

CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2020
OXFORD – LAMARSH ROAD – PROPOSED CONTROLLED
PARKING ZONE

Report by Interim Director of Community Operations

Recommendation

The Cabinet Member for the Environment is RECOMMENDED not to approve the proposals for a Controlled Parking Zone (CPZ) in Lamarsh Road, with a future scheme being kept under review by officers and the local member taking account of local parking pressures and the views of residents.

Executive summary

1. Following approval by the Cabinet Member for Environment in June 2018 and April 2019 of a programme of new CPZs in Oxford, this report presents responses to a formal consultation on a new CPZ in Lamarsh Road.

Introduction

2. New Controlled Parking Zones (CPZs) are being proposed across Oxford to address parking pressures for residents due to commuter parking. In addition to the difficulties residents face in finding a parking place, such excess parking demand can result in the roads (in particular near junctions), footways and accesses being obstructed by parked vehicles to the detriment of road safety and the movement of pedestrians, cyclists and other road users including the emergency services.

Background

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

Informal Consultation

4. Following the allocation of the above funding, an informal consultation seeking the opinion of residents on current parking pressures and whether they supported, in principle, the introduction a CPZ scheme was carried out in the autumn of 2018 and the early part of 2019. This was reported to the Cabinet Member for Environment at her delegated decisions meeting on 25 April 2019 and the inclusion of this scheme in the programme of funded schemes was approved at that meeting.

Formal Consultation

5. Formal consultation on the above proposals as shown at Annex 1 was carried out between 6 February and 6 March 2020. A public notice was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local County Councillor. A letter was sent directly to approximately 50 properties in the area which included formal notice of the proposals and providing details on permit eligibility and costs. Additionally, street notices were placed on site.
6. Twenty-four responses were received during the formal consultation. These are summarised in the tables below:

| Response to CPZ | Businesses / other organisations | Residents | Overall Percentage |
|------------------|----------------------------------|-----------|--------------------|
| Object | 0 | 18 | 75% |
| Support | 2 | 2 | 17% |
| Neither/Concerns | 2 | 0 | 8% |
| No Opinion | 0 | 0 | 0% |
| <i>Total</i> | 4 | 20 | <i>100</i> |

| Response to Parking Restrictions | Businesses and other organisations | Residents | Overall Percentage |
|----------------------------------|------------------------------------|-----------|--------------------|
| Object | 0 | 11 | 46% |
| Support | 2 | 2 | 17% |
| Neither/Concerns | 2 | 3 | 20% |
| No Opinion | 0 | 4 | 17% |
| <i>Total</i> | 3 | 20 | <i>100</i> |

7. The above table is based on the option chosen by the respondent (object, support etc.) but it should be noted that on reviewing the detail of the responses, in a number of cases a respondent expressing support for the proposal had some qualifications/concerns and similarly some of the objections related to specific details of the scheme, including the roads not being included in the current proposals, but were otherwise in support.

Summary of responses of members for the public by road

| Road | Object | Support | Neither / No opinion | Total |
|--------------|--------|---------|----------------------|-------|
| Lamarsh Road | 17 | 1 | | 18 |
| Earl Street | | 1 | | 1 |

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| <i>Based Elsewhere</i> | 1 | 2 | 2 | 5 |
| Total | 18 | 4 | 2 | 24 |

8. Thames Valley Police did not object.
9. County Councillor Susanna Pressel, the local member, acknowledged that the perceptions of many of the residents here were that parking pressures were currently not unduly high but that support for the scheme would very likely increase in the context of the planned wider measures for the management of access to Oxford and also noted that the provision of on-street charging points for electric vehicles would be desirable. On the latter, it is agreed that this would be desirable in principle but this is beyond the scope of this specific project. In her opinion the proposals should not go ahead at this stage if there were a substantial number of objections.
10. The Oxford Pedestrian Association expressed support in principle for CPZs but noted that these should not regularise pavement parking to the detriment of pedestrians.
11. Cyclox, a local group representing cyclists, also expressed support for the proposals.
12. A significant number of objections were received from local residents in respect of the proposed CPZ. These focussed on the proposed ineligibility for vehicle permits for those properties which have off -street parking, concerns over the cost of the permits and concerns that the parking pressures in the area were not especially severe and that the scheme would cause unnecessary inconvenience and expense for existing residents.
13. The objections relating to the proposed waiting restrictions are similarly noted. It should be stressed that the actual changes to what is currently in place is limited to a small length of the north side of the road near the junction with Brock Grove to help ensure that access to and from this road is not obstructed.
14. The consultation also included provision of a Car Club bay near the junction with Brock Grove. If approved, this bay would, however, only be implemented if a Car Club operator confirmed that they wish to provide a car for this site.

Monitoring and evaluation

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

How the Project supports LTP4 Objectives

16. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area and also help encourage the use of sustainable transport modes.

Financial and Staff Implications (including Revenue)

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

JASON RUSSELL

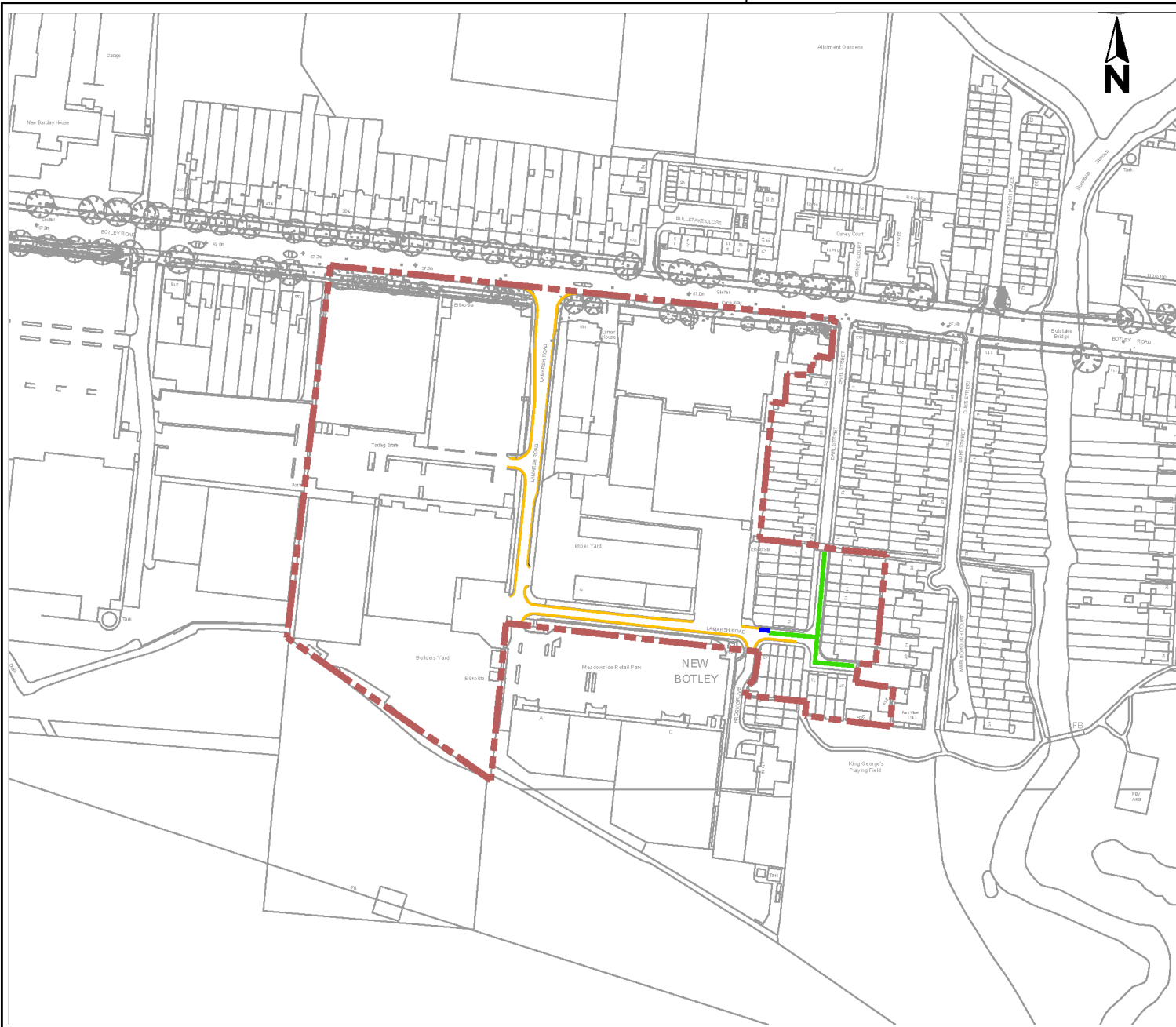
Interim Director of Community Operations

Background papers: Plans of proposed Controlled Parking Zone
Consultation responses

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June 2020

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|--|------------|---|------------------------------|
| Drawing No. | | Revision | |
| | | 0 | |
| Key | | | |
| | | Zone boundary | |
| | | Proposed 'No Waiting at Anytime' (double yellow lines) | |
| | | Proposed 2 hours shared parking, 8.00am - 6.30pm, Mon-Sun and Permit Holders Only parking 6.30pm - 8.00am Resident and visitor permit holders exempt from the time limit | |
| | | Proposed Car Club bay | |
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| Rev. | Date | Purpose of revision | Drawn Checked Approved |
| | | | |
| Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall, Oxford OX1 1HD Tel: 0345 310 1111 Fax: 01865 241577 | | | |
| Project title | | | |
| LAMARSH ROAD OXFORD | | | |
| Drawing title | | | |
| PROPOSED CONTROLLED PARKING ZONE | | | |
| Drawing Status | | | |
| Scale @ A3 | Drawn by | Checked by | Approved by |
| N.T.S. | JaC | JaC | |
| | Date drawn | Date checked | Date approved |
| | 01/20 | | |
| Oxfordshire Project No. & File Ref | | | |
| Drawing No. | | Revision | |
| | | 0 | |



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| RESPONDENT | SUMMARISED COMMENTS |
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| (1) Traffic Management Officer, (Thames Valley Police) | No objection – These restrictions place no burden upon Thames Valley Police in terms of enforcement as they fall within an area of Civil Parking Enforcement . |
| (2) Local County Councillor, (Jericho Division) | <p>Concerns – It’s a pity it hasn’t been made clear to residents that big changes are probably coming soon to parking in the city centre. If the bus gates and the workplace parking levy are brought in, it’s likely that commuters and shoppers will park in any residential streets that don’t have a controlled parking zone (and there will soon be very few of those left). People don’t understand how long it takes to create a CPZ, which is why we need to start now. On the other hand, it could be that Lamarsh Road would escape becoming a commuter car park, at least for a while, since it is not very close to a bus stop. If I were them I would want to have enforcement, but I know they have several concerns about the proposals.</p> <p>My own concerns are that we should provide at least one space for an electric car club car (or better still a CPZ permit for the car), be aware of a possible need quite soon for further EV charging points, and consider whether there should be a limit of one permit per household for any new person moving into the area, as in other areas where there is intense pressure on parking.</p> <p>In my opinion the proposals should not go ahead at this stage, if there are a substantial number of objections.</p> |
| (3) Local Group, (Cyclox) | <p>Support – Cyclox supports the move to better control car parking as it:</p> <ul style="list-style-type: none"> a) helps to re-balance limited roadspace back to people walking and on bicycles, and away from dominance by private motor vehicles b) improves safety for all road users by regulating otherwise chaotic and often dangerous car parking, including stopping parking on pavements and in cycle lanes and making routes such safer around schools and homes c) discourages car use by reducing the number of people driving and attempting to park cars from outside the area, including use as 'informal park and rides' <p>These are already the stated policies of Oxfordshire County Council's Local Transport Plan 4.</p> |

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| | <p>It is impossible to tell from the maps however whether the parking bays will be on road or if they will take incorporate space over pavements as has happened in other CPZ areas in the city. If any of the plans actively encourage car drivers to park on - and therefore drive on - pavements – this is unacceptable and we would place an objection. There can be no justification for taking away space from pedestrians, including for example young children on balance bikes, parents with buggies, or people in wheel chairs or mobility scooters, and handing it over for the parking for private cars. There is no need on quiet residential roads to have space to allow two large vehicles to pass if that is at the expense of pavement width. Other better alternatives are providing space for car parking on one side of the road only, or allowing some car parking at a 45 degree angle on one side of the road - even this would be better than legitimising pavement parking, and should at least be considered.</p> <p>Whilst the present plans will discourage car use by people from outside the area, perversely they may encourage car use by local people; permits should be restricted to 1 car per household, and the number of parking spaces limited, especially by limiting parking to only one side of the road at a time, which in many streets is all there is space to do safely. As we face a climate emergency we want to see policies that encourage people to give up private cars and use alternative transport with all its benefits for health, environment, congestion and the economy.</p> |
| (4) Local Group, (Oxford Pedestrians Association) | <p>Support – OxPA is generally in favour of CPZs because they regularise and control car parking so supports all three proposals; however we do not support and have been disappointed by the painting of lines on pavements to regularise vehicle parking on footways or on part of footways as CPZs are brought in. This has been done to date in many CPZs and has led to much reduced pavement space for walkers and wheelchair users, without room for two wheelchair users to pass one another. (Given also that vehicles cross over the lines, and that vegetation hangs into pavements from gardens, the space is often less than the minimal amount thought to have been allowed.) And also, the practice of pavement parking should not be regularised because it supports the idea that parking means getting two wheels onto a footway, prioritising the needs of drivers over non-drivers, which can be seen widely in Oxford. Looking at the maps we cannot see the detail of what is proposed, so wish to have our thoughts about pavement parking taken into account when the CPZs are being decided on. Given that the County's policy is to put the needs of pedestrians at the top of the hierarchy of road users, we hope to see this policy put into practice by ending the slicing of footways into parking places and unfriendly narrow single-file walking spaces.</p> |
| (5) Local Resident, (Oxford) | <p>CPZ – Object - At the time of the initial consultation it was not made clear that there would be hardly any properties in the road eligible to have residents permits.</p> |

Verbal discussions with the council indicated different properties would be eligible for permits than those detailed in this consultation. Has there been a mistake?

There is insufficient information from your plans to indicate what is likely to happen. The proposal is clumsy and overly restrictive on residents for what is a non problem. Occasionally there are non-resident cars parked in the road but not in a way that caused a problem.

As indicated in the reply to the original consultation - the main issue is where HMOs possess several cars and all of these are parked in the road. Limiting parking for or limiting the number of HMOs would be a better solution. In this case all residents in an HMO could end up with 250 visitors permits which between them could cover a car for a year.

It is not clear where in the road cars with permits will be able to park. Marked bays or not? Most of the spaces in the road block drives. Some visitors park on the pavements across drives as do residents. This causes no impact on other road users but maybe disallowed by this scheme. What will be allowed and what won't? What would need a permit?

Who will use the car club space? This may be useful but not if not filled.

Why is the zone so large and includes a large area of retail space?

Introducing a CPZ in Lamarsh Rd will have a detrimental effect on parking in Brock Grove. If you introduce in one road and not the other, anyone parking in one moves to the other, but then Brock Grove is private.

Parking Restrictions – **Object** – The yellow lines up to Brock Grove should not extend all the way to the new car club parking bay (which you seem to have already marked out despite this only being a consultation). The yellow lines should extend no further than is necessary beyond the narrowing in the road. No further than is necessary to allow emergency vehicles through.

The purpose of the narrowing in the road was to slow down vehicles which race to the residential area where there are often children playing. If there are yellow lines as far as the car club spot then cars do not slow down.

I would also ask that there are yellow lines on the section opposite the entrance to the properties 25a and 25b, that is Dyl round side of 25, across two entrances and continuing a bit further than the Kerb drop (/rise, in that direction). Getting into this courtyard is incredibly difficult if vehicles park opposite the entrance or right up to it.

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| <p>(6) Local Resident, (Oxford)</p> | <p>CPZ - Object - We oppose these measures because there is currently no major parking issue in Lamarsh Road and by controlling parking in this way, the council risks creating such a problem.</p> <p>In the informal consultation about this CPZ which the council carried out last year, 14 of the 17 respondents said that they had little difficulty parking. This has not changed.</p> <p>9 out of 17 said they were in favour of a scheme. This is a tiny majority, and (most importantly) this was before the detail of the scheme was announced by the council.</p> <p>By restricting parking through new double yellow lines in the way proposed, vehicles will be induced to compete for the remaining very limited spaces. The DYLS will be in front of many of the houses in the street, which means that many of us will no longer be able to park in front of our own homes. We will have to obtain visitors permits for our visitors, who will then have to join the competition for spaces.</p> <p>Those of us with garages wont be eligible for a residents' permit - and most of us use our garages for storage. .The notes of the informal consultation stated that all residents would be able to apply for residents' permits, but this appears now not to be the case. The notes also say that each property can apply for multiple permits, but we have now been told that even those that can apply, can only apply for one per property.</p> <p>For these reasons, we oppose the CPZ scheme as described.</p> <p>Parking Restrictions - Object - No comments.</p> |
| <p>(7) Local Resident, (Oxford)</p> | <p>CPZ - Object - I do not want a CPZ. I don't know anyone who does. It will cause unnecessary stress and cost.</p> <p>If the CPZ goes ahead, why are the general public being given 2 hours free parking on our residential street? We are being treated as an overflow car park for the neighbouring retail estates, which have more than adequate spaces. At least current users and residents know that children often play in the street. People who use our street as free parking for Halfords etc won't know that.</p> <p>Parking Restrictions - Object - The current restrictions are fine. They just need to be enforced correctly.</p> |

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| <p>(8) Local Resident, (Oxford)</p> | <p>CPZ - Object - I strongly oppose the proposed CPZ. Contrary to its supposed aim of benefitting residents of Lamarsh Road, it will actually create a problem where one does not currently exist. There is no issue with commuter parking during the day nor at weekends. Parking is actually well managed. I cannot understand therefore how a CPZ will improve things, on the contrary it will reduce the amount of parking available to residents and introduce cost. There is therefore no point in having a CPZ. The distribution of parking permits seems bizarre and I'm not sure what it is based on which raises further questions about how well considered it is.</p> <p>In summary, I feel very strongly that this CPZ should NOT be introduced as it will adversely affect the residents of Lamarsh Road.</p> <p>Parking Restrictions - Object - I do not agree with the proposed changes to the double yellow lines with the introduction of a car club space. The current narrowing of the road around Brock Grove serves as a useful way to slow down vehicles as they approach the residential area. The crossing from Lamarsh Road into the park is well used by pedestrians and cyclists and therefore slowing the traffic down is an important consideration for their safety. As a parent whose children often use the cut through to the park, I oppose any measures which take away an effective traffic calming feature.</p> |
| <p>(9) Local Resident, (Oxford)</p> | <p>CPZ - Object - A CPZ is not necessary on Lamarsh Road. The initial consultation showed that the large majority of residents have no difficulty parking. 17 people responded to the consultation, and only 1 person reported moderate difficulty parking during working hours (Monday to Friday during the daytime) and that person doesn't even live on Lamarsh Road. Everyone else reported little difficulty parking (the survey did not provide the option to report no difficulty parking). Outside of working hours (evenings and weekends) only 3 people reported problems parking compared to 14 people for whom parking is fine. If only 3 people express some difficulty parking out of a community of some 30 properties then clearly a CPZ is not necessary or justified.</p> <p>Creating a CPZ is an unnecessary cost for the Council and for residents. It is also an unnecessary administrative burden on the Council and residents.</p> <p>Introducing a CPZ will reduce the amount of parking available and will therefore actually create an issue with parking where currently there isn't a problem. This could make people more likely to park irresponsibly.</p> <p>Allowing some residents in Lamarsh Road to apply for resident parking permits while prohibiting others is unfair and undemocratic.</p> |

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| | <p>I would also like to point out that in the initial consultation, the accompanying notes said that every household would be entitled to unlimited resident parking permits, however we are now told that only some households can apply for permits and it is a maximum of 1 permit. This means that the original consultation was hugely misleading; one might even call it deceptive. Of the 17 people who replied to the original consultation, 9 were in favour of a CPZ and 8 were against - hardly a strong vote in favour! And given that we were so misled about eligibility for permits, I think it is likely that had people known the reality of the proposed CPZ then considerably fewer people would have voted for it. I therefore do not think that the initial consultation provided any mandate whatsoever for the introduction of a CPZ.</p> <p>Parking Restrictions - Object - If we refer to the Consultation Plan, DYL have been added opposite the entrance to Brock Grove on the north side of Lamarsh Road. A <i>very</i> short section of DYL would be useful here towards the west to ensure easy access to the residential part of Lamarsh Road for emergency vehicles and larger vehicles at the point where the road narrows. However the proposals show approximately 10 metres of DYL added, when literally 1 metre would be ample. By adding more than a metre of DYL the proposals will reduce the amount of parking space available unnecessarily. Please add no more than a metre of DYL. This will be sufficient to enable easy access while still allowing some parking for vehicles.</p> <p>It is important to emphasise that having parking along this stretch of Lamarsh Road is necessary for public safety because it encourages drivers to slow down as they approach the residential part of the road. Without cars parking here drivers are able to drive much faster, which puts people at risk.</p> <p>Finally, I would suggest that a small section of DYL near the entrance to Park View (on the north side of Lamarsh Road, near the south wall of 25 Lamarsh Road) would be sensible. People sometimes park in this location and it blocks the road.</p> |
| <p>(10) Local Resident, (Oxford)</p> | <p>CPZ - Object - I object to the introduction of a controlled parking zone. It is unnecessary as there is not a parking problem currently so all this will achieve is an administrative burden and cost for the residents and the Council. The proposed plans also substantially reduce the parking available to residents of the road. The proposed plans themselves are poorly drafted and unclear. The initial consultation undertaken by the Council was misleading as it stated all residents would receive permits; the newly proposed plans renege on this and are unfair to certain residents. I believe the introduction of a CPZ is unreasonable and unwelcome as it is likely to create a parking problem where one did not exist before and even perhaps lead to irresponsible parking.</p> <p>Parking Restrictions - Object - I object to the introduction of double yellow lines as proposed by the Council. A small stretch of DYL may be welcome where the road narrows opposite Brock Grove (to ensure larger vehicles fit through easily) however the proposed Council plans are excessive and substantially reduce the parking space available to</p> |

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| | <p>residents without reasonable justification. At the moment having cars parked along the stretch in question is helpful as it means that cars entering the road naturally slow down to avoid collision. This is welcome as cyclists and pedestrians (often with young children playing) cross the road to get to the park at this point and if cars were travelling faster along that stretch this could be dangerous.</p> |
| (11) Local Resident, (Oxford) | <p>CPZ - Object - I object to the CPZ as has been presented at the start of 2020, AK/CM/TRO/CM. During the informal consultation in 2018 I was in favour of the scheme outlined at that time, in summary that each property would be eligible to apply for a single permit. At that time I felt this would address the issue of houses with multiple cars and residents of neighboring roads parking in our roads, issues which have not gone away.</p> <p>In schedule three of the recent Draft Traffic Regulation Order, several properties would be excluded from eligibility for a single permit, which would significantly impact an established quality of life for those properties. I would be in favour of the proposals if those in the established 2001 properties Numbers 4 to 25b would be permitted a single permit. As this is not the case, I object to the current proposal.</p> <p>Parking Restrictions - Support - The extension to the DYL will help vehicle access for deliveries in particular.</p> |
| (12) Local Resident, (Oxford) | <p>CPZ - Object - I don't believe a CPZ is needed. There are very few traffic issues in lamarsh road - apart from when neighbours are having building work done. However, this is rare.</p> <p>If a CPZ is introduced - and even if it isn't - it would be useful to include the following: Electric car points and free parking for electric vehicles Free spaces overnight in the car parks outside Dunelm and Curries - since they are not used. You could even suggest a small fee. Disabled parking bays</p> <p>Having lived here 15 years I see no reason for a CPZ - the traffic is totally manageable. I would also request a WAP at the end of our drive if the CPZ goes ahead</p> <p>Parking Restrictions - Object - <i>See comments above.</i></p> |

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| <p>(13) Local Resident, (Oxford)</p> | <p>CPZ - Object - The proposed CPZ will create problems rather than solve them. The current position works well for residents and introducing a CPZ will make life unnecessarily difficult without any tangible improvement to the environment.</p> <p>Parking Restrictions - Object - As stated above. The imposition of double yellow lines will be unfair on me and my fellow residents.</p> |
| <p>(14) Local Resident, (Oxford)</p> | <p>CPZ - Object - It is a heavy-handed solution to a problem that doesn't exist. To be sure, a few drivers do use the small Lamarsh Road parking area as a park and ride for work during the day. But the proposed parking controls and tight limits on parking permits would make parking more difficult for us residents, not easier.</p> <p>Parking Restrictions - No opinion - No comments.</p> |
| <p>(15) Local Resident, (Oxford)</p> | <p>CPZ - Object - The website mentions parking places for permit holders on Brock Grove and Earl Street, but provides no scope for adding permit spaces to Brock Grove, and the permit spaces on Earl Street have a different permit code so would not be usable.</p> <p>The website mentions parking in Barracks Lane by the allotment gardens which is the other side of Oxford - no idea why this is included.</p> <p>It's not clear how the proposed CPZ will improve the traffic situation on Lamarsh Road. Most if not all of the cars parked there either belong to residents or are tradespeople providing services to the residents. If it will not improve the traffic situation then the main consequence would be to provide an additional cost and inconvenience to residents in the street with little or no benefit in terms of parking capacity.</p> <p>It's not clear there will be enough spaces available to allow for the parking of the cars. The bulk of the residential area of Lamarsh Road consists of drop curbs for driveways, so there only seems to be enough valid parking for about eight cars. If the CPZ went ahead there would be four permanent permits granted (to Nos 27-33) and thus only space for four visitors at a time. It would be necessary to regularly enforce illegal parking to ensure that access to driveways are not blocked and any benefit at all is gained from the scheme.</p> <p>Parking Restrictions - No opinion - No comments.</p> |

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| <p>(16) Local Resident, (Oxford)</p> | <p>CPZ - Object - Having reviewed both the justification for introducing the CPZ and the restrictions that will be imposed I do not believe it solves any existing problem or provides any benefit to residents. OCC statements of reasons states that Council considers "provision of suitable and adequate parking and to facilitating the expeditious, convenient and safe movement of vehicles" to be important but I believe that the proposal REDUCES adequate parking and INCREASES the potential for unsafe movement of vehicles in Lamarsh Road. On that basis I cannot see any justification for the CPZ.</p> <p>Parking is stable and managed within the street, does not present a problem for residents and does not justify the significant outlay of council funds. Commuter parking is not significant given the distance to town and station. The distribution of permits to some residents but not to others seems abstract and unbalanced. The overall capacity for parking is significantly reduced which will then CREATE problems and costs for residents. As highlighted below I also believe that these changes will increase vehicle speeds within the restricted area and create safety problems. I STRONGLY object to the proposal of a CPZ in Lamarsh Road as I fundamentally disagree with the assessment and statement of reasons that OCC have put forward. It is ill-considered and factually wrong.</p> <p>Parking Restrictions - Object - The adjustments to proposed double yellows is small and potentially justified in the context of ensuring sufficient access for emergency vehicles. However the location of the car club space at the extremity of the adjusted double yellow will create a much bigger opening to the residential portion of Lamarsh Road. The current narrow entrance has proven highly effective at reducing the speed of approaching vehicles and Lamarsh Road is a very safe area for residents and passing pedestrians. I have serious concern that the fact that the car club space is likely to be normally empty will open up this approach and allow vehicles to approach the area at much higher speeds. This may create safety issues at the following T-junction where many of the younger residents cross the road to school and park area. I do not believe that the OCC assessment has been carried out with sufficient depth or wide enough consideration so I want to make this point very strongly as safety of the children and other residents FAR outweighs any consideration for ease of parking or Council revenue. In my opinion the change is unnecessary and the benefits and downsides are simply not correct to justify the expense and inconvenience of change.</p> |
| <p>(17) Local Resident, (Oxford)</p> | <p>CPZ - Object - I do not believe this scheme is needed. I do not believe it will be of any benefit to the residents of Lamarsh Rd. I do not understand why if we were to have a CPZ that the public would be allowed to park for 2 hours on the street, I assume to do their shopping? This is not permitted in neighbouring streets where there is a CPZ including Earl & Duke Streets.</p> <p>Parking Restrictions - No opinion - We need better signage to stop cars continually entering into the cul-de-sac that is Lamarsh Road that want to enter Dunelm Mill and the other shops but have misunderstood where to go. This is a problem as they enter at speed and then have to turn abruptly we have many children who live here who like to play</p> |

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| | <p>together in the street.</p> <p>The the bollards that have been put in place to slow down traffic entering the residential part of Lamarsh Rd are of poor quality and are yet again broken. Why can we not have metal bollards as they do in other parts of Oxford?</p> |
| <p>(18) Local Resident, (Oxford)</p> | <p>CPZ - Object - No comments.</p> <p>Parking Restrictions - Object - No comments.</p> |
| <p>(19) Local Resident, (Oxford)</p> | <p>CPZ - Object - up to now I do not experience any problems with parking in the area that I live in (ParkView Lamarsh Road).</p> <p>Your Proposal with all the regulations seems very hard and is limiting parking for visitors and friends dramatically. That only one permit per flat is allowed affects is a hard restriction and will cause problems. Where should my partner park when she comes to my place with her car? Why is it not possible to get another parking allowance or visitor parking permit which is valid for a longer period of time?</p> <p>Further more is is very expensive and not comfortable to renew the permit for every new car (I must change the car at least twice a year due to my companies car scheme). Please keep the current state or amend the regulations to prevent that it affects the life of the inhabitants here so dramatically.</p> <p>But I am afraid that this CPZ as it is described will significantly impact my life and that of my girlfriend. She works on a different Plant than me and hast to go there by car too. When she stays at my place she will need the possibility to park her car somewhere. At the moment I have no idea where that could be. The visitor parking permits will not help as Anthony told me that only 50 days per year will be able to be covered with visitor parking permits. That will not be sufficient as you probably can imagine.</p> <p>Could therefore please be arranged that a partner will be allowed to get a permanent parking permit as well? Otherwise that would affect our life and relationship seriously and cause significant problems.</p> <p>Parking Restrictions - Neither - No comments.</p> |

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| <p>(20) Local Resident, (Oxford)</p> | <p>CPZ - Object - The major issue with parking on Lamarsh road is the limited number of road spaces for residents and our guests. This permit system will not reduce the inherent demand for spaces as residents will still want to own 2 cars. However as most of the residents will not be permitted a residents permit, there will be nowhere available to legally park the 2nd car outside our own houses. This will likely just spread the demand for parking to other as yet unpermitted areas and not actually solve the problem.</p> <p>Could you remove the double yellow restriction from the road alongside the Hobbycraft car park, making it permit only and then allow all Lamarsh road residents parking permits (perhaps 1 per house)? This would increase the number of safe and legal parking spaces absorbing the pent up demand, prevent non residents from inappropriate parking and not cost any significant amount different to the current proposal.</p> <p>Parking Restrictions - Object - No comments.</p> |
| <p>(21) Local Resident, (Oxford)</p> | <p>CPZ - Object - Most of the residents in Lamarsh Road have their own driveways to park their cars. In this context, it does not appear that the green line as marked on the map makes much sense as there are so many driveways. The green line appears to suggest the blocking of access to people's driveways, which I am sure cannot be the case.</p> <p>Parking Restrictions - Neither - I would like consideration of double yellow lines between 8 - 10 Lamarsh Road and 15 - 17 Lamarsh Road, as people park on the pavements and block access to the alleyways between both sets of houses.</p> |
| <p>(22) Local Resident, (Oxford)</p> | <p>CPZ - Object - I'm writing to you as a house owner from Lamarsh Road about the new controlled parking proposal for Lamarsh Road. When Susanna Pressel came to our door to ask about our opinion of the 2018 CPZ proposal, for parking permits on the road, we expressed that it would be good for all existing households to be granted permits with additional guest parking permit passes. This would minimize residents from other nearby roads such as Earl Street and Brook Grove taking parking spaces from Lamarsh Households. Upon this premise we agreed that controlled parking zones would be beneficial for home-owners here.</p> <p>When parking permit plans were published a week or so later, the proposal was quite different to the one that we had discussed with Susanne. None of the existing households of Lamarsh Road with driveways would have rights to park on the road. We find this proposal would stop basic living freedoms of allowing guests to visit whilst taking away the option of having a second car. This proposal imposes on daily living and creates commuting difficulties, mostly for people who drive outside the city to get to work.</p> |

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| | <p>As a nurse I sometimes use my car to commute to the Churchill Hospital for 13 hour shifts. I often cycle to work, but due to long working hours, with a working week (up to 80 hours including nights/ days,) driving helps with energy levels whilst keeping me safe from having to wait at bus stops alone in the early hours or late at night after shift. Like me, everyone in our road will have a legitimate use for their car, which shouldn't be stipulated by the local council, as everyone should have a right to free travel across the city. Furthermore It should be emphasized that most households in our road live centrally in order to walk and commute from the train station, or have chosen to live here as it is within short distance to the ring road, for out of city car commutes. Therefore households are not using cars frequently for inner city driving.</p> <p>On the City Council Website: it suggests any household could apply for multiple permits, at additional cost, (2 permits £60 each, the third costing £120, with addition of £180). This seems to be entirely profit focused for the council, without thought of environmental impact or to distribute spaces fairly amongst households to stop one household parking more than 2 vehicles on the road.</p> <p>In addition Susanna Pressel organised meetings to discuss the proposal at short notice, where households did not have enough opportunity to make plans to attend or respond.</p> <ol style="list-style-type: none"> 1. I ask that if controlled parking is to be introduced to the road, permits would be available for all households to apply for. 2. Limit permits to one car per household 3. Applying annual parking tariffs on households creates another council taxation system, which is profit focused, and is not centered around improving household living conditions. <p>In following the Lamarsh road email group discussion surrounding these parking proposals, residents feel the same. The new proposal is causing considerable upset, and councillors aren't listening to the wishes of local residents. Please review plans and make them less restrictive to homeowners here.</p> <p>Parking Restrictions – No opinion</p> |
| <p>(23) Local Resident, (Oxford)</p> | <p>CPZ - Support - The CPZ should include the small car park at the top of Earl Street, which is currently abused by non-residents parking to go shopping in Oxford.</p> <p>Parking Restrictions - Support - No comments.</p> |

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| <p>(24) Local Resident, (Oxford)</p> | <p>CPZ - Support - No comments.</p> <p>Parking Restrictions - Neither - I write to you in my capacity of owner and landlord of 27 Lamarsh Road.</p> <p>I support the concept of double-yellow lines on Lamarsh Road with the following caveats:</p> <ol style="list-style-type: none">1. I believe the residents of 27 - 33 Lamarsh Road should have two car parking permits per household, not one.2. I believe the car parking in front of 27 - 33 Lamarsh Road should not be open to non residents between 8.00am - 6.30pm |
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