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**COWLEY AREA PROPOSED CONTROLLED PARKING ZONE: SUBMISSION TO CONSULTATION**

This is the submission of the Cowley Area Transport Group to the above consultation.

We support the principle of a Controlled Parking Zone throughout all the roads specified. We feel that this in the best interests of the community due to car parking by non residents, and the significant impact of rising numbers of delivery vehicles due to the continuing growth of online shopping. We support the City and Council policy of having CPZs in all residential areas in Oxford. This is also necessitated by the greenfield housing targets of the City Council and neighbouring councils, which are likely to lead to more people trying to commute into Oxford for work – from fringe of Oxford urban extensions and proximate planned housing developments with tens of thousands of homes suggested. The efforts by drivers to avoid paying for parking in the multistorey car parking spaces available at Templars Square in Crowley are reflected in parking problems already. Put this is part of a wider problem of drivers avoiding use of Park and Ride sites in favour of trying to park within Oxford’s residential areas in general. The Controlled Parking Zone covering the Lye Valley estate certainly reduced on-street parking by non-resident vehicles in Peat Moors and in the western part of Bulan Road.

We do have some concerns give the lack of clarity in the maps associated with this consultation:

1. The map seems to suggest double yellow lines on one side of Barns Road only, and this seems to be on the southerly side which has a cycle track subject to blocking by errant drivers parking their cars across it. If double yellow lines are intended only for this side, then the cycle track must be widened and will require frequent observation to ensure it is not parked on. We also want this cycle track to be made two way, with car parking provision only on the other side of Barns Road and kept to a minimum. Clearly, the issue of delivery vehicles and double yellow lines where they should not park is becoming an irritant in some areas and the relevant authorities may wish to consider whether a Code of Conduct for delivery vehicles is needed to deter illegal parking.
2. We accept the need for the suggested extension of double yellow lines to prevent parking particularly on corners and across driveways. We can see this is more likely to be a sensitive issue in the Cleveland-St.Omers-Gerard Place area as road space is tight. It seems very likely that residents in this particular area may need some direct door to door consultation on this matter.

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