</p>
<p>(o247) Local resident, (Oxford, Tree)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> This is a very restrictive proposal compared to surround CPZ (Florence park in particular)</p> <p>Time of operation – <b>Too restrictive</b> Monday-Friday would be a more suitable time of operation</p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> I have opinions on the proposed changes to DYLS other than Iffley turn requiring more</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> No opinion</p> <p>Any other comments? Too restrictive</p>
<p>(o248) Local resident, (58 Tree Lane OX4 4EY, Tree Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p>

	<p>Overall opinion – <b>Object</b>  As a local resident (at 58 Tree Lane OX4 4EY) I a. do not think parking is a problem in the area and b. do not want the area becoming more urban with yellow lines, white lines, notices about parking etc.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  I have made clear above why I OBJECT to the proposals</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  This is for more local residents to decide</p> <p>Any other comments?  As above. I object</p>
<p>(o249) Local resident,  (Oxford, Tree Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  The proposed CPZ involves three very different areas with very different problems and needs and seeks to impose a single solution. Iffley Turn and the associated side roads suffer very badly from inappropriate commuter parking and would benefit from the proposals. The main village (Church Way and sideroads) is hardly affected by commuter parking, with almost all parking issues ascribable to events within the village (largely a good thing) or at the Isis River Farmhouse (a bad thing but largely not addressed by these proposals). Finally the Iffley Borders area (accessed from Courtland Road) has completely different issues and needs and its inclusion in this scheme makes little or no sense.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Partially support</b></p>

	<p>New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b></p> <p>This question appears to be predicated on accepting the case for a CPZ which has not been made with the exception of Iffley Turn and the sideroads accessed directly from it.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  The inclusion in the proposal of the roads accessed from Courtland Road makes no sense, and so moving Henley Avenue into this scheme makes no sense at all.</p> <p>Any other comments?  This scheme should be cut back very sharply to the parts that actually make sense.</p>
<p>(o250) Local resident,  (Oxford, Tree Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  CPZ is unnecessary. Excess parking is mostly in Iffley Turn where all residents have off-street parking. Excess parking is due to overnight excess from Donnington CPZ, and day parking by bus commuters. Donnington CPZ should be removed in order that that area's problems revert there. Iffley will be forced to pay for permits because of another area's problem: this is inequitable. If a scheme is required to be self-financing, then the cost should not fall upon the all residents of the Iffley area; this inequitable. It should be borne by those outside the area causing the problem. Restrictions around the church area will seriously detract from its amenity.</p> <p>Time of operation – <b>Too restrictive</b>  No restrictions</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b></p>

	<p>New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  CPZ in Iffley is unnecessary and undesirable. Proposal will result in inequitable cost to residents for a problem not of their own making.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  No CPZ required for Iffley area.</p> <p>Any other comments?  The perceived need arises from piecemeal solutions adopted by the council. There needs to be more integrated approach, reviewing cost of park and rides included. There also needs to be greater council responsibility for the approval, rather than delegated</p>
(o251) Local resident, (Oxford, Tree Lane)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  Traffic has increased a lot, and will do so even more if proposed housing developments go ahead, even if these are 'car free'. But Iffley is a Conservation Area and it is important to retain its character.</p> <p>Time of operation – <b>Too restrictive</b>  Maybe Sundays could be outside operating time.</p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>Partially support</b></p> <p>It's important not to make it hard for local residents to access their houses, but be able to park easily, but without spoiling the character of Iffley Village. Rather than DYLS could use signage on posts which can be changes if/as necessary. The type of DYLS has to be special for conservation area.</p>



	<p>Permit Eligibility Henley Avenue – <b>No opinion</b> n/a</p> <p>Any other comments? I think the Council/s wish to make the whole of Oxford City into CPZ, in a bid to reduce car traffic. I'm not sure this is wise, especially when buses are not very regular and people in 'car free' housing will always find a place to park a car.</p>
<p>(o252) Local resident, (Oxford, Tree Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> I attended the public meeting at the Hawkwell House Hotel on 22 Aug 2024, and am responding to some points made at that meeting, and my own considered opinions. My main concern is that the proposed region covers areas with completely different needs. The Courtland Road-Annesley Road area is not even linked to the rest of the area by road, and should not be included in the Iffley scheme. The area by Iffley church and Hall requires longer parking periods for events, while the Iffley Turn and Augustine Way areas need more rigorous restrictions. One size does not fit all and applying a single ruling across this whole area is not the answer but will inevitably cause problems for one area or another.</p> <p>Time of operation – <b>Too restrictive</b> Saturday and Sunday should be removed entirely from the restrictions. The problems that occur in Iffley Turn/ Augustine Way stem largely from weekday commuting and school attendance. In any case, weekend events at the church and Hall should be able to ta</p> <p>New DYs in Abberbury Road – <b>Object</b> New DYs in Augustine Way – <b>No objection</b> New DYs in Church Way – <b>Object</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>No opinion</b> New DYs in Woodhouse Way – <b>No opinion</b> Reduce existing DYs in Cavell Road – <b>No opinion</b></p> <p>Can you please define what you mean, it does not take much to write 'double yellow line' (assuming that is what you mean). This is a very confusing question, as there is no indication of how this interacts with the CPZ (does it depend on the CPZ implementation or is it a separate issue altogether?). I am only in support of double yellow lines where they solve an existing congestion problem or safety concern. For example, Abberbury Road does not need double</p>

	<p>yellow lines and they would be visually obtrusive in this scenic road. Also, isn't the CPZ meant to solve any problems there, why are double yellows needed too?</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I don't have any opinion on this.</p> <p>Any other comments? To repeat, in my view one size does not fit all in this area. Please consider the Courtland /Annesley Roads area separately, the residents there do not want this. Also, please give much greater consideration to events occurring in the Church and Hall.</p>
<p>(o253) Local resident, (Iffley village, Tree Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> Since the CPZ has been in place in the Donnington area, some areas of Iffley village have been used as a car park for people working in Oxford. This raises safety and environmental concerns. This problem may be solved by controlled parking, but a full CPZ will also raise other issues, such as access to the church and church hall. In addition, as a resident of Tree Lane, I am concerned that being a private road it will not be covered by the CPZ,so the lane will absorb the parking of cars which are not able to park elsewhere in the village. This could cause safety issues and difficulty in moving past traffic in the lane. It is not a simple issue. There needs to be more encouragement to use the park and ride(financial incentives) rather than cluttering the outskirts of Oxford (especially villages visited for their beauty)</p> <p>Time of operation – <b>Too restrictive</b> No CPZ in force at weekends. No parking 11-13.00 (to prevent the streets being used as a car park)</p> <p>New DYs in Abberbury Road – <b>Partially support</b> New DYs in Augustine Way – <b>Object</b> New DYs in Church Way – <b>Partially support</b> New DYs in Iffley Turn – <b>Partially support</b> New DYs in Tree Lane – <b>Partially support</b> New DYs in Woodhouse Way – <b>Partially support</b> Reduce existing DYs in Cavell Road – <b>Partially support</b></p>

	<p>Some restrictions would be welcome but would require more flexibility than proposed. Private roads would also need some protection to avoid them being cluttered with parked cars. Parking restrictions near Iffley academy school could cause a problem at school drop off times</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I am not sure how this would help</p> <p>Any other comments? There needs to be more consultation about this issue , in particular an opportunity to discuss and consult with Andrew Gant</p>
<p>(o254) Local resident, (OXFORD, Tree Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b> Very difficult getting in and out on Iffley turn because of outsiders parking both sides, esp bad since Donnington road restrictions. Church Way also bad, a lot of parking on pavements</p> <p>Time of operation – <b>Not restrictive enough</b> 24 hours; unfortunately there are plenty of people parking to sleep overnight</p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Object</b> Why remove Cavell restrictions? Only encourages unwanted parking to residents detriment</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> no opinion</p> <p>Any other comments? Please use discrete red lines rather than yellow when possible in conservation area</p>

<p>(o255) Local resident, (Iffley, Oxford, Tree Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Overflow parking from other CPZ areas, to park while travelling into town and semi-abandoned vehicles/used for living in have become problems. I wish to raise these issues: parking in East Church (not possible), restrictions would hit events in the Church &amp; church hall.</p> <p>Time of operation – <b>Too restrictive</b>  I'd like more latitude at weekends for events, including those in the hotels &amp; Isis Farmhouse and for overflows where Hawkwell House &amp; Prince of Wales, Tree hotels not adequate. I'd like Iffley to remain a base for walkers &amp; cyclists coming to the area b</p> <p>New DYLS in Abberbury Road – <b>No objection</b>  New DYLS in Augustine Way – <b>No objection</b>  New DYLS in Church Way – <b>No objection</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Where I support them I think that the road has movement problems at times. In general I have no objection in other places.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  i'd like to provide flexibility for residents of those dwellings to park in areas closer to them.</p> <p>Any other comments?  I'm concerned that there are no park &amp; rides with bus services to Iffley or very close by. As I've said above, I think the needs of the church, church hall and businesses which often have events in the village (or the Isis Farmhouse) should be considered</p>

<p>(o256) Local resident, (Iffley Village, Tree Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Parking in Iffley village has become a major problem and the roads within the area have become like a park &amp; ride given the easy bus access and there's no longer an option for 2 cars driving in opposite directions to pass each other</p> <p>Time of operation – <b>Not restrictive enough</b>  8am to 8pm</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  DYLS are needed to control parking in dangerous locations and road junctions</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  no opinion</p> <p>Any other comments?  As a resident of Tree Lane (lower part/unadopted part) I'm concerned that with restrictions elsewhere in the village cars will park in our road which will not be included within the CPZ scheme. The road is narrow and this would affect emergency vehicle access</p>
<p>(o257) Local resident, (Iffley, Tree Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Support</b>  Excessive commuter parking in the area</p> <p>Time of operation – <b>Not sure</b></p>

	<p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Excessive commuter parking in Iffley Turn. Very difficult for cars to pass.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Unfamiliar with the issue</p> <p>Any other comments?  Important to preserve Iffley's character as a village while resolving practical problem of excessive commuter parking</p>
<p>(o258) Local resident,  (Iffley village, Tudor  Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Not needed.</p> <p>Time of operation – <b>Too restrictive</b>  Parking zone not needed at all.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  No need for controlled parking zone in Iffley village.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  No need for controlled parking zone in Iffley village.</p>

	<p>Any other comments? Just leave it as it is, there are no issues.</p>
<p>(o259) Local resident, (Iffley village, Tudor close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> Only concerned with the proposals that concern the regulation of parking in Tudor Close.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> Only concerned with Tudor close</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Only concerned with Tudor close</p> <p>Any other comments? Only concerned with Tudor close</p>
<p>(o260) Local resident, (Iffley Village, Tudor Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> As a resident of Tudor Close I am very concerned about the parking area of the Close being included in this proposal. In addition to the multiple private parking spots, the Close is very small and I am very worried that additional parking spots added to the area would make it very difficult/unsafe for residents to manoeuvre vehicles. In addition, I am</p>

	<p>genuinely if the area ends up being opened to public parking, I am concerned about the real opportunity to swiftly enforce obstructions when they will occur.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>I am extremely concerned about the effects this proposal will have on private parkings of Tudor Close residents.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  Please consider the exceptional situation of parkings inside Tudor Close and remove the area from the proposal.</p>
<p>(o261) Local resident,  (Iffley, Tudor Close)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  As residents of Tudor Close, we each own a parking space as outlined in our deeds. The parking areas are located throughout the close, and we believe that adding a Controlled Parking Zone (CPZ) will cause intolerable disruption by obstructing our legally designated parking spaces.</p> <p>Time of operation – <b>Not restrictive enough</b>  Certain areas within Iffley village require different times eg Church &amp; Church Hall. Church Way from Henley Av. to Lucas Remy are being used as a car park for shoppers and commuters.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b></p>



	<p>New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Not immediately obvious having DYL in Cavell Rd, Augustine Way and Abberbury Rd, will make much difference to the parking problems.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  Its not at all clear why there needs to be DYL and CPZ stretching over so much of the area. This has not been made clear at any stage of this review.</p>
<p>(o262) Local resident,  (Oxford, Villiers Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  I am a single mother on a low income and cannot afford these costs. I live on Villiers Lane and park my car on Annesley or Ellesmere Rd. I have been included in the correspondence and yet there is no mention of Villiers Lane residents on the proposal. Where am I supposed to park?</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Doesn't affect me</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>

	<p>Doesn't affect me</p> <p>Any other comments? Please consider Villiers Lane. Myself (no 10) and my neighbours at 8 and 12 all park on Annesley/Ellesmere Rd.</p>
<p>(o263) Local resident, (Oxford, Villiers Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b> There are areas that will be affected by the CPZ that will not be eligible for permits. In my particular case, Villiers Lane. With no parking available on Villiers Lane; visitors, businesses, and contractors must utilise space in the CPZ for access to some residences. I would only support the CPZ if all surrounding areas without parking are eligible for permits.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b> New DYLS in Augustine Way – <b>No opinion</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Partially support</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> The areas has frequent poorly parked cars on corners etc.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> '-</p> <p>Any other comments? No</p>
<p>(o264) Local resident, (Parish of Iffley, Villiers Lane)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b></p>

	<p>We live in Villiers Lane and while within the zone we are not mentioned in the document. VL is designated a bridle way. There are six properties whose only access is by driving down Villiers Lane. The lane is narrow with no parking along the length of the lane. Four properties are able to get a car a vehicle within their boundaries. Two properties have no such access. All properties require parking in Annesley Road for visitors and tradesmen. We should require parking permits if the proposed CPZ goes ahead.</p> <p>Residents of Annesley Road, Ellesmere , Courtland , Hunsdon and Egerton generally do not have parking other than on the road unless they have chosen to utilise their front gardens. This adds to additional run off and loss of habitat. The present situation works well. It is unnecessary to have a CPZ in these streets and this seems like a means to raise taxes and is a sledgehammer to crack a non existent nut.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>Other areas of Oxford e.g Headington Quarry have a CPZ which finishes at 1700. We know from personal experience these areas are not policed meaning abuse of the system takes place. What about weekends? When families frequently have elderly relatives visit</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>The proposal is basically unnecessary apart from, on few occasions when there are events in Iffley Village such as for example Iffley History Soc, church services, meeting concerts etc in the church and the hall. Many of the attendees are elderly and in winter especially could not and would not be able to attend.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p> <p>We don't know enough about the parking patterns in these areas.</p> <p>Any other comments?  To reiterate this seems like a cash cow for the council with no significant benefit to the residents.</p>
(o265) Local resident, (Oxford, Villiers Lane)	Live in CPZ? – <b>Yes</b>

	<p>Overall opinion – <b>Partially support</b>  I recognise the need for a CPZ in our area. However I am very concerned that the road I live in (Villiers Lane) is not included in those listed, and therefore residents of Villiers Lane are not deemed eligible for parking permits. A number of houses in Villiers Lane have limited or no parking, and therefore require parking in Annesley Road. Some residents may need carers in the near future - under the current proposals visitor permits would not be available. I would like Villiers Lane to be included in the scheme.</p> <p>Time of operation – <b>Not restrictive enough</b>  Pressure on parking in this area begins earlier in the day - as can be seen at Iffley Turn.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Partially support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  As explained in response to question 4, I am concerned that consideration has not been given to the needs of residents in Villiers Lane. In relation to DYLS, it is difficult to express a considered opinion without knowing the extent of the proposed extra DYLS</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  See question 8</p> <p>Any other comments?  I support the scheme in general and have explained my particular concerns elsewhere in this questionnaire.</p>
(o266) Local resident, (Iffley village, West view)	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  We do not have issues with parking on tree lane/stone quarry lane so this is not necessary and will just cost residents additional money during a cost of living crisis!</p> <p>Time of operation – <b>Too restrictive</b></p>

	<p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>I do support the implementation of parking restrictions on Iffley turn as since the parking restrictions were implemented in Donnington, there are too many parked cars on Iffley turn which makes it dangerous. With the bottom Of Woodhouse way, in my opinion, there should be double yellows here as on the turn on the hill, it is too dangerous to have parked cars at any time.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  These are not areas I live in so I do not know the effects that these would have</p> <p>Any other comments?  No</p>
<p>(o267) Local resident,  (Iffley, West View)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b>  I live in West View which is off Tree Lane, yet West View is not mentioned in your documents?? Need clarity (is it included or not) as West View residents would need to apply for visitors permits at least</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p>

	<p>The proposals for Tree Lane are not clear/hard to read on your website. There needs to be restrictions on the upper part of Tree Lane as residents have had failed deliveries due to badly parked vehicles obstructing access to West View and Stone Quarry. Many pedestrians walk in this narrow road (footpath not fit for purpose and obstructed in part by parked cars), will footpath issues and footpath signage be addressed ???</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Iffley turn is used, amongst other things, as short term (over flow) parking for those attending appointments at Donnington Health Centre or collecting prescriptions on Henley Avenue as parking at those venues is inadequate/often over crowded thus causing</p> <p>Any other comments?  Generally it is long over due but not sure the whole village needs to be included as this would prevent many from attending events at the village hall and the church etc (there is no bus service here so again, could be discriminatory against those who are</p>
<p>(o268) Local resident,  (Iffley, Oxford, West View,)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>No objection</b>  Many roads in Iffley have become difficult to negotiate because of increased parking on both sides of the road. I think the increase of parked cars is because of parking restrictions elsewhere. It makes driving more hazardous as you often cannot see the road ahead clearly.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYs in Abberbury Road – <b>Support</b>  New DYs in Augustine Way – <b>No opinion</b>  New DYs in Church Way – <b>Support</b>  New DYs in Iffley Turn – <b>Support</b>  New DYs in Tree Lane – <b>Support</b>  New DYs in Woodhouse Way – <b>Support</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  I support the proposals because I think they will make the area safer and less polluted.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>

	<p>They will make the area safer and less polluted</p> <p>Any other comments? No</p>
<p>(o269) Local resident, (Oxford, Woodhouse Way)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Object</b>  Parking is not a problem now, and we do not wish to make it one for our household by getting permits, dealing with guest permits, etc etc. This is a lot of faff about a problem that isn't important. I wish the city council would work on tackling real issues like drug dealers using the local park for their activities, instead of docking parents who park on the street waiting for their kids to get off from school, or are attending sports or performances. It's silly and the neighborhood doesn't need it.</p> <p>Time of operation – <b>Too restrictive</b>  10am to 3pm at most. Would prefer this didn't exist.</p> <p>New DYs in Abberbury Road – <b>Object</b>  New DYs in Augustine Way – <b>Object</b>  New DYs in Church Way – <b>Object</b>  New DYs in Iffley Turn – <b>Object</b>  New DYs in Tree Lane – <b>Object</b>  New DYs in Woodhouse Way – <b>Object</b>  Reduce existing DYs in Cavell Road – <b>Object</b>  This neighborhood doesn't need this.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  This is unnecessary.</p> <p>Any other comments?  Please stop this silliness. No one wants this.</p>

<p>(o270) Local resident, (Iffley, Wootten Drive)</p>	<p>Live in CPZ? – <b>Yes</b></p> <p>Overall opinion – <b>Partially support</b> I think all residents in Iffley should be eligible to apply for residents permit. I live on Wootten Drive and current proposals would not include myself / my neighbours.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>No objection</b> New DYLS in Augustine Way – <b>No objection</b> New DYLS in Church Way – <b>No objection</b> New DYLS in Iffley Turn – <b>No objection</b> New DYLS in Tree Lane – <b>No objection</b> New DYLS in Woodhouse Way – <b>No objection</b> Reduce existing DYLS in Cavell Road – <b>No objection</b> nil</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> no opinion</p> <p>Any other comments? No</p>
<p>(o271) Member of public, (littlemore, alice smith sq)</p>	<p>Live in CPZ? – <b>Other</b> ox44ng</p> <p>Overall opinion – <b>Support</b> less cars, more space for walking and cycling</p> <p>Time of operation – <b>Not restrictive enough</b> one car per household and the fee should be much higher. Either you park on your own land or it does cost actual money to use public space, i.e. an amount either connected to the owner's income or based on the house value etc. 50 or 60 pounds a year is ba</p>



	<p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  less cars is always a good thing</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  no opinion on that</p> <p>Any other comments?  increase the prices</p>
<p>(o272) Local Cllr (i.e. Town/Parish/District),  (Oxford, Argyle Street)</p>	<p>Live in CPZ? – <b>Other</b> Iffley Fields - FS</p> <p>Overall opinion – <b>Support</b>  Protecting residential streets from free long-term and commuter car storage is an essential step towards safer streets for people.</p> <p>Time of operation – <b>Not restrictive enough</b>  24h</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  DYLS protect kerbside space for improved walking and cycling, reducing parked car obstructions for those with limited mobility and ensuring a more equitable distribution of space. I support their extension.</p>

	<p>Permit Eligibility Henley Avenue – <b>No opinion</b> Do not have enough info on this to be able to make an informed judgement.</p> <p>Any other comments? Continuing roll-out of the CPZs is welcome to ensure transport equity across Oxford. Please keep up the pace!</p>
<p>(o273) Local resident, (Oxford, Aston Street)</p>	<p>Live in CPZ? – <b>Other</b> Magdalen North</p> <p>Overall opinion – <b>Object</b> As an active member of St. Mary's, Iffley, I think the current proposal would severely affect the activities and income of the church, particularly in relation to mid week weddings and funerals. These are often followed by refreshments in the hall, and attended by visitors from further then Oxford. Similarly concerts and events in the Hall attract a wide audience and bring in much needed income to the Church. An estimate of time spent in Iffley would be nearer four hours.</p> <p>The practice of holding meetings after church services would not be viable within a time slot of two hours and would therefore necessitate scheduling these on separate occasions, as about a third of those on the electoral roll of the church live outside the parish, This could deter full participation in events or increase the number of car journeys, as many of the congregation are senior citizens.</p> <p>I recognise that there are times when Church Way can be packed when there are special events. However, it is currently easy to park mid week, particularly at the church end, as I have done frequently when giving guided tours of the church or gardening in the churchyard. Both of these activities support the 'amenity value' of the church and take more than the proposed two hour time slot.</p> <p>Time of operation – <b>Too restrictive</b> No restrictions on Saturdays and Sundays. Three hour slots at the most.</p> <p>New DYs in Abberbury Road – <b>Object</b> New DYs in Augustine Way – <b>Object</b> New DYs in Church Way – <b>Object</b> New DYs in Iffley Turn – <b>Partially support</b> New DYs in Tree Lane – <b>Object</b> New DYs in Woodhouse Way – <b>Object</b> Reduce existing DYs in Cavell Road – <b>Object</b></p>

	<p>Please see previous comments. Iffley Turn now seems to have been colonised by cars from neighbouring areas, and some tour buses, so should be treated separately. Would this simply push the problem 'up the road'? I suggest a gradual approach.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Absence of an argument for this</p> <p>Any other comments? This is a sledgehammer to crack a nut, and would be detrimental to the church at the heart of the community</p>
<p>(o274) Local resident, (Oxford, Bannister Close, Iffley Road)</p>	<p>Live in CPZ? – <b>Other</b> St Mary's Ward</p> <p>Overall opinion – <b>Partially support</b></p> <p>I recognise there may be need for the introduction of a CPZ in parts of Iffley but am concerned at the negative impact the introduction of the currently proposed CPZ arrangements in Iffley will have on many of those wishing to attend services and/or events in the Church and Iffley Church Hall. These are quite a distance from the nearest bus stop, and the availability of parking is essential for many attendees including those who are older, unwell, frail, or have impaired mobility.</p> <p>I usually walk to church but if it is raining, and/or if I am helping to lead or support services in the Church I do need to be able to drive and park, and may need to do so for more than two hours. This will be true also for organisers of and attendees at daytime events in the Hall. The proposed parking restrictions seem likely to reduce community participation in church activities (very much including those from Donnington and Rose Hill areas which Iffley church also serves as their parish church). The proposed restrictions are likely to result in the loss of Hall lettings and could make this highly valued listed heritage (and, with its thatched roof, very expensive to maintain) community asset no longer financially viable.</p> <p>I therefore request that appropriate adjustments are made to the proposed scheme to allow those attending services and events to be able to park for up to four hours, by allowing longer parking at least in Church Way from Mill Lane to the Church or extending the scheme, and/or applying parking restrictions only on Mondays to Fridays day time (or even just a short period in the middle of the day, Mon to Fri, to deter commuter parking) .</p> <p>Thank you.</p> <p>Time of operation – <b>Too restrictive</b> Please see my previous answer which includes this information.</p>

	<p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Please see my previous answer which explains the detail of my views. Thank you.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Please see previous answer which sets out my views.</p> <p>Any other comments?  Please see previous answer which sets out the detail of my views.</p>
(o275) Local resident, (Oxford, Beresford Place)	<p>Live in CPZ? – <b>Other</b> Temple Cowley</p> <p>Overall opinion – <b>No objection</b>  Fully support the proposals.</p> <p>Time of operation – <b>Not restrictive enough</b>  day and night</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  DYLS are important for sight-lines and space. We need more of them for visionzero.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>

	<p>both seems fine - residents should decide.</p> <p>Any other comments? This will make a real difference and be a good step forward.</p>
<p>(o276) Local resident, (Oxford, COURTLAND ROAD)</p>	<p>Live in CPZ? – <b>Other</b> Rose Hill</p> <p>Overall opinion – <b>Partially support</b> I am very concerned about CPZ affecting the Church and the Church Hall in Iffley. 2 hours is not enough. I am going to a funeral in the Church next Tuesday. Many people are expected to attend, and have been told to arrive well before the start of the funeral at 11.30. Refreshments are to be held in the hall afterwards. If there is a 2 hour restriction, people will have to leave by 1, before they have barely begun to share their condolences. 4 hours would be practical, to allow for the people to wash up and clear away afterwards. Church and hall attendance on occasions such as these are very important.</p> <p>Time of operation – <b>Too restrictive</b> I have just stated previously, for attendance at funerals and refreshments in Hall afterwards, 3 hours is necessary, and even 4 hours for those laying out the hall and clearing up and washing up afterwards. Weddings too are now beginning to be held on a w</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>No opinion</b> New DYLS in Iffley Turn – <b>No opinion</b> New DYLS in Tree Lane – <b>No opinion</b> New DYLS in Woodhouse Way – <b>No opinion</b> Reduce existing DYLS in Cavell Road – <b>No opinion</b> As stated in my previous response. Church Way by the Church needs 4 hours.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> I have no opinion on Henley Avenue. I think these CPZs have created problems. Before CPZs were introduced, there was very little problem. CPZ is now making Oxford a no car zone.</p> <p>Any other comments?</p>

	<p>Please consider very carefully Church Way by the Church and Church Hall. It would be a disaster if a 2 hour limit were introduced. 4 hours is needed, as I have explained earlier on.</p>
<p>(o277) Local resident, (Iffley, Fitzherbert Close)</p>	<p>Live in CPZ? – <b>Other</b> Fitzherbert Close - private road within CPZ area</p> <p>Overall opinion – <b>Partially support</b>  I support action to reduce parking congestion in Iffley Turn (and subsequent displacement of parking to Iffley Village). I support the request for different arrangements near the church and hall - extended parking hours are needed here during the week as requested in the petition.  I think parking should be allowed at the weekend - for church and walkers to have access, also Isis Farmhouse customers</p> <p>Time of operation – <b>Too restrictive</b>  No restriction at weekends. Timings should be targeted at (all day) commuter parking. Could restrictions apply for an hour or two in the middle of the day Mon-Fri to prevent all day commuter parking?</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Partially support</b>  New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  See previous comments</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  ..</p> <p>Any other comments?  Very strong objection to current proposals for parking restrictions near St Mary's church and hall.</p>

(o278) As part of a group/organisation, (Oxford, Howard)

Live in CPZ? – **Other RH**

Overall opinion – **Partially support**

I am objecting, as a deputy warden of St Mary's Church and regular church goer of 35+ years. I also often pick up and drop off elderly members of the congregation for services and functions, many of which extend past the 2hr proposed limit. A funeral held last Tuesday, at which I was a vergar, necessitated me being at church from 10.30 until 14.00. On a Sunday morning when I am deputy warden or on coffee duty I need to be there from 9.00 to 12.00. And when there is a baptism from 9.00 to 13.30. (I live on Howard Street and walking is not always an option as I am 74 and suffer from sciatica at times or I need to pickup older church members unable to walk from entrance to the village). I have a 50th Anniversary party booked for September next year from 15.00 to 23.00hrs when the church hall will be packed with friends, relatives and church goers. If parties and events can't be held in the hall the church will lose important and essential revenue (especially used for rethatching of the hall). The hall is a great venue for local people and events. It is well used and loved.

I understand that the controlled parking is important for our small city and am dealing with many restrictions that affect me on Howard St and Boundary Brook Rd. I work hard to comply with these even though it is difficult at times. Visitors struggle to come to us but I always work to make it work and love my quiet street now. But Iffley Church is at the heart of many people in Rose Hill, Donnington and Iffley. Nearly 1/3 of our electoral role live outside the Parish. Many of these people play important roles in the church and many do not cycle.

I understand the traffic problem and if the housing goes in on meadow lane it will be terrible. But the Church is important to Christians and non Christians alike. There has to be some other solution for the village.

Time of operation – **Too restrictive**

All week as services, funerals, weddings, parties can be at any time/day.

New DYs in Abberbury Road – **Object**

New DYs in Augustine Way – **Partially support**

New DYs in Church Way – **Object**

New DYs in Iffley Turn – **Partially support**

New DYs in Tree Lane – **Object**

New DYs in Woodhouse Way – **Object**

Reduce existing DYs in Cavell Road – **Object**

Please see my previous comments.

	<p>Permit Eligibility Henley Avenue – <b>No opinion</b> I am not sure how this would affect these residences.</p> <p>Any other comments? This could be disastrous for our church and church hall.</p>
<p>(o279) Local resident, (Oxford, Howard Street)</p>	<p>Live in CPZ? – <b>Other RH</b></p> <p>Overall opinion – <b>Object</b> There does not seem to be an issue with parking needs, and it seems to be a way of raising funds by charging residents.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Partially support</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Support</b> There is no issue with road use and parking</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> n/a</p> <p>Any other comments? Iffley does not seem to be as constricted as the other East Oxford roads where parking zones have been introduced. The vehicle size restrictions also seem to limit the kind of vehicle that residents are allowed to keep. For example, a campervan or work LC</p>



<p>(o280) Local resident, (Iffley Road, Iffley Road)</p>	<p>Live in CPZ? – <b>Other</b> Off Iffley Road</p> <p>Overall opinion – <b>Object</b> Please stop continuous expansion of CPZ in East Oxford, 600 parking spaces were lost in East Oxford with implementation of Cycle Quickways.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> Please stop continuous expansion of CPZ in East Oxford, 600 parking spaces were lost in East Oxford with implementation of Cycle Quickways.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Please stop continuous expansion of CPZ in East Oxford, 600 parking spaces were lost in East Oxford with implementation of Cycle Quickways.</p> <p>Any other comments? Please stop continuous expansion of CPZ in East Oxford, 600 parking spaces were lost in East Oxford with implementation of Cycle Quickways.</p>
<p>(o281) Local resident, (Oxford, Rymers Lane)</p>	<p>Live in CPZ? – <b>Other</b> FP</p> <p>Overall opinion – <b>Support</b> Parking creates traffic. Why should people store their private property on public space for free?</p> <p>Time of operation – <b>Not restrictive enough</b> I would like all CPZ to be 24/7</p>

	<p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Will improve safety for pedestrians and cyclists</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  We must encourage a lifestyle where not everyone feels they should have a car.</p> <p>Any other comments?  No</p>
(o282) Local resident, (., .)	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b>  Vital to retain existing parking to maintain freedom of choice for public</p> <p>Time of operation – <b>Too restrictive</b>  Do not create a cpz</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Parking is needed</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p>

	<p>Occ has gone too far and needs to roll back on prevention of parking and driving until it has developed excellent alternative transportation like a proper metro system, off road cycle tracks and free park and ride/bus service</p> <p>Any other comments? No</p>
<p>(o283) Local resident, (Resident of Iffley village, Abberbury Avenue)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Partially support</b> Abberbury Avenue must be included. There is no reasonable or defensible excuse for excluding Abberbury Avenue. If the Avenue is not included then the Avenue at the end of Abberbury road will become a permanent parking place for lorries (already a substantial problem) and for cars from adjacent controlled areas and for those who currently use the de facto Iffley park and ride at Iffley Turn. It is a short and convenient walk to connecting bus services to central Oxford.</p> <p>Time of operation – <b>Not restrictive enough</b> 24 hours per day 7 days a week</p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Support</b> Do not exclude Abberbury Avenue to do so is not defensible and could be subject to Legal challenge as unlawful discrimination against the residents of Abberbury Avenue.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> discouraging personal car use</p> <p>Any other comments? Do not discriminate against the residents of Abberbury Avenue. Have we been forgotten or overlooked or is there a more sinister reason for Abberbury Avenue not being included in the controlled parking zone?</p>

<p>(o284) Member of public, (Oxford, Ashhurst Way)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b> I object to any CPZ</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b> No cpz</p> <p>Permit Eligibility Henley Avenue – <b>Object</b> Do not add cpz</p> <p>Any other comments? No</p>
<p>(o285) Member of public, (Oxford, AShurst Way)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b> I visit an elderly family member who hasn't been able to get visitor permits. I visit weekly to take her to the shops. i sometimes take one or two of her neighbours with us in the car. This is also going to push parking into Rosehill. We're all a bit sick of the council shoving these things down our throats.</p> <p>Time of operation – <b>Too restrictive</b></p>

	<p>All two hour parking like in Marston. And allow free parking all weekend.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Same reasons as above.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  None</p> <p>Any other comments?  To many this seems like just another money grabbing scheme by the council. Go for it - but we're not going to vote for Brad Baines at the next election.</p>
<p>(o286) Member of public,  (Milborne Port, Bathwell Lane)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Partially support</b>  I support the idea of a controlled parking zone in this area. However, the lines as given on your proposed plan for Maywood Road, Augustine Way and Iffley Turn do no make sense. There is no obvious place to park on the road on Maywood Road unless you remove the grass verges which would be detrimental to the street scene. Your lines for permit holder/restricted parking on Iffley Turn go right round corners, and also overlap. On the junction between Augustine Way and Maywood Road, your lines say that this is both double yellow lines and permit holder/restricted parking. It can't be both, I don't think.</p> <p>Time of operation – <b>Not restrictive enough</b>  8.30am to 6.00pm: many people have not gone to work/school by 8.00am</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>No opinion</b></p>

	<p>New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Please see my earlier response about Maywood Road, Augustine Way and Iffley Turn - your plans do not make complete sense.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  A very good idea but the lines on your plans need to be thought through more clearly and there are no spaces for on-road parking in Maywood Road that I can see.</p>
<p>(o287) Local resident,  (Oxford, Bodley Road)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b>  Reading the Statement of Reasons, the following sentence stands out - "The proposals seek to alleviate the problems associated with .... overflow parking from adjacent CPZs". In essence, the parking issues in the proposed new CPZ have been partially caused by the introduction of the existing CPZs, and one could conclude that a contributing factor is the parking permit limitations necessitating that residents in the existing CPZ have no choice but to park outside it. Presumably, cars displaced from this area by the introduction of the new CPZ will then necessitate the introduction of further CPZs, likely each side of the A4158 towards the ring road .. and so on and so on.  The consultation also implies that this CPZ is to be for the benefit of the residents - if this is true, then residents should be issued with free parking permits, sufficient for their permanent residents, and not be required to pay an fee for individual resident or visitor permits.  The limit of 2 residents permits per property is insufficient - consider a 'normal' family of four, with adult/teenage children still residing at home due to the high cost of property limiting options for leaving home. The likelihood is that all four adults in the family will have/need a car, and the limit of two resident permits per property will not be adequate. With the additional limitation of visitors permits being for 50 days per year, there will insufficient permitted parking for such households so pushing their parking to outside the CPZ ... so leading to the creation of further CPZs (see above).</p> <p>Time of operation – <b>Too restrictive</b></p>

	<p>No clear view on days/times ... but shift workers should be considered (they will likely be home and parked during the restricted period), and may be limited on their parking due to the number of permits being proposed (see previous comments in Q4 re: per</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>I am a resident in the area - and could be impacted in the future should the CPZs be extended further.  I consider that the introduction of the CPZs and the permit limitations are contributing /causing the issue in the first place. There seems to have been little thought on the part of the council on the cause/effect of the introduction of the CPZs, and the longer term impact on residents.  I think it morally wrong that residents, who already pay road tax and council tax, are effectively paying a local council tax again to be able to park where they live.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  n/a</p> <p>Any other comments?  n/a</p>
<p>(o288) As part of a group/organisation, (Abingdon, Bostock Road)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b>  We are aware of significant parking in this area as part of an onward journey into other parts of Oxford. The parking causes difficulty for residents. The traffic causes difficulties for other road users. The journeys could in general be conducted by public transport, cycle, or park-and-ride, freeing up road space for people who actually need it.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b></p>

	<p>New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  These DYL proposals are helpful in removing parking from areas where it creates a danger by obstructing vision or the carriageway.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No strong opinion, but this seems reasonable.</p> <p>Any other comments?  No</p>
<p>(o289) Member of public,  (Headington, Chestnut Avenue)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b>  It is impossible to park when visiting our friends that live there due to commuters parking there.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  Regularly visit residents of 15 Iffley Turn</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion on this one</p>



	<p>Any other comments? No</p>
<p>(o290) Member of public, (Sway, Cruse Close)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b> Although I don't live in the Iffley area, I have family on Iffley Turn that I visit quite often and on many occasions it is impossible to park. I have never known it to be as bad as it is now and it doesn't matter what day of the week it is or what time of day it is, there is usually never space to park. Even the drive at the property I visit is often blocked by badly parked cars so I can't even park off road there.</p> <p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Support</b> It would stop the area being a free-for-all for parking and let residents actually park outside their properties. With so much of the rest of Oxford already having restrictions in place, the last few remaining places without them are obviously suffering.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Don't know enough about this particular one.</p> <p>Any other comments? No</p>
<p>(o291) Member of public, (Kidlington, Heron Place, Nurseries Road)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b></p>

	<p>Unless there's provision for parking by disabled drivers we will be prevented from attending any event in Iffley, which we still support through regular Parish Giving</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b>  Absolute need for access to St Mary's church and village hall for disabled car passenger</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No opinion</p> <p>Any other comments?  Are the needs of elderly and infirm adequately taken care of?</p>
<p>(o292) Local resident,  (Oxford, Iffley Road)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b>  This summer I visited friends with a house on the Iffley Road. It's a wide road but their street parking has been removed. Now there are limited parking spaces on side streets which can be difficult to access. More parking is required.</p> <p>Time of operation – <b>Too restrictive</b>  Not Saturday or Sunday and only time limited at other times.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b></p>

	<p>New DYLs in Tree Lane – <b>Object</b>  New DYLs in Woodhouse Way – <b>Object</b>  Reduce existing DYLs in Cavell Road – <b>Object</b>  Making life for the residents to restricted.</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  As above</p> <p>Any other comments?  No</p>
<p>(o293) Local resident,  (OXFORD, James Street)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b>  Should reduce parking and discourage unnecessary car use</p> <p>Time of operation – <b>Not restrictive enough</b>  All the time like other CPZs</p> <p>New DYLs in Abberbury Road – <b>Support</b>  New DYLs in Augustine Way – <b>Support</b>  New DYLs in Church Way – <b>Support</b>  New DYLs in Iffley Turn – <b>Support</b>  New DYLs in Tree Lane – <b>Support</b>  New DYLs in Woodhouse Way – <b>Support</b>  Reduce existing DYLs in Cavell Road – <b>No opinion</b>  Car use needs to be discouraged, roads need to be safer for cyclists and pedestrians</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Thought I said that in the last box</p> <p>Any other comments?  No</p>

<p>(o294) Local resident, (Littlemore, Littlemore Rd)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b>  This will prevent those who wish to visit the area/stroll along the river making this prohibitive by not allowing short term parking.  Also it does not solve problem of those parking for extended periods it simply moves it further down the road</p> <p>Time of operation – <b>Too restrictive</b>  It shpukd be possible to introduce limited time parking eg 2 hours</p> <p>New DYLS in Abberbury Road – <b>Partially support</b>  New DYLS in Augustine Way – <b>Object</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Partially support</b>  Reduce existing DYLS in Cavell Road – <b>Partially support</b>  Parking should be made available to those wishing to enjoy the river. I am aware that some roads are feeling the impact of cpz introduction to Iffley rd-those parking &amp; then busing into Oxford shpukd be discouraged</p> <p>Permit Eligibility Henley Avenue – <b>Partially support</b>  Sensible proposal</p> <p>Any other comments?  In general this is likely to push the problem further up Rosehill</p>
<p>(o295) Local resident, (Littlemore, Long Lane)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b>  Iffley is an ancient place, built and founded many years before cars. This should be considered and Iffley village should not become a permanent car park: it is not big enough or roads wide enough for that. Permits allow residents the space they need and encourage visitors to consider alternatives to driving. A CPZ has my full support.</p>

	<p>Time of operation – <b>Just right</b></p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  As above</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I'm not sure I understand this</p> <p>Any other comments?  Thank you for making Oxford and its areas cleaner and safer. It is so appreciated.</p>
<p>(o296) Member of public,  (Oxford, Marston)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b>  Like the majority of other residents parking restrictions in Oxford this is just another way of extracting yet more money from residents,£80.00 per year at present. The majority of these roads have no parking problems. If the County Council think otherwise they should think again. If as they ( Oxfordshire County Council) think otherwise then if or should I state implement this so called proposed scheme prove it is not just a money making scheme by not charging the residents £80.00 (increasing year on year) . Only then will I believe it is not a money making scheme. In short I am against this and any other of Oxfordshire County Councils so called residents parking schemes.</p> <p>Time of operation – <b>Too restrictive</b>  As already stated just another money making scheme</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Object</b></p>

	<p>New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Object</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  As already stated another money making scheme</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  Again as all ready stated just another money making scheme by Oxfordshire County Council</p> <p>Any other comments?  I think I have made my thoughts clear</p>
<p>(o297) Local resident,  (Oxford, Mayfair Road)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b></p> <p>I am writing to formally object to the proposed installation of a Controlled Parking Zone (CPZ) and the introduction of parking permits in the Iffley area. While I appreciate the Council’s efforts to manage parking and traffic in our community, I believe that the implementation of such measures in this particular area will have a number of unintended and detrimental consequences, particularly concerning access to St Mary the Virgin Church and the River Thames at Iffley Lock.</p> <p>Impact on Religious Access:  St Mary the Virgin Church is not only a place of worship but also a vital part of the spiritual and cultural heritage of Iffley. The proposed CPZ will significantly hinder access to the church, especially for elderly and less mobile parishioners who rely on convenient parking to attend services and participate in religious activities. The imposition of parking permits and restrictions in the area could deter regular attendance and undermine the church’s role in the community, thereby eroding the religious life of Iffley.</p> <p>Impact on Mental Health and Wellbeing:  The River Thames at Iffley Lock is a cherished local amenity that provides residents with a tranquil space for recreation, exercise, and reflection. Access to the river is integral to the mental health and wellbeing of the community, offering a natural respite from the stresses of daily life. The introduction of a CPZ could discourage people from visiting the area, particularly those who do not reside within the immediate vicinity, thereby limiting opportunities for outdoor recreation and reducing the overall quality of life for local residents.</p>

Conclusion:

In light of the above concerns, I strongly urge the Council to reconsider the introduction of a Controlled Parking Zone in the Iffley area. The proposed measures risk restricting access to important community assets that support both the spiritual and mental health needs of residents. I would respectfully suggest that alternative solutions be explored that address parking concerns without compromising access to these vital locations.

Time of operation – **Too restrictive**

New DYLS in Abberbury Road – **Object**

New DYLS in Augustine Way – **Object**

New DYLS in Church Way – **Object**

New DYLS in Iffley Turn – **Object**

New DYLS in Tree Lane – **Object**

New DYLS in Woodhouse Way – **No opinion**

Reduce existing DYLS in Cavell Road – **No opinion**

I am writing to formally object to the proposed installation of a Controlled Parking Zone (CPZ) and the introduction of parking permits in the Iffley area. While I appreciate the Council's efforts to manage parking and traffic in our community, I believe that the implementation of such measures in this particular area will have a number of unintended and detrimental consequences, particularly concerning access to St Mary the Virgin Church and the River Thames at Iffley Lock.

Impact on Religious Access:

St Mary the Virgin Church is not only a place of worship but also a vital part of the spiritual and cultural heritage of Iffley. The proposed CPZ will significantly hinder access to the church, especially for elderly and less mobile parishioners who rely on convenient parking to attend services and participate in religious activities. The imposition of parking permits and restrictions in the area could deter regular attendance and undermine the church's role in the community, thereby eroding the religious life of Iffley.

Impact on Mental Health and Wellbeing:

The River Thames at Iffley Lock is a cherished local amenity that provides residents with a tranquil space for recreation, exercise, and reflection. Access to the river is integral to the mental health and wellbeing of the community, offering a natural respite from the stresses of daily life. The introduction of a CPZ could discourage people from visiting the area, particularly those who do not reside within the immediate vicinity, thereby limiting opportunities for outdoor recreation and reducing the overall quality of life for local residents.

Conclusion:

	<p>In light of the above concerns, I strongly urge the Council to reconsider the introduction of a Controlled Parking Zone in the Iffley area. The proposed measures risk restricting access to important community assets that support both the spiritual and mental health needs of residents. I would respectfully suggest that alternative solutions be explored that address parking concerns without compromising access to these vital locations.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b></p> <p>I am writing to formally object to the proposed installation of a Controlled Parking Zone (CPZ) and the introduction of parking permits in the Iffley area. While I appreciate the Council's efforts to manage parking and traffic in our community, I believe</p> <p>Any other comments?</p> <p>I am writing to formally object to the proposed installation of a Controlled Parking Zone (CPZ) and the introduction of parking permits in the Iffley area. While I appreciate the Council's efforts to manage parking and traffic in our community, I believe</p>
<p>(o298) Member of public, (Milton, Midwinter Avenue)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b></p> <p>I am a regular visitor to my friend who lives in 15 Iffley Turn and also my parents who live 427 Meadow Lane. Although I never have an issue at my parents, it is clear that Iffley Turn is used as an unofficial Park And Ride to catch the Rose Hill buses into town. My friend has real issues with people that park across his driveway so suggest a "no waiting at any time" restriction to prevent this in the future. Regarding Meadow Lane, I find parking is never an issue as I think it is too far for commuters to walk to the bus stop so there may not be a need for restrictions there but it may be the case that the problem moves if Iffley Turn is restricted.</p> <p>Time of operation – <b>Too restrictive</b></p> <p>I would suggest 0830-1630 as that will cover the usual working day but won't affect genuine visitors as much. I think Sat- Sun restrictions are probably unnecessary.</p> <p>New DYs in Abberbury Road – <b>Support</b> New DYs in Augustine Way – <b>Support</b></p>



	<p>New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b>  I think these are the streets most affected.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  Makes no difference</p> <p>Any other comments?  There is a care home on Meadow Lane that has regular visitors throughout the day, it may be worth providing a more permissive scheme outside their premises.</p>
<p>(o299) Local resident,  (Iffley, Oxford, Mill Lane)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b>  There is clearly a parking problem at Iffley Turn which hopefully the proposals might solve. However I do think cars should only be able to park one side and that the other side (which has some double yellow lines over gateways should have double yellow lines along the whole lot. Currently when cars are queuing to get out of Iffley Turn to turn right to the bypass, cars trying to get into Iffley Turn often cannot get it because of cars parked between the yellow which causes a back up on the main road which is dangerous especially to cyclists as cars tend to wait and block the cycle path. I am talking about the top Iffley Turn nearest to Rose Hill.</p> <p>Time of operation – <b>Not restrictive enough</b>  I think the finish time should be later - maybe even as late as 10 p.m. as often there is no space for people to park up to that time or even later.</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>No objection</b>  New DYLS in Woodhouse Way – <b>Support</b></p>

	<p>Reduce existing DYs in Cavell Road – <b>Support</b>  Think more double yellow lines are needed but surprised some suggested in Tree Lane which is a private road. Also think reduced double lines in Cavell Way might help the parking situation.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  They don't really affect me as I don't live in the area.</p> <p>Any other comments?  Generally I think it a good idea provided more permits are allowed than there are spaces. I know a permit doesn't guarantee a space but as long as there is only one permit per space at lease people have a chance of finding a space.</p>
<p>(o300) Local City Cllr,  (Oxford, My address is withheld.)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Partially support</b>  As a city councillor representing the area.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYs in Abberbury Road – <b>No opinion</b>  New DYs in Augustine Way – <b>No opinion</b>  New DYs in Church Way – <b>No opinion</b>  New DYs in Iffley Turn – <b>No opinion</b>  New DYs in Tree Lane – <b>No opinion</b>  New DYs in Woodhouse Way – <b>No opinion</b>  Reduce existing DYs in Cavell Road – <b>No opinion</b>  I think the County Council should be led by local people's feedback on these points.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No comment.</p> <p>Any other comments?</p>

	<p>County Cllr Trish Elphinstone and I have done a survey in the Iffley Borders area (aka Courtland Road, Annesley Road, Ellesmere Road, Egerton Road, Hunsdon Road). We had 47 responses, and 80% did not want the CPZ there. There is no road link between thi</p>
<p>(o301) Local resident, (Rose Hill, Rose Hill)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Partially support</b> I think the council needs to be mindful or carrying out new building in the n'hood as this will increase traffic and visitors requiring parking.</p> <p>Time of operation – <b>Not sure</b></p> <p>New DYLS in Abberbury Road – <b>Partially support</b> New DYLS in Augustine Way – <b>Partially support</b> New DYLS in Church Way – <b>Partially support</b> New DYLS in Iffley Turn – <b>Partially support</b> New DYLS in Tree Lane – <b>Partially support</b> New DYLS in Woodhouse Way – <b>Partially support</b> Reduce existing DYLS in Cavell Road – <b>Partially support</b> Main concern is that more building will encourage more cars.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> Only the residents should be consulted</p> <p>Any other comments? No</p>
<p>(o302) As part of a group/organisation, (Cowley, Rose Hill, Iffley church member, Rose Hill Road, Cowley)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b> As a regular church attender, I realise it would be impossible to attend a service and enjoy meeting afterwards for coffee etc. also for any recreational, meetings etc. happening in the Hall.</p>

	<p>Some services, funerals, weddings etc. would be difficult for all people attending. 2 hours is simply not practical for any church services.</p> <p>Time of operation – <b>Too restrictive</b> Same as previously, church attendance during the week.</p> <p>New DYLs in Abberbury Road – <b>Object</b> New DYLs in Augustine Way – <b>Object</b> New DYLs in Church Way – <b>Object</b> New DYLs in Iffley Turn – <b>Object</b> New DYLs in Tree Lane – <b>Partially support</b> New DYLs in Woodhouse Way – <b>Object</b> Reduce existing DYLs in Cavell Road – <b>Object</b> Makes difficulties for visitors</p> <p>Permit Eligibility Henley Avenue – <b>Partially support</b> Difficult for visitors</p> <p>Any other comments? Life is difficult enough living in the Cowley area with restricted roads</p>
<p>(o303) Local resident, (oxford, spencer)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b> object to the fact that residents have to pay and this will increase as the councillors get even more greedy and people can not afford more expense</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLs in Abberbury Road – <b>Object</b> New DYLs in Augustine Way – <b>Object</b> New DYLs in Church Way – <b>Object</b> New DYLs in Iffley Turn – <b>Object</b> New DYLs in Tree Lane – <b>Object</b></p>

	<p>New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  because if you do this in Iffley you will then move on to other areas people pay enough to use a vehicle without any added costs</p> <p>Permit Eligibility Henley Avenue – <b>Object</b>  you are greedy</p> <p>Any other comments?  more greedy by those who just keep on taking without thinking</p>
<p>(o304) Member of public,  (Headington, Stapleton Road)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b>  A 2 hour restriction will have a detrimental effect on church attendance. I travel from Headington to come to church twice a week at Iffley. 2 hours only means it would not be possible to prepare the church, attend service ,clear up and have time for community coffee afterwards. Ditto funerals. Ditto concerts, which last longer than 2 hours. If CPZ has to be imposed, 3 or 4 hours allowance would be much better. Or lift it for all of Saturdays and Sundays.</p> <p>Time of operation – <b>Too restrictive</b>  See earlier comments. Suggest leaving Saturdays and Sundays without restrictions.</p> <p>New DYLS in Abberbury Road – <b>Object</b>  New DYLS in Augustine Way – <b>Partially support</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>Partially support</b>  New DYLS in Tree Lane – <b>Object</b>  New DYLS in Woodhouse Way – <b>Object</b>  Reduce existing DYLS in Cavell Road – <b>Object</b>  Restrictions unnecessary in areas where I have said Object.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  No view as not affected</p>

	<p>Any other comments? No</p>
<p>(o305) Member of public, (Oxford, Stratfield Road)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b> This will make parking easier when driving to visit friends in Iffley. It will also support the coming Workplace Parking Levy and other attempts to restrict parking.</p> <p>Time of operation – <b>Not restrictive enough</b> No reason not to just make this 24 hours.</p> <p>New DYLS in Abberbury Road – <b>Support</b> New DYLS in Augustine Way – <b>Support</b> New DYLS in Church Way – <b>Support</b> New DYLS in Iffley Turn – <b>Support</b> New DYLS in Tree Lane – <b>Support</b> New DYLS in Woodhouse Way – <b>Support</b> Reduce existing DYLS in Cavell Road – <b>Object</b> The road is very narrow, and keeping more of it clear of parking improves visibility and access. Also, the current DYLS are 14m long and the Highway Code bars parking withing 10m of a junction. If the DYLS are to be shortened it should be by 4m only, not 5m.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> What do the residents prefer?</p> <p>Any other comments? No</p>
<p>(o306) Local resident, (Rose Hill (neighbouring area), Thames Vlew Road)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>No objection</b></p>

	<p>If the majority of respondents who live in the area agree to the proposals, they should go through. If they don't, and the proposals are purely politically driven, then they should not. There are several key sites which are visited by many outside the proposed CPZ who cannot easily use public transport due to poor mobility or inadequate services: Donnington Health Centre, Iffley Church, and Iffley Church Hall. Parking needs to be available nearby, and functions/community events at the Church/Church Hall continue for longer than 4 hours so the parking time allowed there needs to be extended. I use the Church Hall 3 times a week, but I walk there from Rose Hill.</p> <p>Time of operation – <b>No opinion</b></p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>No opinion</b>  New DYLS in Iffley Turn – <b>No objection</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>Support</b></p> <p>Tricky because if I say "partially support" it will be counted as positive. I partially object to the new DYLS in Iffley Turn in that Iffley Turn is used by patients accessing the dentist's on Rose Hill, Donnington Health Centre in Henley Ave. and the therapists on the corner of Church Cowley Road, and some of those patients will have special needs. The car park in Donnington Health Centre is lethal, I try to find a space when I take my (blue badge) husband there and it's stressful!</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b>  No objection so long as the majority of respondents who live in the area are in favour.</p> <p>Any other comments?  Nuisance caused by too many cars is partially due to multiple vehicles owned by some households, for example those who run private vehicle companies or several trades vans. There is also an increasing problem as HMOs and BnB's proliferate and every tenant</p>
(o307) Local resident, (Oxford, Thames View Road)	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b></p>

	<p>Currently live in an area without a CPZ. The CPZs do not get to the root of the problem, just move any potential issue to other areas. If the CPZs are not rejected then the likelihood is that the entire of Oxford will become a mass collection of CPZs. Fix the problem, not the effect.</p> <p>Time of operation – <b>Too restrictive</b> I object wholly to the CPZ, so no time is acceptable.</p> <p>New DYLS in Abberbury Road – <b>Object</b> New DYLS in Augustine Way – <b>Object</b> New DYLS in Church Way – <b>Object</b> New DYLS in Iffley Turn – <b>Object</b> New DYLS in Tree Lane – <b>Object</b> New DYLS in Woodhouse Way – <b>Object</b> Reduce existing DYLS in Cavell Road – <b>Object</b></p> <p>As someone who is regularly in this area, I do not see that there is an issue. Due to the nature of the area, there are very few off street parking facilities for those that need it. What evidence is there that a problem exists?</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b> No opinion. It is already in a CPZ. Makes no difference.</p> <p>Any other comments? Public transport is already poor. The residents of Iffley have a considerable walk to the nearest bus stop and thus, those that wish to visit the area cannot realistically rely on public transport. With two very popular pubs that offer good food and hospi</p>
<p>(o308) Member of public, (Summertown, Thorncliffe Road)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Object</b> I regularly attend services at St Mary Iffley although I live elsewhere in Oxford. This church is my spiritual home. The 2 hour parking limit that is proposed for Church Way would make it impossible to attend longer and special services such as funerals (for which one often has to arrive early in order to get a parking space and/or seat in the church) and occasions when a service is followed by an event in the church hall</p> <p>Time of operation – <b>Too restrictive</b></p>



	<p>Ending at 5.30 pm on Sundays would help those attending evening services</p> <p>New DYLS in Abberbury Road – <b>No opinion</b>  New DYLS in Augustine Way – <b>No opinion</b>  New DYLS in Church Way – <b>Object</b>  New DYLS in Iffley Turn – <b>No opinion</b>  New DYLS in Tree Lane – <b>No opinion</b>  New DYLS in Woodhouse Way – <b>No opinion</b>  Reduce existing DYLS in Cavell Road – <b>No opinion</b></p> <p>Attending services at St Mary's is very important to me, which is why I travel from Summertown. I am an OAP with health issues.</p> <p>Permit Eligibility Henley Avenue – <b>No opinion</b>  I don't live in the area</p> <p>Any other comments?  No</p>
<p>(o309) Member of public,  (Woonton, Woonton)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b></p> <p>As a regular visitor to family &amp; friends in Iffley Turn, it has become increasingly difficult to park anywhere along Iffley Turn and has become more difficult since the introduction of controlled parking zones in nearby areas appears to have caused users of motor vehicles who would normally park in those areas to now park and leave their vehicles in Iffley Turn, which to date does not have parking restrictions. Also as the holder of a Blue Badge Disabled Persons authorisation due to difficulty in walking, I find it most difficult to walk from other roads into Iffley Turn.. I also find that I often cannot access the driveway at No 15 Iffley Turn due to inconsiderate drivers parking &amp; leaving their vehicles across the driveway entrance, On a couple of occasions when I have attempted to talk to returning drivers about this parking I am met with abuse and told I can do nothing about it, They are quite right of course. The Police regard this as a matter for the City Council to deal with but it does not solve the issue. Therefore, I suggest that Double Solid Yellow lines should be placed across all driveway entrances in Iffley Turn to enable any miscreants to be dealt with effectively by enforcement by the Police or the council at the time the offence is committed, including having the vehicle removed. This could be to a council facility where a release fee is charged for the vehicle which could be added to the Councils coffers.</p>

	<p>Why not make the restriction for resident permit holders only? if you want to allow non permit holders to park would it not be better to reduce the time they are allowed to park to 1 hour maximum with no return for 4 hours . This would reduce the temptation to park and cycle off into the city centre or catch a bus as 1 hour would not facilitate that. Genuine visitors without a qualifying permit would still have time to park and visit friends/family.</p> <p>I fully support the City Councils efforts to address the long standing parking issues within the city and not only in Iffley Turn. Restrictions in Iffley Turn in particular will eliminate the use of this road by casual all day parkers working or visiting the City when there is a perfectly accessible and efficient park and ride facility surrounding the ring road. I must stress that double yellow lines across all driveway entrances is a must as it is the only enforceable solution to stop drivers repeatedly blocking driveway entrances. Also when these selfish individuals do this it forces vehicles that could be parked in a driveway to park in the road {if they can find a space}.</p> <p>Time of operation – <b>Not restrictive enough</b> I would restrict non resident permit holder parking from 07.00hrs to 20.00 hrs</p> <p>New DYs in Abberbury Road – <b>Support</b> New DYs in Augustine Way – <b>Support</b> New DYs in Church Way – <b>Support</b> New DYs in Iffley Turn – <b>Support</b> New DYs in Tree Lane – <b>Support</b> New DYs in Woodhouse Way – <b>Support</b> Reduce existing DYs in Cavell Road – <b>Support</b></p> <p>I think the efforts the Council are making to enable residents to park in their own areas are to be commended and hopefully non residents will be encouraged to use park and ride.</p> <p>Permit Eligibility Henley Avenue – <b>No objection</b> I do not know why this is necessary but if it is helpful to residents and the council I would support it.</p> <p>Any other comments? I think it is necessary and long overdue. Iffley Turn in particular has been adversely affected by parking restrictions in nearby areas over time forcing drivers to park their vehicles in Iffley Turn adding to the daily commuters who use Iffley Turn as a</p>
(o310) Member of public, (Woonton, Woonton)	Live in CPZ? – <b>No</b>

	<p>Overall opinion – <b>Support</b>  Iffley Turn in particular is greatly affected by current non resident all day parking with drivers also parking across driveways even though there is a lawfully placed dropped kerb demarking that, It is a particular problem outside No 15 Iffley Turn where I am a regular visitor.</p> <p>Time of operation – <b>Not restrictive enough</b>  Non Resident Permit Holders not permitted 07.00hrs to 20,00hrs.</p> <p>New DYLS in Abberbury Road – <b>Support</b>  New DYLS in Augustine Way – <b>Support</b>  New DYLS in Church Way – <b>Support</b>  New DYLS in Iffley Turn – <b>Support</b>  New DYLS in Tree Lane – <b>Support</b>  New DYLS in Woodhouse Way – <b>Support</b>  Reduce existing DYLS in Cavell Road – <b>Support</b></p> <p>Parking by non residents is and has always been a problem. Iffley Turn in particular is badly affected due to accessibility to bus stops in Henley Avenue/Rosehill making it convenient for drivers to park free of charge all day whilst working/visiting the City, rather than using the park &amp; ride system.</p> <p>Permit Eligibility Henley Avenue – <b>Support</b>  If this is helpful to the residents and Council I support it.</p> <p>Any other comments?  I think it is a good idea, particularly if restrictions will not force vehicles to be parked in areas where restrictions do not apply. This happened in Iffley Turn when restrictions were imposed nearby and Iffley Turn was not include and parking restricti</p>
<p>(o311) As part of a group/organisation, (Oxford, Wytham Street)</p>	<p>Live in CPZ? – <b>No</b></p> <p>Overall opinion – <b>Support</b>  I am writing as an officer and volunteer at Iffley Church. I object to the proposed 2 hour parking restriction, Monday to Sunday 8.00 am to 6.30 pm all along Church Way and other roads in Iffley. This would cause difficulty to visiting clergy and others preparing for, taking services, and clearing up afterwards, and prevent attendance at a number of</p>

longer events in the Hall and Church, e.g. when there is a baptism or funeral in church followed by an event in the Hall. The Hall is an important resource for community events and support sessions for people with disabilities as well as private parties, concerts, etc . Quite apart from the inconvenience to attendees, the arrangements would severely impact on Hall and could well threaten its financial viability as a community resource. I understand that the officers developing the proposal wish to have a uniform

time limit on parking in all areas but if the permitted parking were increased to 3 hours along Church Way from Mill Lane onwards that would help mitigate the problems.

Time of operation – **Too restrictive**

2-hour time limit Mon-Sat, 8am-6.30pm, 3-hour Sunday 8am-12.00, 2-hour Sunday 12.00-6.30pm.

New DYLS in Abberbury Road – **No objection**

New DYLS in Augustine Way – **No objection**

New DYLS in Church Way – **Object**

New DYLS in Iffley Turn – **No objection**

New DYLS in Tree Lane – **No objection**

New DYLS in Woodhouse Way – **No objection**

Reduce existing DYLS in Cavell Road – **No objection**

Participants by faith groups using the Church and the Church Hall regularly require 3 or more hours to prepare, attend and close their events. Unrestricted parking from 8.00am to 12.00 on Sundays is essential, especially as for those who are elderly or disabled.

Permit Eligibility Henley Avenue – **No opinion**

No opinion.

Any other comments?

No

**Friends of Iffley Village response to proposed Iffley and Rose Hill (Iffley Borders) Controlled Parking Zone - 'Permit Parking Area (PPA)'**

This response is from Friends of Iffley Village (FOIV) which held a Public Meeting on 22 August to discuss the issues. At that meeting, FOIV encouraged attendees to complete the online consultation form and to email councillors with their concerns. This is in addition to the other publicity efforts made by FOIV to encourage all residents affected to respond. *This response is on behalf of resident respondents from local communities in Iffley and Iffley Borders part of Rose Hill.*

Some 120 people attended including Brad Baines (County Councillor, Isis), Trish Elphinstone (County Councillor, Littlemore and Rose Hill), David Henwood (City Councillor, Rose Hill and Iffley). We had asked for someone from County Highways to attend, and a parking permit officer but to no avail. Cllr Baines urged residents to send their detailed comments, with photos attached if possible, to: Christian Mauz christian.mauz@oxfordshire.gov.uk

We feel it is vital for the Cabinet member for Transport and Highways, and relevant Officers, to actually come and see the sites for themselves to fully understand the complexities of the issues. As you are aware, Iffley village is a Conservation Area and while it welcomes visitors, there is concern about parking and traffic.

**A. Key Issues and recommendations**

**B. Some of the specific points/comments made by members of the public about their local area**

**A. Key issues and recommendations**

As there are many differing views, both within and beyond the village itself, FOIV can only reflect these with the cognisance that traffic and parking *are* key issues in the area. We also understand that it is the City Council's policy, in line with the County Council, to roll out some form of controlled parking areas across the whole of Oxford and this is driving the current proposals.

To this end, many felt the proposals here were in fact a *fait accompli* and that the consultation was somewhat window-dressing, with residents tinkering at the edges of the plans. Some held the view that the introduction of CPZ/PPA was simply to raise funds for the Councils. In general residents of Iffley appear to favour some form of further parking restrictions. Iffley Borders (Egerton, Ellesmere, Annesley, Courtland, Hunsdon Roads) residents take a different view. The majority of Iffley Borders residents, who experience no difficulty parking their cars at the moment, are strongly against the introduction of CPZ.

Iffley welcomes people to the village and wants them to enjoy it but recognises that residents' needs are a priority.

A major concern is the regular influx of vehicles from outside the area for free 'park and ride', for the pubs and river access. It is exacerbated by coach and large vehicle traffic to the Mercure Hawkwell House Hotel, construction sites and similar. This makes it very difficult for residents without off-street parking to park at times and also clogs the roads. It is most acutely felt around Iffley Turn/s, Augustine Way and Church Way.

Meadow lane (entire length), Woodhouse Way, and Bears Hedge area were also highlighted as routes that need the scheme.

There is the view that with additional measures applied only to Church Way (the artery of the village) and Iffley Turn, welcome improvements could be achieved. This was the dominant view at a previous consultation a few years ago, when the majority of the village turned down the proposal to introduce a CPZ. At the public meeting on 22 August, however, the majority of attendees from Iffley village thought that a version of the scheme was necessary. The point was emphasised that new building at Court Place, and especially the proposed development of Iffley Mead, would result in significant new general use of roads in Iffley, by pedestrians, cyclists and especially in the latter case, vehicles. This is because Iffley Mead is proposed as a car-free development for some 90 houses, which means there could be some 100 extra vehicles looking to park nearby. If, disastrously, despite more than 1000 formal public objections, the strongly contested Horse Fields development were also to go ahead these issues would greatly intensify.

Those speaking for the Iffley Borders area, (Egerton, Ellesmere, Annesley, Courtland, Hunsdon Roads) said there was not a parking problem and they do not want the scheme except immediately around the shops. (Although they wanted the shops to survive.) They were particularly concerned about the costs if it was imposed.

They and to a lesser extent others mentioned possible inflow of external cars now parked in Iffley if Iffley as a whole came under the CPZ/PPA.

- The restrictions would apply to coaches, and all vehicles except motorcycles.
- Park & Ride should be free or much cheaper to encourage more use.
- Traffic blockage is already caused by builders with vans and skips, doing work taking months. - How can parking be managed to take into account these long-term blockages. These would be exacerbated by possible further construction developments in the village.
- Pavement parking is a current issue which CPZ could help resolve.

### **1. Emergency Vehicles access**

The issue of access for emergency vehicles was also forcefully raised, with particular reference to Eastchurch and that end of Church Way, as well as other narrow parts of Church Way. This will also be the case in Meadow Lane which is partly single track.

***- FOIV recommends that the Cabinet member, officers, and Fire and Rescue Services come and see the sites for themselves to fully understand the complexities of the issues. We further recommend the installation of double yellow lines – no waiting at any time restrictions - along the entire Eastchurch/southern end of Church Way.***

### **2. Enforcement**

We understand that the scheme should pay for itself. The present contract is due for re-tendering in April 2025. The present company Trellint, formerly Conduent, was experiencing recruiting issues. Parking attendants suffer a lot of verbal abuse from the public. The requirement: each road to be patrolled twice a day. If CPZ/PPA is introduced, residents should expect existing restrictions to be better enforced.

***- FOIV suggests the CPZ/PPA will not work without proper enforcement. It should not be left to residents to report violations or risk obstruction and potential harm to residents and route users by not doing so. Enhanced enforcement of the CPZ in the first few months of its implementation should be included in the proposals, in the form of additional resources for parking enforcement officials for the CPZ. We would also like an official channel for reporting concerns about vehicles which are breaching the CPZ regulations to ensure its enforcement. Assurance of much more frequent responses by Civil Enforcement Officers/CEOs to reports of CPZ parking violations made by residents via the official on-line reporting channel is a further request.***

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/parking/illegal-parking>

### **3. Time and day restrictions**

These may need to be different in different locations. For example, around the Church and Church Hall there could be free parking on Saturdays and Sundays, with 4 hour parking slots during the weekdays.

Restriction times could be the Sunday to Saturday 8-8 currently in the consultation plans, or other options such as No restrictions at weekends; 8-5.30pm on weekdays and so forth.

***- FOIV recommends that differential times for parking may be in operation in different parts of the village. See comments about the Church and Church Hall below.***

### **4. Further proposed developments in Iffley**

Iffley's traffic has grown with the increase in housing over the years. There was a key concern that with further plans for housing developments at Iffley Mead and possibly at the Horse Fields, any CPZ/PPA would need to consider these residents and their vehicles. That is because despite the HF proposals only having 17 parking spaces for some 30 houses, and the Iffley Mead 90 houses being 'car-free', it is highly likely that most of these new households will have at least one vehicle and seek parking for it in the locale.

\*\*\*We are very concerned about anything that may make the City Council and planners think that we accept any development of the Horse Fields in the thinking around 'future fit' for traffic issues in the Iffley Conservation Area. As you are aware, we strongly believe the site is unsuitable for development - a stance supported by the Environment Agency, Oxford Preservation Trust and other bodies and many individuals, with over 1,000 objections received to the initial application.

***- FOIV recommends that Cabinet member and officers must consider the longer term of the area, and re-consider City Council proposals for development with colleagues, knowing there will be more cars.***

### **5. St Mary's Church and Church Hall**

Major concerns were raised about the impact of a proposed two-hour permitted parking in the CPZ on events at the Church, the Church Hall, and less frequently at the Hawkwell house hotel. The latter has more or less sufficient parking for guests but there is overspill for events such as weddings. People attending funerals and weddings at the Church, which may be large events, sometimes go on from the service to reception in the church hall and should not be expected to worry about parking.

Visitors to Iffley also need time to look around, walk, visit and not feel too rushed.

***- FOIV recommends that there are no restrictions in these areas at the weekends, and 4-hour non-residents' parking during weekdays.***

### **6. Disabled parking on Church Way**

A further issue is that of the disabled parking bays on a critically dangerous bend on Church Way, by Meadow Lane. We had heard that one of the bays was to be removed, but now understand that this decision has been revoked. The bays are sited dangerously not only for cars but for vulnerable cyclists and mobility vehicle users and both should be removed. The site is an accident waiting to happen. There is parking behind Lucas and Remy Place, with use of the lift by residents to reach rooms, and therefore also sufficiently convenient for reaching their cars.

***- FOIV recommends that this decision is re-examined when Cabinet member and officers visit the site.***

## **B. Comments from local residents on specific areas as below:**

### (a) Abberbury Rd, Eastchurch, End of Church Way, around St Mary's Church:

- Concern about instituting restrictions around Church and Church Hall. Church Hall a public and secular amenity as well as religious one. It is widely used, by disabled as well as able-bodied, and would lose income if people cannot park easily nearby.
- Funeral occasions can take many hours (9 am to 4 pm), and mourners should not have to worry about moving their car midway through a service or the wake afterwards. This applies to wedding festivities as well.
- It would not be possible to introduce parking bays in Eastchurch, and the southern end of Church Way because road widths are narrower at 2.6m and 3.2m respectively (measured between footways where they exist) than required by standard road design and safety regulations for emergency services' access and route use. The installation of parking spaces 2.4m deep (3.6m for disability spaces) would obstruct completely the statutory provision of emergency services' access from Lenthall Road and Church Way to residents as well as their personal road use, while limiting the space for all traffic on this busy side-limited two-way shared-use route to 0.2m along Eastchurch and 0.8m along the southern end of Church Way (even one-way passage would be impossible of a single car at UK average width of 1.82m). As all traffic has to use the main carriageway and there is no turning space for parked vehicles, the installation of such spaces would be completely unworkable and would pose serious risks of harm to all route users, especially pedestrians/wheelchair mobility-aid users and cyclists. Further it cannot accommodate the imminent addition of 230+ new residents/pedestrians and c.150 cyclists/e-bikes and delivery bikes from Court Place Gardens plus those transiting through its grounds as well as cars and service vehicles from Court Place Gatehouse, all of which will exit from site directly into the Eastchurch/Church Way 90 degree bend to transit through Iffley and return the same way. The precedent of CPZ Phase 1 further supports amending the proposal:

#### **Precedent: Mill Lane restrictions introduced in CPZ Phase 1**

Mill Lane is wider than the Eastchurch/Church Way route except in one small area\*. In Phase 1 'No waiting at any time' restrictions were introduced where **Mill Lane** ranges from 4.5m, 3.86m to 2.86m\* wide to ensure emergency services access (to residents, Lock and river) and the safety of all route users. Similarities between Mill Lane and Eastchurch/Church Way also support the introduction of double-yellow lines in the latter: emergency access from two directions on a sharp bend without centre-line-width or turning space, unusable or no footways, side-limitation and all traffic using the main carriageway.

***SUGGESTED AMENDMENT:*** *The proposal should be amended to the installation of 'No waiting at any time' double-yellow line restrictions along the whole length of Eastchurch/southern end of Church Way and excluding entirely the provision of any parking spaces.*

- One resident questioned whether it was all a foregone conclusion, since the maps had already been drawn up in such detail. Called parking permits a stealth tax, a way to raise money by charging for parking that would otherwise be free (was strongly against CPZ).
- ...Blind corner on Church Way plus the road slopes so if you are on the side of the road going away from the village it's actually very dangerous not to position yourself centrally. No excuse for those going too fast on electric bikes but just wanted to explain how hard it is to be on the 'right' side of that road as a cyclist....I would ask for everyone to be compassionate, no matter how you are travelling.
- paint big bicycles on the road in Church Way where it is narrow, just as they have done on Iffley Road, especially on the way to the Mercure Hotel...



(b) Mill Lane and Church Way; Mercure Hawkwell House

- Query whether residents (with driveways, for example) could obtain visitors' permits without having a resident parking permit. Cllr Baines said yes.
- Requested that existing double lines be kept on Mill Lane, and signage be kept at a minimum.
- Concern about access to Iffley lock, from a private contractor wishing to bring equipment down to boats moored there. It was pointed out that there has long been access solely for emergency vehicles down Footpath 26 from Mill Lane. FP26 is a Public Right of Way for pedestrians and mobility-aid users only on private land owned by local residents.
- It was emphasised that Church Way is the sole entrance and exit to Iffley Village, and that traffic problems were the inevitable consequence of housing infill (see introductory comments above also).
- Several residents spoke about problems of access to village when Church Way got blocked, as happens frequently. For examples, large coaches have difficulty turning into the Mercure Hawkwell House hotel carpark. This is only possible when parking spaces directly opposite its entrance are empty.  
Cllr Baines said HH had 60 parking spaces for over 70 rooms, which seems limited.
- One resident questioned whether coaches would be banned in a CPZ scheme.
- Manager of Hawkwell House said their parking space was limited. They could apply for visitors' permits, at a cost of £1 each, if there was spillover from hotel.
- Suggestion that hotel liaise with The Tree/Prince of Wales to accommodate overspill parking.
- As noted above, one of the reasons for parking issues around that area of Church Way is the insufficient capacity of the on-site car park at Mercure Hawkwell House Hotel to accommodate all of the cars and coaches for its overnight guests, as well as the hotel's other users for weddings, conferences, fairs, social and corporate functions. When the hotel car park is over-capacity (which is an almost weekly occurrence), guests and hotel users use Church Way as overflow car park - and this has been the case ever since the hotel was granted permission to extend without increasing the car park capacity.
- The proposal to allow the hotel to have access to unlimited hotel visitor parking permits for use in the CPZ at a charge of only £1 per permit therefore runs the risk of severely limiting access to the parking areas on Church Way for us as residents. This undermines the entire purpose of the proposed CPZ, and the Councils' strategy to reduce the amount of visitors driving cars into Oxford.

***SUGGESTED AMENDMENT:*** *Hotels should be reliant upon their own car parks for all hotel guests and users, or should make use of the official council-operated Park and Ride facilities and/or negotiate parking with other local pubs.*

- Concern that if hotel was issued parking permits, Church Way residents of the terraces would have nowhere at all to park (it is already very restricted).
- Another suggestion is that coaches could have 2+ parking spaces on Iffley Turn north.
- Would the Council issue more permits than there were parking spaces?

- **North side of Church Way** In the CPZ proposals, there are blue lines on the schematic which suggest that new double-yellow lines ('No waiting at any time' restrictions) will be added on the north side of Church Way outside Hartley Russell Close in two stretches. As it stands, residents often have to use these spaces to be able to park in vicinity of their residences, given that there are 10 terraced houses in the row which do not have off-road parking. Even if with just one car per household, there is only sufficient on-street parking if they are able to extend parking to the areas in front of Hartley Russell Close. When, in addition, non-residents and hotel residents use their area to park, they very much rely on these spaces and Iffley Turn to park reasonably near to homes.
- Therefore the proposed reduction of parking outside Hartley Russell Close is of significant concern, and may lead to increased need to drive around the area trying to find parking spaces - in turn increasing emissions. If coaches get permits there will be even less space – residents already sometimes have to park on Iffley Turn.

**SUGGESTED AMENDMENT:** *Remove the proposals to add new double-yellow lines / 'No waiting at any time' restrictions on north side Church Way outside Hartley Russell Close, and retain existing spaces on the north side of Church Way.*

- The parking space proposed for the bend outside 58 Church Way will limit drivers' view of the road ahead, restrict road space, encourage dangerous overtaking and further confuse access to the two-way flared entrances to Tree Lane.
- Parking outside nos 82, 80 and past 78 Church Way prevents and obstructs access to these residences, sometimes leading to dangerous turning manoeuvres into the carriageway, obstructing traffic from both directions.
- Pavement parking along the stretch from Memorial Field to past 66 Church Way narrows footways so much that they are often unusable even by one-pedestrian one way and certainly by wheelchair/mobility vehicle users, forcing everyone into the main carriageway – and serious risks of harm.
- **South side of Church Way** In the CPZ proposals, there are no additions of new double-yellow lines / 'No waiting at any time' restrictions on the south side of Church Way (i.e. between numbers 11 to 33 Church Way). However, the road is too narrow to cope with potential parking on both sides of Church Way outside of residences - both in terms of the risk of blocking the pavements through the possibility of 'verge parking' and the possibility of blocking emergency services or large vehicles (which would not be able to fit between vehicles parked on both sides of Church Way). Given that the CPZ proposals would be removing the number of permitted parking spaces in that area of Iffley significantly, there is a risk that some permit holders or visitors may decide to park on the south side of Church Way - whilst this happens rarely as it stands, it has happened on occasion and has created significant problems.

**SUGGESTED AMENDMENT:** *Add new double-yellow lines / 'No waiting at any time' restrictions on the south side of Church Way (i.e. between numbers 11 to 33 Church Way). Replace the proposed parking space/s on the bend outside 58 Church Way with double-yellow lines/'No waiting at any time' restrictions and*

*install these restrictions along the route from 82 to past 78 Church Way, and continuing as road widths determine from Memorial Field to past 66 Church Way.*

c) Iffley Turn/s; Cavell Road; Augustine Way; Maywood Road; Annora Close; Anne Greenwood Close; Woodhouse Way (lower section); Wootten Drive; Aubrey Court.

- Anne Greenwood Close is a single-track road. Current map proposals suggests that double yellow lines will not be extended up the hill on both sides. Strong request that the whole hill, from bottom to top, should have double yellow lines on both sides. Otherwise, people will park on the pavements, endangering residents and pedestrians.
- Augustine Way: problems here are very different to those of rest of Iffley. There are traffic jams twice a day associated with Iffley Academy school arrival and departure times. Anticipate steep increase in demand for roadside parking after Iffley Mead housing development is built (90+ houses, with zero parking provision). The timetable proposed for resident parking permits will clash with the school drop-off and pick-up hours. They recommend NO PARKING from 8:30 am to 6 pm.
- Yellow lines are needed on Maywood Road.
- More enforcement is needed. Drivers of buses/coaches regularly park over yellow lines, with idling engines.
- Request to add further double yellow lines at top of Iffley Turn.
- Request to add a speed bump at the bottom of Henley Ave, to stop cars racing down the hill. [Apparently under consultation, and could come up for review in 6-9 months but as a pedestrian apron across north Iffley Turn by mini-roundabout to slow traffic].
- One long-term resident said the Turn had begun to feel dangerous. Vans, cars, lorries, coaches, horse-boxes all chaotically parked. Felt that this area (Cavell Rd, Iffley Turn, Augustine Way) is bearing the brunt of Iffley's traffic problems.
- One commented that Iffley Turn was being used as a free park and ride (view shared by others).

(d) Tree Lane, adopted section; Woodhouse Way (top part); Bear's Hedge; Sheepway Court; Krebs Gardens; Bay Tree Close; Azor's Court; Stone Quarry Lane.

- Concern over pavement parking particular at the top of Woodhouse Way, and request for double yellow lines.
- Bear's Hedge: noted difficulties for dustbin drivers and ambulances to access.

(e) Tree Lane, unadopted section; Fitzherbert Close; Cordrey Green; Tudor Close

- If residents were being encouraged to introduce their own restrictions, what could these be? White lines? Cllr Baines said, yes, could use these if desired.
- Fitzherbert Close concern about displacement parking. They already get some spillover parking from The Tree, but this could increase, if CPZ introduced elsewhere.
- Consider extending double yellow lines on Tree Lane a few feet further. This would help residents of Fitzherbert Close (private road).
  - Tudor Close resident: We have received a map (authored by Vicki Neville) of Tudor Close, as being part of the adopted highway. It must be pointed out that all T. C. owners have a titled plan detailing ownership of a parking area; 3 of these parking areas have not been included on the map provided. The CPZ proposal map seems to give the possibility of external parking more or less anywhere in the Close which clearly can obstruct, even if it would be limited by time restrictions, the lawful parking of T. C. residents who have purchased their property with their allocated parking area. We would be grateful therefore if Tudor Close is removed from the CPZ proposal.
  - Residents of private/unadopted roads may put up No Parking signs.

#### (f) Meadow Lane

- The whole lane is adopted and the County Council was responsible for maintaining it. The CPZ map presented at the Public Meeting was inaccurate.
- Meadow Lane is single track in certain sections and has undefined verges. It is a very heavily used part of the Principal Quiet Route for active travel, i.e. walkers, cycle, mobility scooter and horses, which comprise more than 900 non-car journeys a day. Most of the Lane lies within the rural Iffley Conservation Area and intrusive road markings would be unwelcome. There are significant concerns over displacement parking in future. In addition, non-resident traffic should be discouraged from entering the Lane, as it then either has to reverse or U-turn in a cul-de-sac which is potentially dangerous to those not travelling by car. Request that parking restrictions be introduced on the WHOLE lane, not just the top half.
- Resident at end of Lane reiterated this request as all traffic turns in her drive (no through way and no turning circle). Commented that cars parked outside her drive for two weeks not acceptable.
- Any proposed housing in the Horse Fields, +without adequate parking spaces, would acutely exacerbate parking problems on ML, and also all along Church Way with around 30 additional resident cars/vans plus visitors looking for somewhere to park. As stated previously, this is a further reason why this site is completely unsuitable for development.

Cllr Baines commented on the fruitful exchange he has had with ML residents and accepted that the CPZ proposal incorrectly does not include the whole of the lane. He has agreed that the Officers will formulate potential solutions to discuss further with residents. Depending on the form of the proposals this might require a further consultation.

#### (g) Egerton, Ellesmere, Annesley, Courtland, Hunsdon Roads (Iffley Borders) [Cllr Trish Elphinstone, representing this area, is involved on their behalf].

- Pointed out that the demographic is mainly young families, lower incomes than much of Iffley; would find parking permits and visitors' permits too costly. Upset to be included in Iffley Village CPZ scheme, as they are not part of the Village.
- A strong view, expressed by several residents, is that there was no problem finding parking spaces on these streets, even if residents do not have drives. They do not want CPZ introduced. And several considered this a stealth tax.
- Some said that entrances to roads were clogged up and dangerous, but this is because nearby shops had no parking facilities.
- Access to Courtland Road has become dangerous for pedestrians, and there ought to be double yellow lines from Annesley Road up to Iffley Road.
- Strong feeling that with CPZ, one size does not fit all. On Ellesmere Rd, they do not want or need parking permits.
- Questions raised about the mechanics: how will the CPZ be enforced? Does it pay for itself? Should the costs be spread more widely, e.g. in the form of Council Tax?
- What are the long-term effects of introducing CPZ? Concern that its introduction would encourage residents to turn their front gardens into parking bays, with detrimental effect on environment, health, meet and greet opportunities. Climate-related impact: tarmacking front gardens will also reduce absorptive capacity of increased rainfall.
- Cllr Baines commented [anecdotally] that some residents, after CPZ had been introduced, were surprised to find how *much* parking was available to them; that £80 per year was not enough to induce people to convert gardens to concrete (which would cost much more); that reportedly, people felt *disincentivized* to get rid of front gardens.

- Comment that introducing CPZ to Iffley was a salami-slicing exercise rather than a tsunami one. The Council's intention was to introduce CPZ all over Oxford, and to send spillover into South Oxfordshire and districts.
- Again, a resident claimed that CPZ permits were a stealth tax, of £80 per household raising considerable revenue.
- Resident of Hunsdon Rd said they had lived there 50 years and had never had parking problems. Only concern about the exit onto Iffley Road: three bus stops, cannot see to get out to main road.
- County Councillors strongly urged to visit individual roads and analyse specific situations before imposing CPZ unilaterally.
- One resident of Hunsdon Rd questioned whether they would remain in the area if CPZ permits were introduced.
- Another resident said they had rejected the proposal three years ago, but because the County Council didn't like the rejection, they were proposing it again. As a group, representatives of this area felt angry and ignored.
- ...If Iffley get the CPZ it will definitely start to affect us. I have suggested when I completed the survey that extra cars/permits should be allowed for eg. people needing carers, people with young people etc. with no extra cost. I know a friend who has CPZ and only vehicles registered to your address can have a permit, and only one vehicle per name (they have a car and works vehicle both registered in his name but is only allowed one permit so he's been forced to find somewhere else to park his works vehicle).
- ...pointed out in both consultations that if they were worried about an Iffley CPZ displacing cars to our road, why weren't they also considering what parking restrictions here would do to our neighbouring streets such as Rowney Place and Spencer Crescent, where no restrictions are proposed.
- This question was raised, with some responding that it will probably follow in time, and that all residential streets will eventually become CPZs.
- It's not the Iffley Turn residents [that park on Iffley Turn], they have driveways. It's the non-residents who now park there since the introduction of the Donnington and Flo Park CPZs. The feeling is that these drivers will just retreat up the hill to the next non-permitted area...being Iffley Borders/Rose Hill. Or maybe they'll finally choose Park & Ride!
- The Council needs to improve cost of Park & Ride. Make it free would be best. This would relieve the issue of 'commuters' parking and getting local buses. People need 'carrot as well as stick'.
- [One person] said how costly it will be for each resident for permits which are only going to cover (for example) her mother coming to do frequent grandparenting duties which leave no permits for anyone else to visit in the year.
- Regarding the CPZ it might be beneficial for Courtland Road first 30 numbers but not for the rest. But then I see people that already have CPZ next to schools and are still unhappy plus got extra bills and admin work. That's just my personal observation therefore I'll be against CPZ.

(h) Henley Ave and Rose Hill:

- There were no comments or questions over this area.

### **Conclusion**

A CPZ/PPA in Iffley is almost inevitable given the overflow parking from adjacent CPZs, but the current proposals need significant refinement to reflect the needs of different areas of the village and surrounding areas. A site visit by Council officers and officials, including Fire and Rescue, is essential for a good understanding of what makes sense. Google maps alone do not show the on-the-ground realities, complexities and bottlenecks.

Iffley Village is a cul-de-sac, and the arterial Church Way has to cope with a lot of traffic and parking while also being part of the Quiet Route for active travel which continues on to Meadow Lane. New housing (current, future and hypothetical) will create additional pressures.

The plans put forward by the Council must be reviewed area by area as set out in the detailed points above. Critical areas include:

- Iffley Turn, which is very congested with 'park and ride' vehicles and access to the school. Positions of double yellow lines need reviewing.
- The narrow section of Church Way near the Mercure Hawkwell House hotel, which is a real bottleneck as the only route into and out of the village. Double yellow lines location need to be reviewed.
- The area near the Church and Church Hall where parking for funerals, weddings, other services in the Church and for activities/events in the hall must still be possible. It requires a 4 hour non-permit parking limit and no restrictions at weekends.
- Emergency vehicle access throughout, which needs to be assessed with the involvement of Oxfordshire Fire and Rescue Service.

FOIV and local residents hope very much that the concerns and issues raised here will be listened to and acted upon. Getting the detail right will make a huge difference to residents and visitors and safety. And then enforcement will be needed to make it work.

We note that the decision on the scheme is scheduled for 10th October by Cllr Andrew Gant, Cabinet Member for Transport Management at Oxfordshire County Council. We urge Mr Gant and officers, plus Emergency Services, to visit the areas concerned and arrange for measurement of route widths and traffic flows before the proposal is brought to the decision stage.

Best wishes

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