

## **Chris Heron – Iffley and Rose Hill CPZ's**

Controlled Parking Zones are much more than just reducing commuter parking issues. While Rose Hill might not yet suffer significantly from that particular issue, it will, as soon as the Iffley CPZ comes into effect, as commuters who currently use Iffley Turn and Iffley borders will simply park near the Rose Hill bus stops instead. A surprising proportion of the Iffley Turn car park does not regularly move, meaning there is a lot of 'spare car' parking there also, that will just move into Rose Hill.

The 2022 introduction of a CPZ in Florence Park has greatly improved the road safety of the neighbourhood, due to well-designed double-yellow line parking restrictions, and a limit on resident permits. We no longer have cars parking on junction corners, blocking sight lines for pedestrians, in particular giving children and the elderly more time to cross the road safely. We no longer have a local resident using the side roads as storage for their second-hand car dealership – they now use Iffley Turn instead, and presumably will soon move their vehicles to Rose Hill. We no longer have cars from one or two HMOs on some streets taking up most of the parking spots for everyone else. We no longer have people using the eastern side of the estate to avoid car parking charges at Cowley Centre. Where parking on grass verges had become more frequent, it is no longer a thing as there is more space and people who buy permits are less likely to destroy the green spaces in their neighbourhood. Similarly, fewer parked cars means less pavement parking, although that is still an issue everywhere in the city. We no longer have the main active travel route of Rymers Lane used as a long stay car park, which was exacerbated by the parking overspill from when the Cowley Marsh CPZ was introduced. The free visitor permits are plentiful, and the timing of the restrictions means they are rarely required. Business parking permits are easy to apply for. Buses and emergency services are less frequently blocked by haphazard parking. Overall, the £1.50 per week cost of an annual permit is very reasonable given the benefits of more parking spaces, better junction safety, and the general reduction in vehicle dominance of what is a quiet residential suburb.

While local councillors asking to delay or cancel a Rose Hill CPZ now might curry some favour in local elections next May, it is wholly disingenuous to not acknowledge that the parking situation will only worsen in the coming years, and a CPZ is the best way to address this, which is part of the wider, cross-party agreed policy to eventually CPZ every part of Oxford. Every other neighbourhood in Oxford has realised this as their nextdoor CPZ is introduced, so Rose Hill councillors would be better off serving their communities by preparing them for this. There are no less than 45 existing CPZs across the rest of Oxford, which after understandable initial resistance to change, are now very popular (in fact all of the local councillors objecting to the Rose Hill CPZ actively support CPZs in other areas). Iffley didn't want a CPZ until the Donnington CPZ was introduced, and Donnington didn't want one until the Iffley Fields CPZ was introduced, and Iffley Fields didn't want one until the Robin Hood CPZ was introduced, and so on. I urge the cabinet member to not wait until Rose Hill has become the de facto Cowley Park & Ride site to implement this CPZ.