

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

**13 NOVEMBER 2025**

## **OXFORD: VARIOUS LOCATIONS – PROPOSED ‘NO WAITING AT ANY TIME’ PARKING RESTRICTIONS**

**Report by Director of Environment and Highways**

### **RECOMMENDATION**

**The Cabinet Member is RECOMMENDED to:**

**Approve the introduction of new ‘No Waiting at Any Time’ (Double Yellow Lines) & amendment of existing parking restrictions, at the following locations as advertised:**

- (a) **Alice Smith Square,**
- (b) **Ashmole Place,**
- (c) **Balfour Road,**
- (d) **Bampton Close,**
- (e) **Brake Hill,**
- (f) **Brampton Road,**
- (g) **Chapel Lane,**
- (h) **Columbine Gardens,**
- (i) **Druce Way,**
- (j) **Field Avenue,**
- (k) **Frenchay Road,**
- (l) **Grenoble Road,**
- (m) **Harebell Road,**
- (n) **Jack Argent Close,**
- (o) **Jordan Hill,**
- (p) **Jowett Walk,**
- (q) **Moorbank,**
- (r) **Norman Smith Road,**
- (s) **Park Town,**
- (t) **Partridge Walk,**
- (u) **Railway Lane,**
- (v) **Sandford Road,**
- (w) **Warburg Crescent,**
- (x) **Wilcote Road, and**
- (y) **Wilcote Road link road.**

### **Executive Summary**

2. This report presents responses received to a statutory consultation on proposals to introduce new 'No Waiting at Any Time' parking restrictions (in the form of double yellow lines) in various roads within Oxford.
3. The primary aim of these proposals is to address safety and accessibility concerns at key locations:
  - 17 junctions and 4 bends, where parked vehicles currently reduce visibility or block the movement of vehicles. Consequently, some of the roads will need to be considered together as shown by the plans contained in Annexes 1 to 16.
  - 6 narrow road sections where vehicles either park on the footway or in the road, thereby obstruct some form of passing traffic.
  - 24 vehicle accesses that will be protected, either specifically, or indirectly, because of the above measures
  - In Grenoble Road, parking spaces reserved solely for cars, would be removed to allow buses to access a relocated bus stop.
  - On Field Avenue the existing double yellow lines opposite the school, introduced several years ago to address hazardous parking at either ends of the school day, would be formalised.
4. These proposals, covering 16 locations across the city, have been grouped together to distribute the legal costs associated with promoting a Traffic Regulation Order. If each location had been proposed separately, individual legal fees would have applied. Full details of the proposals are provided in **Annexes 1 to 16**.
5. The proposals have been put forward following various collated complaints from members of the public, County & City Councillors, a local school, and site observations by Officers.

## **Corporate Policies and Priorities**

2. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-2025', the proposals support priority nos.3 & 5, with the nine priorities listed below:
  - (1) Put action to address the climate emergency at the heart of our work.
  - (2) Tackle inequalities in Oxfordshire.
  - (3) Prioritise the health and wellbeing of residents.
  - (4) Support carers and the social care system.
  - (5) Invest in an inclusive, integrated and sustainable transport network.
  - (6) Preserve and improve access to nature and green spaces.
  - (7) Create opportunities for children and young people to reach their full potential.
  - (8) Play our part in a vibrant and participatory local democracy.
  - (9) Work with local businesses and partners for environmental, economic and social benefit

## **Financial Implications**

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Accessibility & Road Safety budget.

## **Legal Implications**

7. The consultation that has been undertaken 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 any other relevant legislation.
8. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

*Comments checked by:*

*Jennifer Crouch – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## **Staff Implications**

9. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'Traffic & Road Safety' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

## **Equality & Inclusion Implications**

10. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## **Sustainability Implications**

11. The proposals will help maintain and improve road safety in these roads, by making provision for a bus stop, preventing vehicles from parking too close to junctions and causing highway obstructions, thereby improving visibility, and making it easier for pedestrians to cross.

## **Risk Management**

12. No potential significant health and safety or service provision risks, or potentially significant financial impact have been identified in these proposals.

## Formal Consultation

13. Formal consultation was carried out between 28 August and 26 September 2025. A notice was published in the Oxford Times newspaper, 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, relevant local City Cllrs, Blackbird Leys & Littlemore Parish Councils, and the local County Councillors representing the 'Rose Hill & Littlemore', Leys, 'Barton, Sandhills & Risinghurst', 'Summertown & Walton Manor', and Parks divisions.
14. Letters were also sent directly to approximately 950 properties in the immediate vicinity. Although plans were not included with the individual letters, instructions were provided on how to view them online.
15. The parish council, and local Councillors (including County, District, Parish) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
16. During the course of the formal consultation, 260 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection	Total
Alice Smith Square	129 (50%)	9 (4%)	45 (17%)	77	260
Ashmole Place	120 (46%)	9 (4%)	44 (17%)	87	260
Balfour Road	125 (48%)	8 (3%)	46 (18%)	81	260
Bampton Close	117 (45%)	9 (4%)	42 (16%)	92	260
Brake Hill	125 (48%)	9 (4%)	48 (19%)	78	260
Brampton Road	123 (47%)	6 (2%)	46 (18%)	85	260
Chapel Lane	119 (46%)	6 (2%)	46 (18%)	89	260
Columbine Gardens	122 (47%)	8 (3%)	44 (17%)	86	260
Druce Way	125 (48%)	6 (2%)	43 (17%)	86	260
Field Avenue	124 (48%)	7 (3%)	44 (17%)	85	260
Frenchay Road	126 (49%)	7 (3%)	59 (23%)	68	260
Grenoble Road	131 (50%)	7 (3%)	47 (18%)	75	260
Harebell Road	120(46%)	6 (2%)	43 (17%)	91	260
Jack Argent Close	123 (47%)	8 (3%)	43 (17%)	86	260

Jordan Hill	118 (45%)	7 (3%)	47 (18%)	88	260
Jowett Walk	120 (46%)	5 (2%)	47 (18%)	88	260
Moorbank	120 (46%)	6 (2%)	43 (17%)	91	260
Norman Smith Road	119 (46%)	5 (2%)	45 (17%)	91	260
Park Town	125 (48%)	4 (2%)	49 (19%)	82	260
Partridge Walk	117 (45%)	6 (2%)	48 (19%)	89	260
Railway Lane	121 (47%)	6 (2%)	52 (20%)	81	260
Sandford Road	129 (50%)	3 (1%)	53 (20%)	75	260
Warburg Crescent	118 (45%)	3 (1%)	46 (18%)	93	260
Wilcote Road	122 (47%)	5 (2%)	49 (19%)	84	260
Wilcote Road (link)	121 (47%)	5 (2%)	49 (19%)	85	260

17. Additionally, a further 14 emails were received directly – with Thames Valley Police not objecting. ‘Oxford Pedestrians Association’ & ‘Oxfordshire Liveable Streets’ both supported the proposals, albeit ‘Oxfordshire Liveable Streets’ raised concerns about three of the locations. The local group ‘ROX’ (backing oxford business) objected to the proposals on the basis that it would cause difficulties for businesses, staff, customers, and also for residents and their visitors.
18. Further objections were received from local residents of Brampton Road, Frenchay Road, Jordan Hill, and Park Town. Whilst residents of Brampton Road, Field Avenue, Jordan Hill, Medhurst Way, Portland Road, and St John Street raised concerns or offered their partial support.
19. However, it should be noted that 3 of the comments Used to support objections were based on a misinterpretation of the proposals or a general criticism of Oxfordshire County Council’s transportation policies, while 12 others failed to give any argument against the reasons behind the proposals, which amounts to just under 6% of those who objected.
20. The full responses are shown in **Annex 17**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## Officer Response to Objections/Concerns

21. Several objectors criticized the consultation process as being inadequate and lacking transparency, with several citing the lack of any plans.

22. As referenced in paragraph 13, clear instructions were provided for accessing the plans online. Accordingly, individuals who submitted comments via the online portal should have been able to view the plans using the same webpage.
23. Many objectors believe the proposed double yellow lines and parking bans are excessive and not justified.
24. County Council Officers conducted site visits at each location, with several sites inspected on multiple occasions to verify reported concerns.
25. Certain comments indicated a lack of clarity regarding the scope of the proposed restrictions. Such misunderstandings may have resulted from individuals not consulting the detailed proposals or failing to appreciate that the initiative consists of 16 distinct schemes distributed throughout the city, as opposed to a single, comprehensive project in one area.
26. Concerns about reduced on-street parking for residents, carers, visitors, and businesses, where off-street parking is limited, especially at night and during busy times were expressed.
27. Most of the sites are at junctions, bends with limited visibility, or across accessways. The Highway Code advises against parking in these areas or where they would cause an obstruction on narrow sections of road, whether on the footway or carriageway. Consequently, vehicles should not be parked in these locations anyway.
28. Some objectors felt that the proposals would cause harm to local businesses by reducing parking, which would deter customers and damage the local economy, while another requested a drop-off point near the Kassam Stadium.
29. Most proposed locations are in residential roads, distant from shops, businesses, and the stadium. Consequently, they are unlikely to impact trade or access to the business. In fact, improved access for delivery vehicles may result in operational efficiencies.
30. Where businesses are present, residents requesting the controls, have alleged that patron parking contributes to the existing issues. However, the effect of these measures is expected to encourage patrons to park slightly further away from the road junctions, mitigating the problem without significantly affecting parking capacity in the area.
31. There are claims that displaced vehicles are likely to push cars into nearby streets, increasing congestion and creating new safety issues. While it is acknowledged that displacement may occur, this does not mean new safety issues will arise. However, should such issues occur in the future, officers will investigate and propose solutions, subject to available resources.
32. Concerns were raised that the loss of parking could increase isolation, strain community relations, and disproportionately affect vulnerable groups—

especially elderly, disabled, low-income residents, carers, and families with children—by limiting parking and the ability to be picked up close to their homes, potentially reducing independence and social contact.

33. As suggested in paragraph 24 above, it is believed that those who raised this concern may have thought that the proposals were far wider reaching than they really are.
34. Additionally, anyone can still pick up, drop off, load, and unload passengers on double yellow lines, as no loading controls are proposed—provided they do not cause an obstruction. Disabled residents with a blue badge may also qualify for a Disabled Persons' Parking place to be provided nearby.
35. Some objectors called for better enforcement of existing rules (e.g. parking on the footway or being parked too close to a junction) Instead of introducing double yellow lines.
36. Enforcement of the rules mentioned, is currently limited to Thames Valley Police and only under specific circumstances. For instance, parking a vehicle on the footway constitutes an offence only if a police officer observes a pedestrian being obstructed, or if the vehicle is being driven on the footway at the time. Merely parking on the footway is insufficient for prosecution.
37. Also, parking within 10 metres of a junction is only advice rather than an enforceable rule. In such cases only TVP could prosecute, if the attending police Officer is able to establish that the vehicle was a danger, or causing an obstruction.
38. However, the introduction of double yellow lines Would enable one of Oxfordshire County Council's Civil Enforcement Officers (CEO) to issue a penalty charge notice, since double yellow lines apply to any highway verge or footway adjacent to them, irrespective of whether an obstruction occurs or if the CEO witnessed the vehicle being driven along the footway.
39. Additionally, comments were made concerning the lack of enforcement relating to existing parking controls. However, levels of enforcement are outside the scope of this report.
40. Some suggested less severe measures, such as daytime only prohibitions, time-limited parking, a residents' only permit scheme or additional permit holders only parking places, to balance safety and parking needs.
41. Sadly, the parking issues that these proposals are designed to combat are worst during the evening. Consequently, daytime parking controls would do little to solve the problems.
42. The implementation of resident permit or time-limited parking typically requires establishing a Controlled Parking Zone (CPZ) or Permit Parking Area (PPA), which falls outside the scope of this report. As does providing additional permit holders' only parking places where zones already exist.

43. Notably, previous proposals for a permit parking area in the Blackbird Leys area, where some of the double yellow lines are now being proposed, were rejected by residents.
44. Residents have also requested traffic calming since vehicle speeds are likely to increase if yellow lines are introduced. Unfortunately, this is beyond the scope of this report.
45. Consider footway parking to minimize the loss of residents' parking spaces. This has been considered at one of the locations previously. However, footway parking no longer accords with Oxfordshire County Council policies.
46. Several people have asked if alternative off street parking can be provided. Unfortunately, this is outside the scope of this report as well as being unlikely in most of the areas under consideration.
47. Some residents reported that parked vehicles obstruct access to their off-street parking. In most cases, further details are needed to determine if the proposals will resolve these issues. Where this is not addressed by the proposals, residents may apply for a Private Access Protection Marking.
48. Requests were also received for additional no waiting controls beyond those currently advertised. However, these cannot be incorporated into the present proposals, as doing so would constitute a "significant change" and require the statutory process to be repeated. It is therefore more appropriate to consider such requests at a future date.
49. A request has been received to remove a specific Disabled Persons Parking Place. As this cannot be done as part of these proposals, for legal reasons, the request has already been forwarded to the officer who manages these parking places for review.
50. An objection was received to removing the permit holders 'only bay in Frenchay Road, as it provides traffic calming. However, this bay was only permitted because the road' was a short cul-de-sac, well within the Fire & Rescue Service's manual handling range, when first installed. Consequently, a substandard width between the bays was permitted. However, this is no longer the case since the road was extended into the Waterways development.
51. A specific objection was raised to removing the permit holders' bays in Park Town. Sadly, these do not meet Department for Transport width regulations and widening would reduce the carriageway below the minimum required by the Fire & Rescue Service.

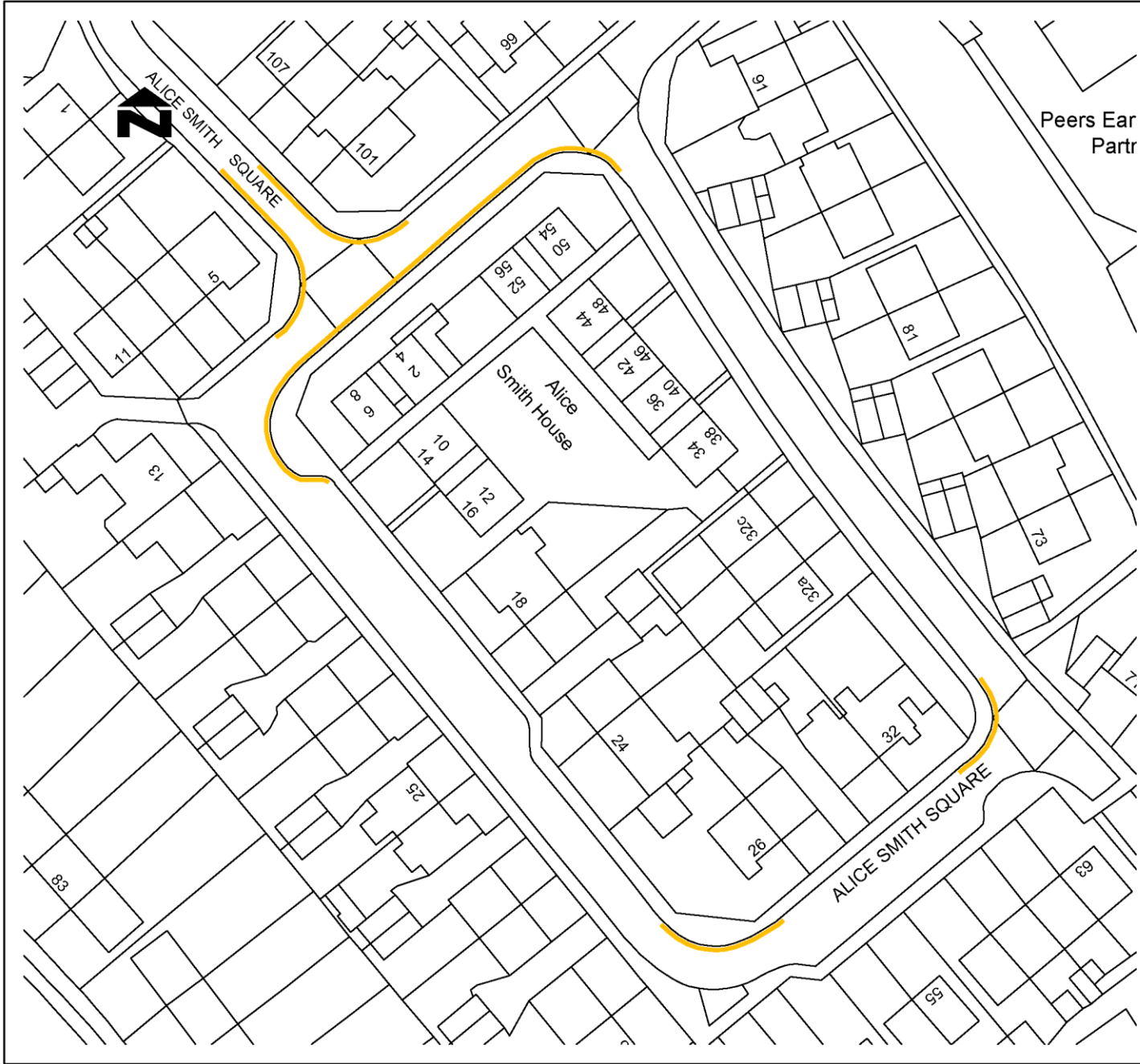
**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annexes 1-16: Consultation plans  
Annex 17 (*separate document*): Consultation responses

Background papers:        n/a  
Other Documents:         n/a

Contact Officer(s):        Stephen Axtell (Senior Officer – Traffic & Road Safety)  
Lee Turner (Team Leader – Traffic & Road Safety)

November 2025



Notes

Proposed no waiting at any time.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Client

Project

**Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025**

Title

**Alice Smith Square  
Amendments to Parking Controls**

Scale 1:500

Drawn By SMA

Checked By

Approved By

Date 13.05.25

Date

Date

Drawing Number

**Alice Smith Sq. 001-25**

Rev

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Notes

Proposed no waiting at any time.

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Client

Project

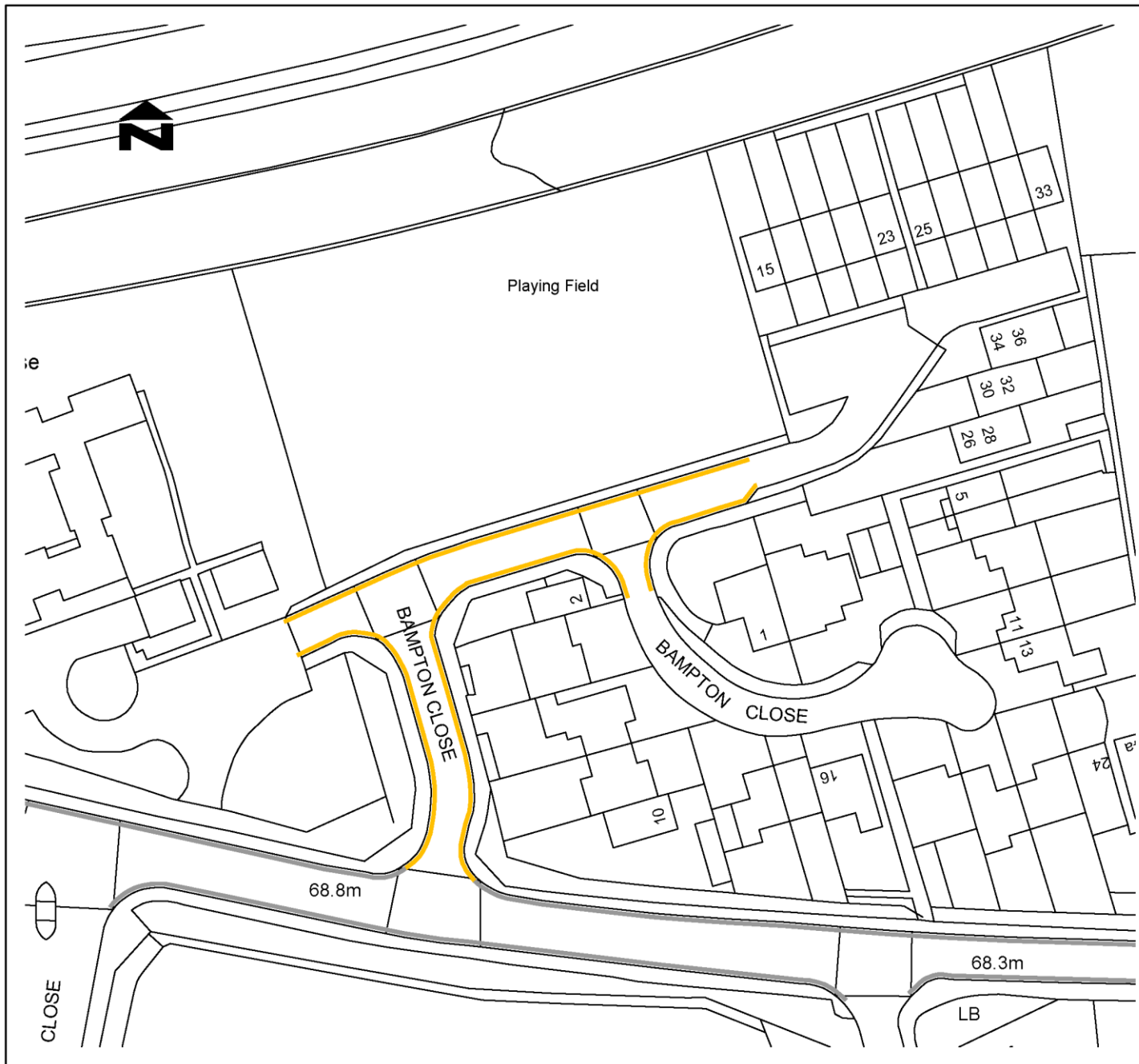
**Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025**

Title

**Ashmole Place  
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 05.05.25	Date	Date

Drawing Number	Rev
Ashmole Close 001-25	-



**Notes**

- Existing no waiting at any time to remain.
- Proposed no waiting at any time.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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**Client**

**Project**

Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025

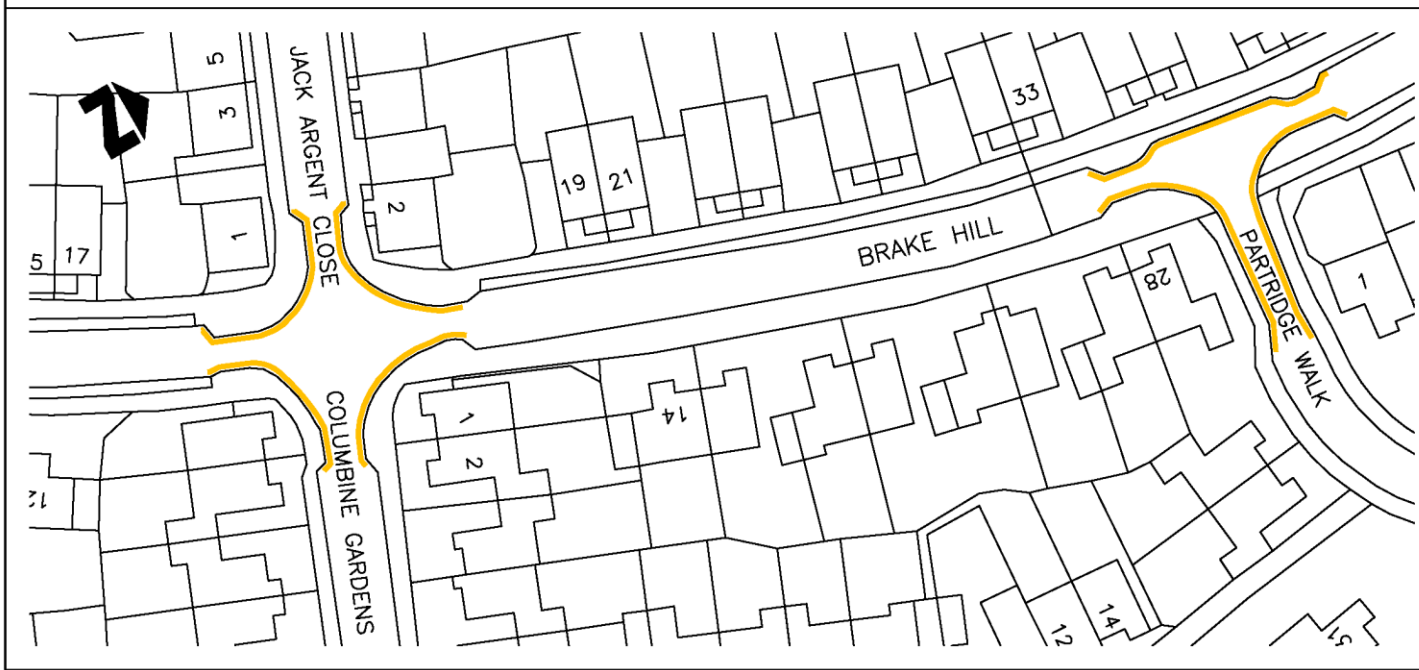
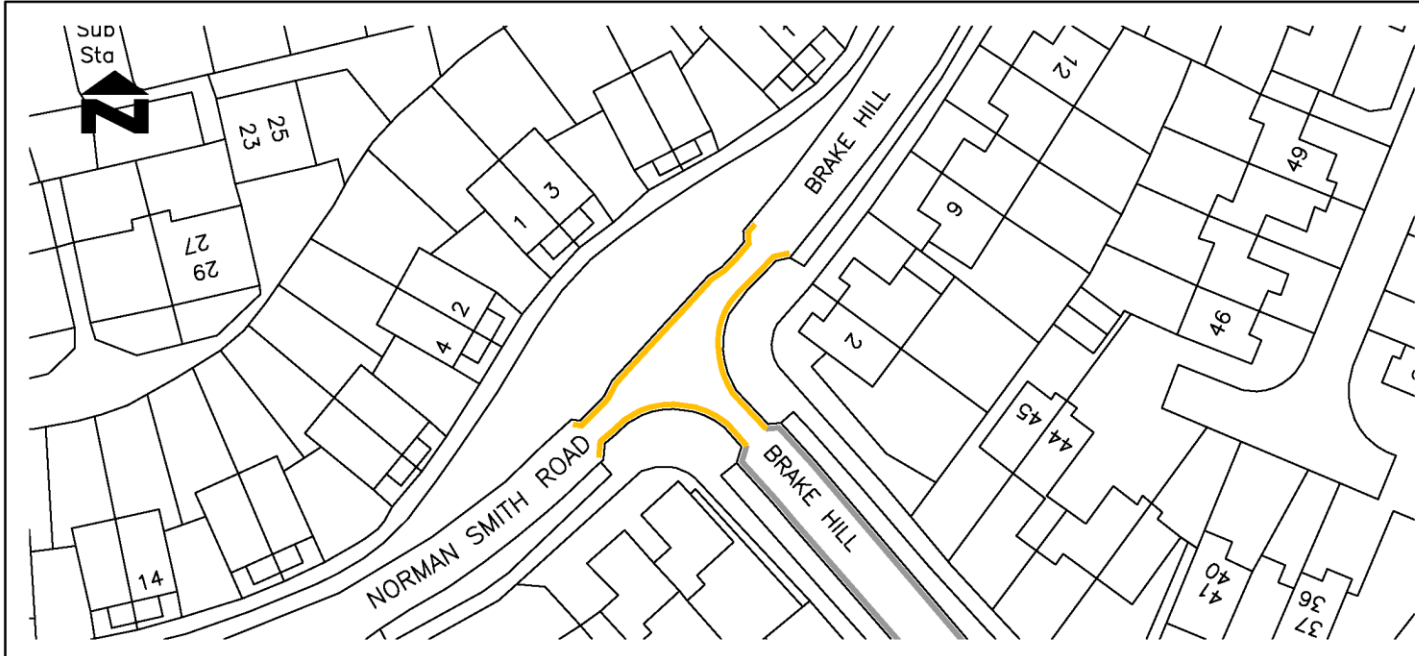
**Title**

Bampton Close  
Amendments to Parking Controls

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1:500	SMA		
	Date 25.05.25	Date	Date

Drawing Number: Bampton Close 001-25

Rev




Notes

- Existing no waiting at any time to remain.
- Proposed no waiting at any time.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Client

Project

**Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025**

Title

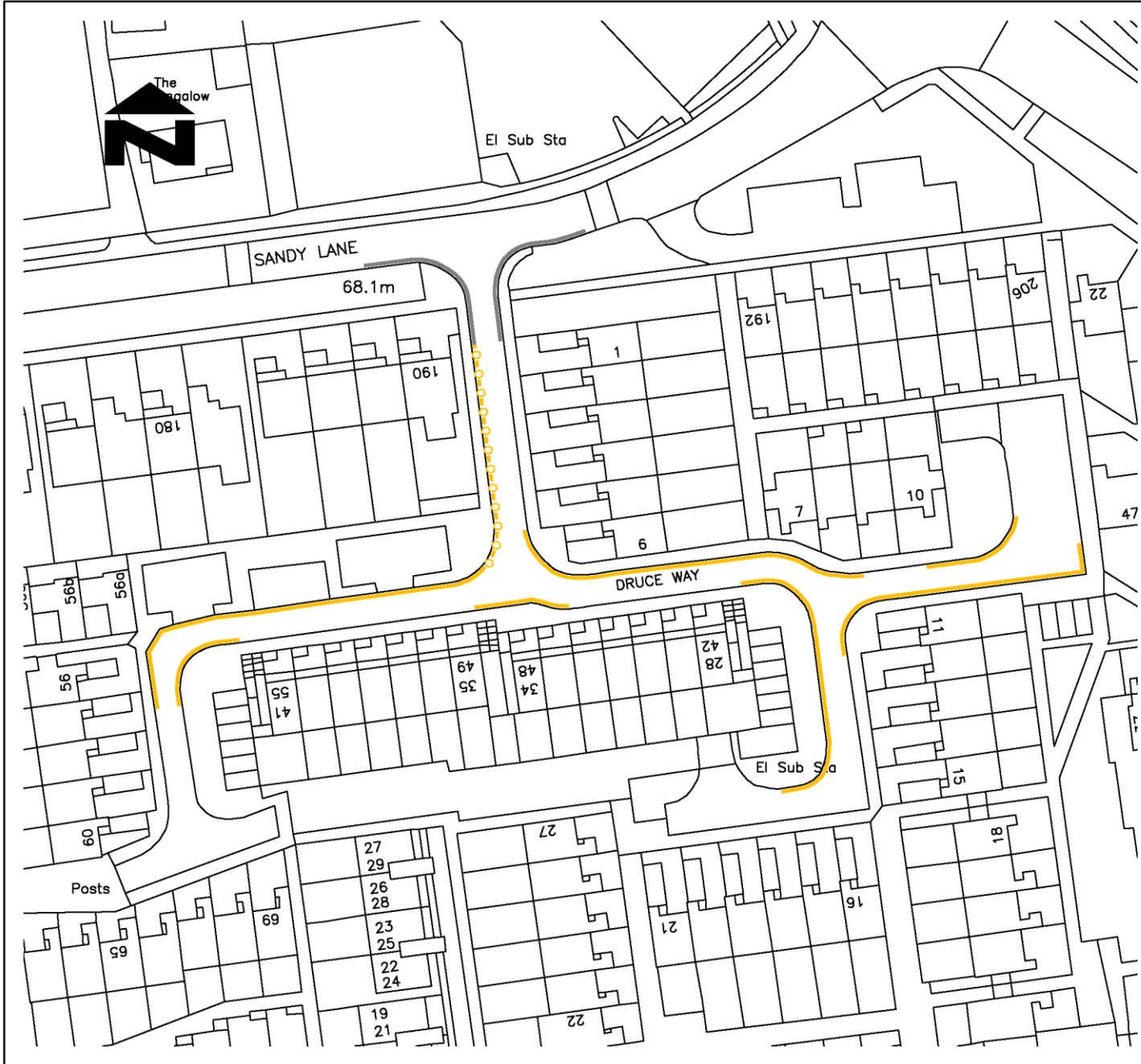
**Brake Hill  
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 09.07.25	Date	Date

Drawing Number

**Greater Leys 001-25**

Rev	





**Notes**

- Existing No Waiting at any time to remain unchanged.
- Existing Permit Holders' Only Parking Mon-Sat 8am-6.30pm to be removed
- Proposed No Waiting at any time to replace the above Permit Holders' Only parking
- Existing 3 hour Parking, Permit Holders exempt from time limit Mon-Sat 8am-6.30pm to remain unchanged.
- Existing electric vehicle charging bay to remain unchanged.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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**Client**

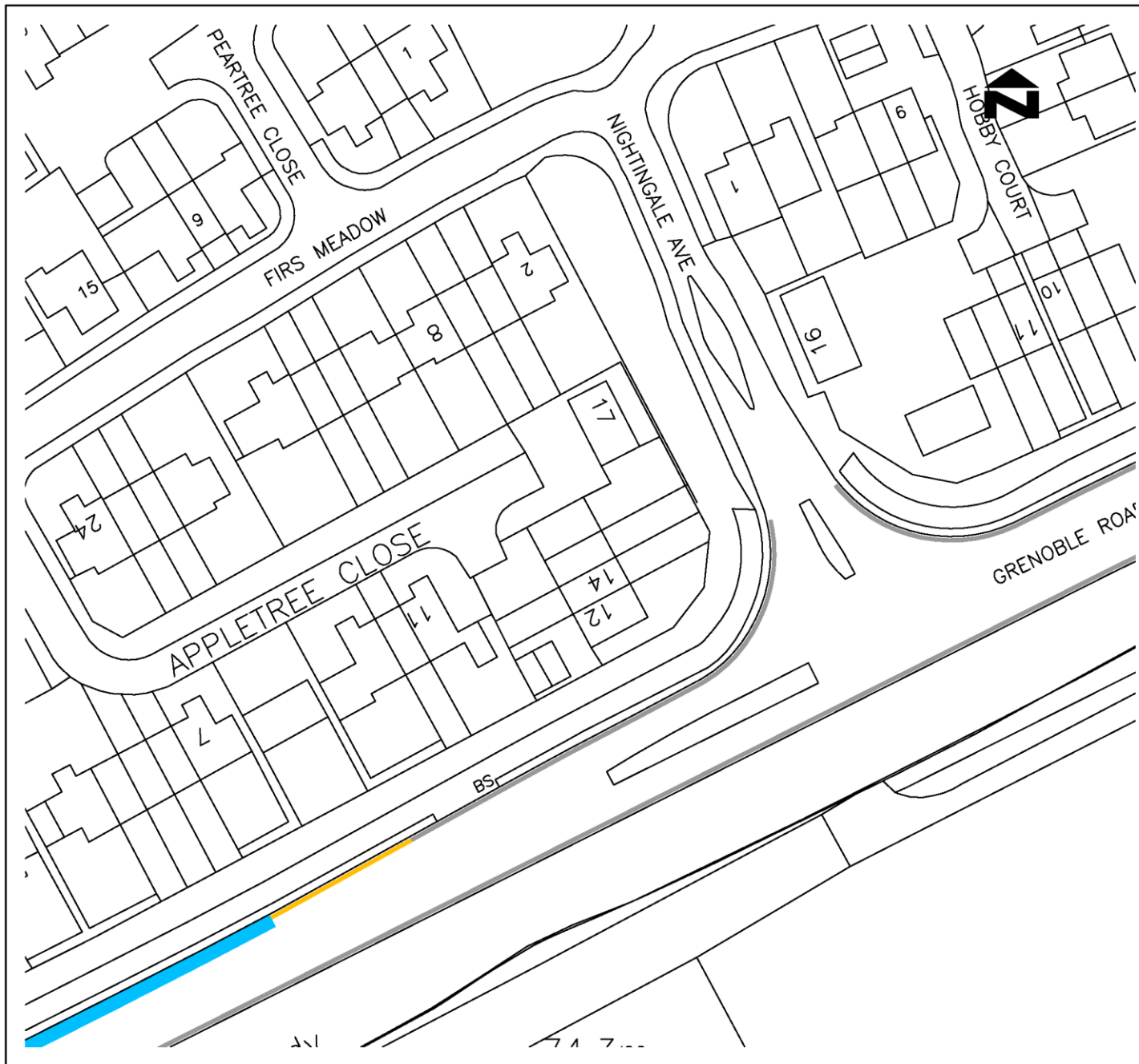
**Project**  
 Oxford:Frenchay Road  
 Removal of existing  
 Permit Holders' Only  
 Parking Bay 2025

**Title**  
 Amendments  
 to Parking Controls

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 27.06.25	Date	Date

**Drawing Number**  
 Frenchay Road 002-25

Rev




**Notes**

- Existing no waiting at any time to remain.
- Existing 24 hour Parking Places, no return within 2 hours to remain.
- Proposed no waiting at any time to replace existing 24 hour Parking Places.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



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**Client**

**Project**

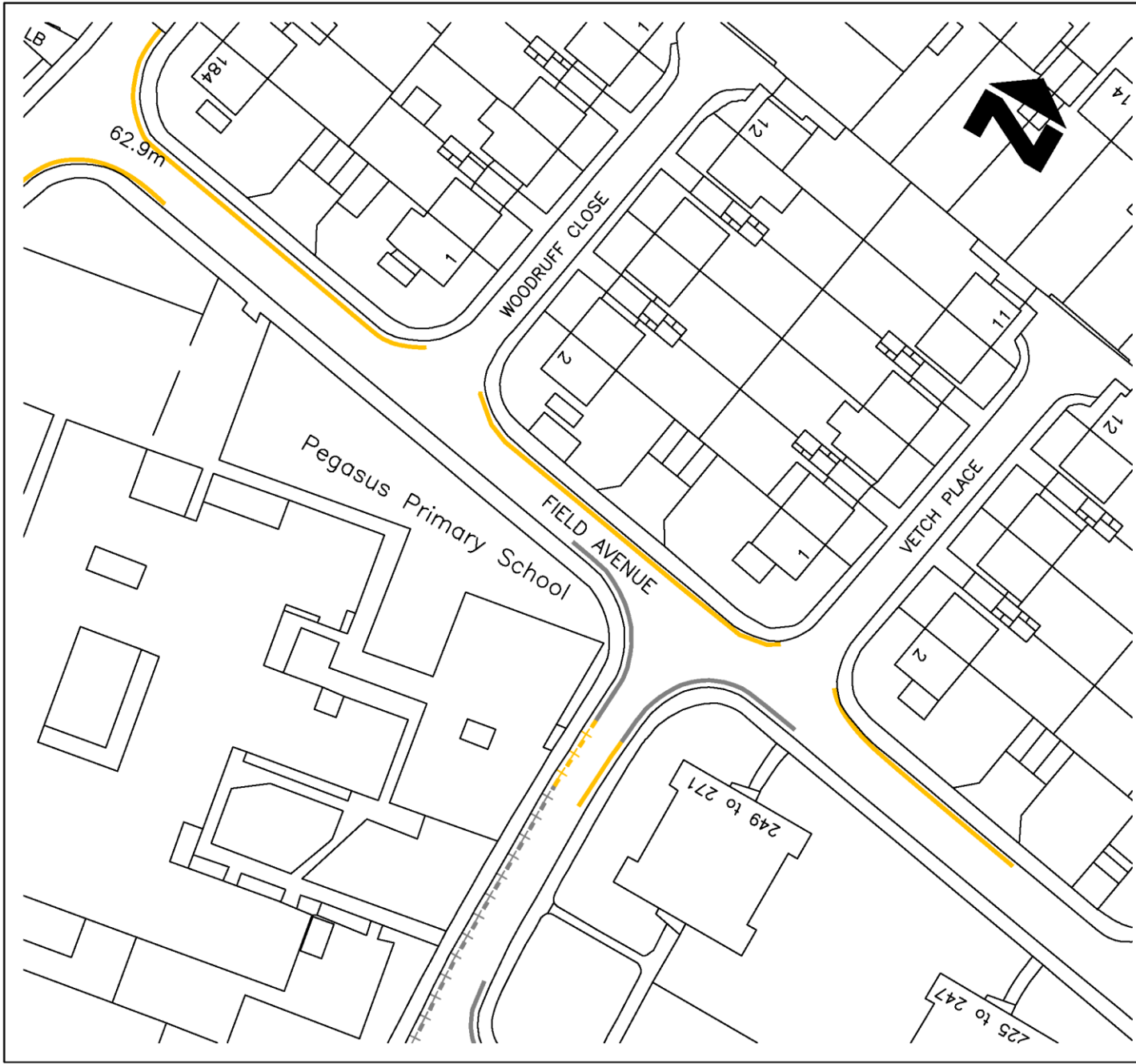
**Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025**






**Title**

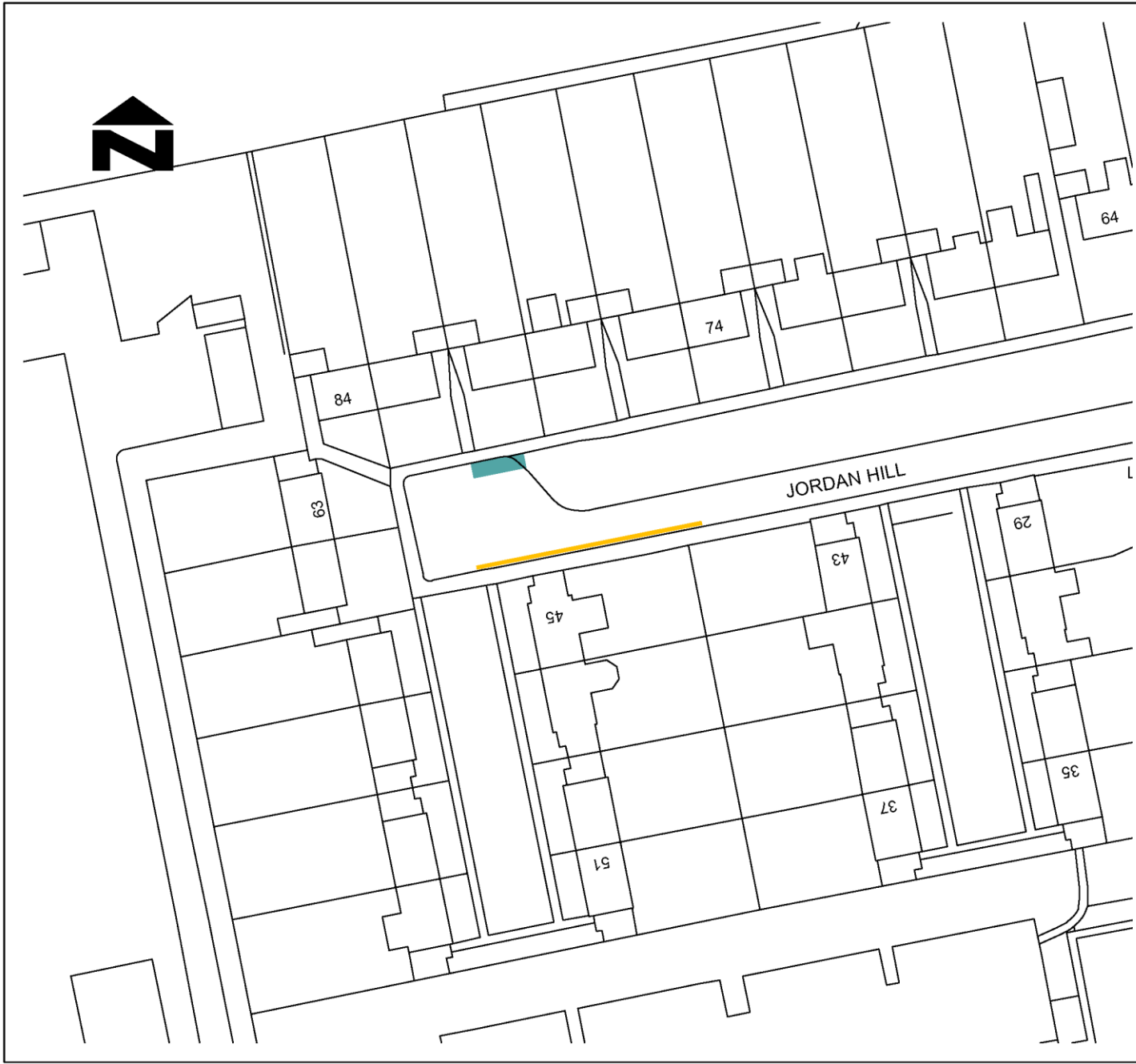
**Grenoble Road  
Amendments to Parking Controls**

Scale 1:500	Drawn By SMA	Checked By	Approved By
	Date 05.05.25	Date	Date

Drawing Number Grenoble Road 001-25	Rev —
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<b>Notes</b>					
	Existing no waiting at any time to remain.				
	Existing no waiting 8am-6.30pm Mon-Fri to remain.				
	Existing no waiting 8am-6.30pm Mon-Fri to become no waiting at any time.				
	Proposed no waiting at any time.				
Do not scale this drawing					
Rev	Description	By	Date	Chk'd	Auth
		<b>OXFORDSHIRE COUNTY COUNCIL</b> Paul Farmer Director of Environment and Highways Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241377			
Client					
Project					
Oxford Various Streets Proposed Amendments to Parking Controls 2025					
Title					
Druce Way: Amendments to Parking Controls					
Scale	Drawn By	Checked By	Approved By		
1:600	SMA				
	Date	Date	Date		
	05.05.25				
Drawing Number					Rev
Druce Way 001-25					—



Notes

- Proposed no waiting at any time.
- Existing Disabled Parking bay to remain.

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Rev	Description	By	Date	Chk'd	Auth

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Client

Project

**Oxford:Jordan Hill  
No Waiting at Any Time  
2025**

Title

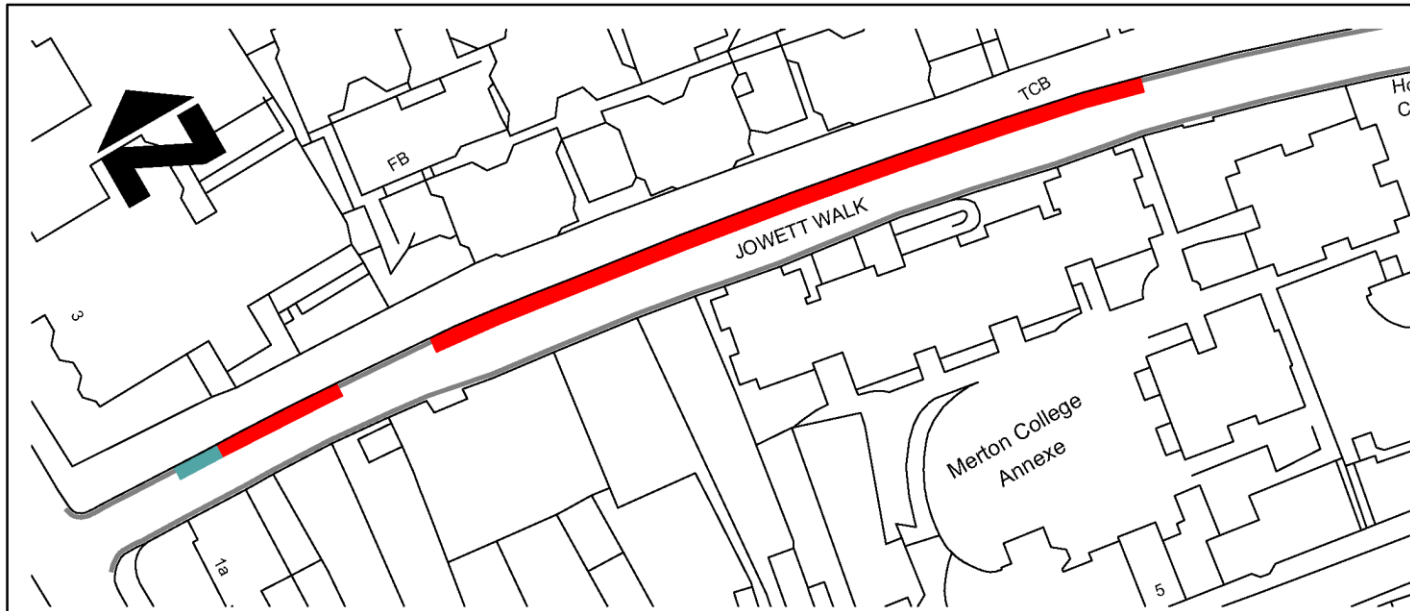
**Amendments  
to Parking Controls**

Scale	Drawn By	Checked By	Approved By
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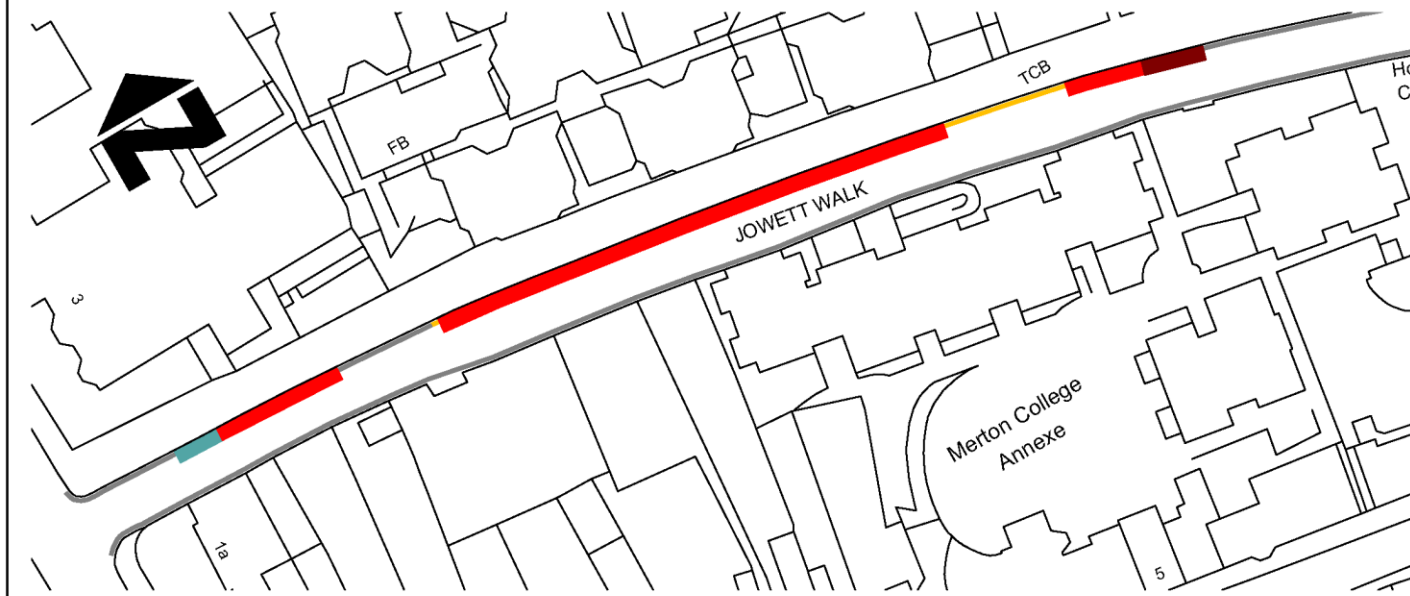
Drawing Number

**Jordan Hill 001-25**

Rev
—



Existing Layout



Proposed Layout

- Notes
- Existing No Waiting at any time.
  - Existing Disabled Persons' Parking Place to remain
  - Permit Holders' Only Parking Place
  - Proposed No Waiting at any time to replace the above Permit Holders' Only parking
  - Proposed additional Permit Holders' Only Parking Place to replace no waiting at any time

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Client

Project

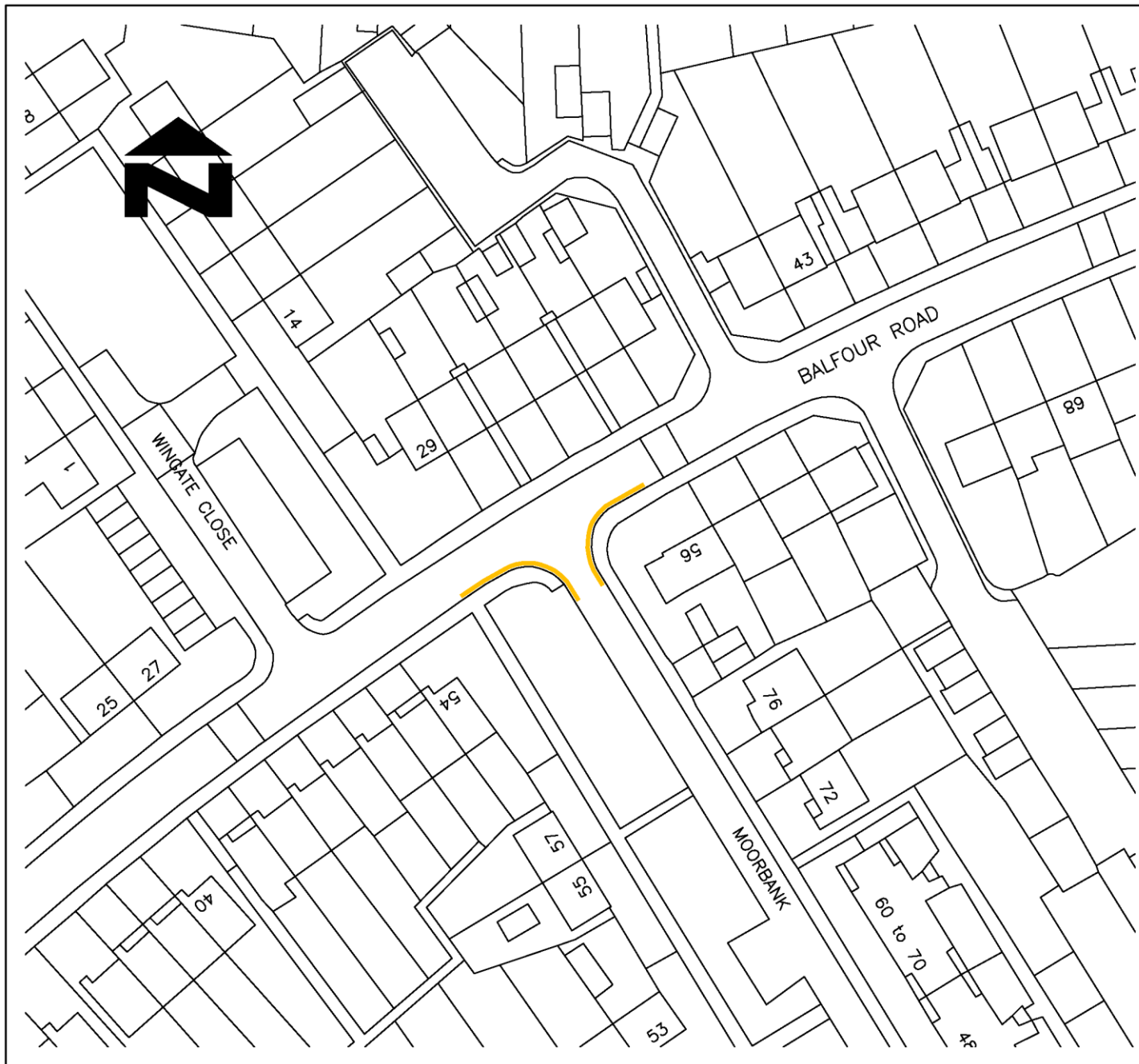
Oxford:Jowett Walk  
Removal of existing  
Permit Holders' Only  
Parking Bay 2025

Title

Amendments  
to Parking Controls

Scale	Drawn By	Checked By	Approved By
1:500	SMA		
	Date 11.07.25	Date	Date

Drawing Number	Rev
Jowett Walk 001-25	-



**Notes**

— Proposed no waiting at any time.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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**Client**

**Project**

**Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025**

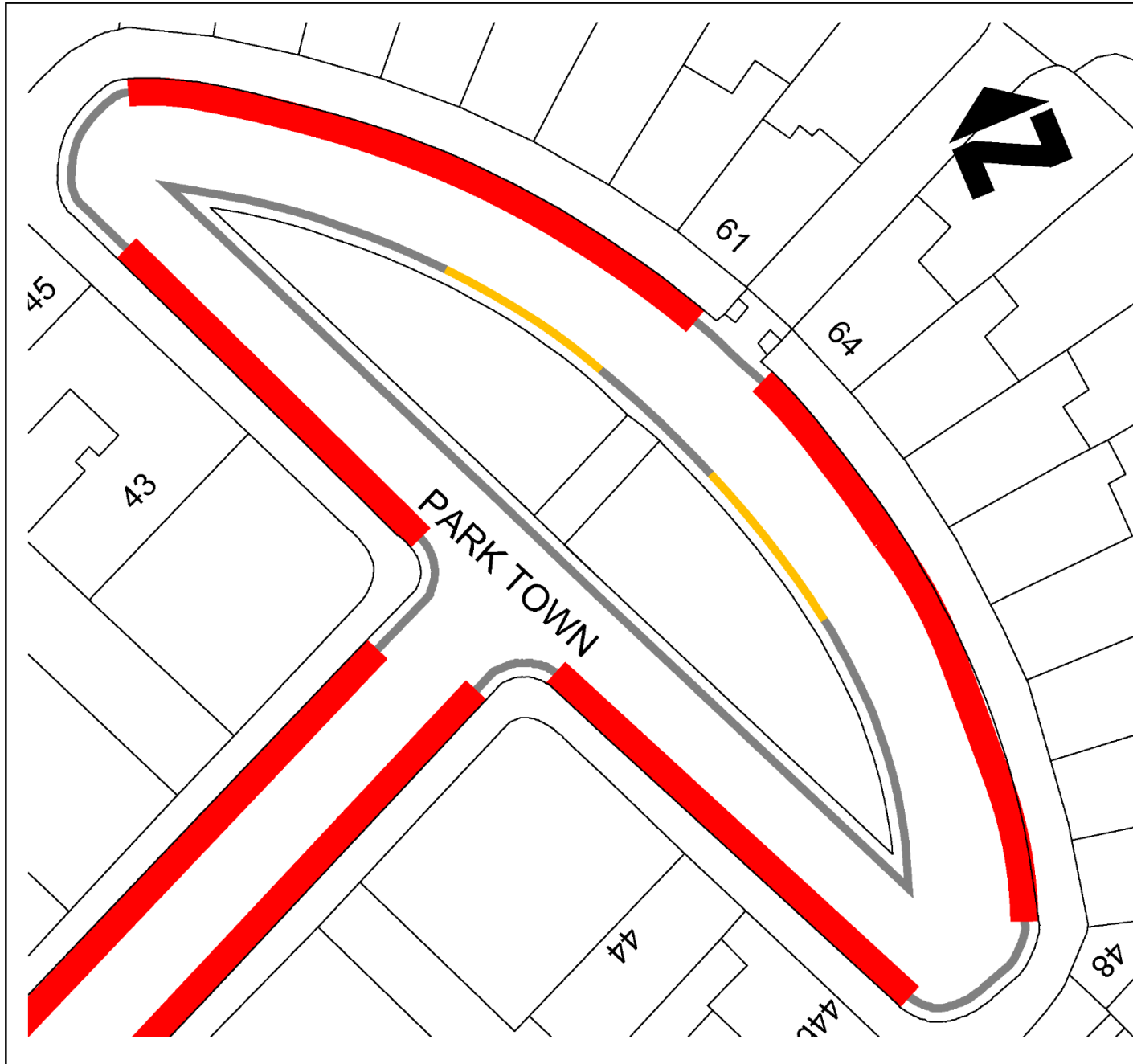
**Title**

**Oxford: Moorbank  
Amendments to Parking Controls**

Scale 1:500	Drawn By SMA	Checked By	Approved By
Date 05.07.25	Date	Date	Date

Drawing Number  
**Moorbank 001-25**

Rev	
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- Notes
- Existing No Waiting at any time to remain unchanged.
  - Existing Permit Holders' Only Parking Mon–Fri & Sat 8am–1pm 8am–6.30pm to remain unchanged
  - Proposed No Waiting at any time to replace Permit Holders' Only parking

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



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and Highways  
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Client

Project

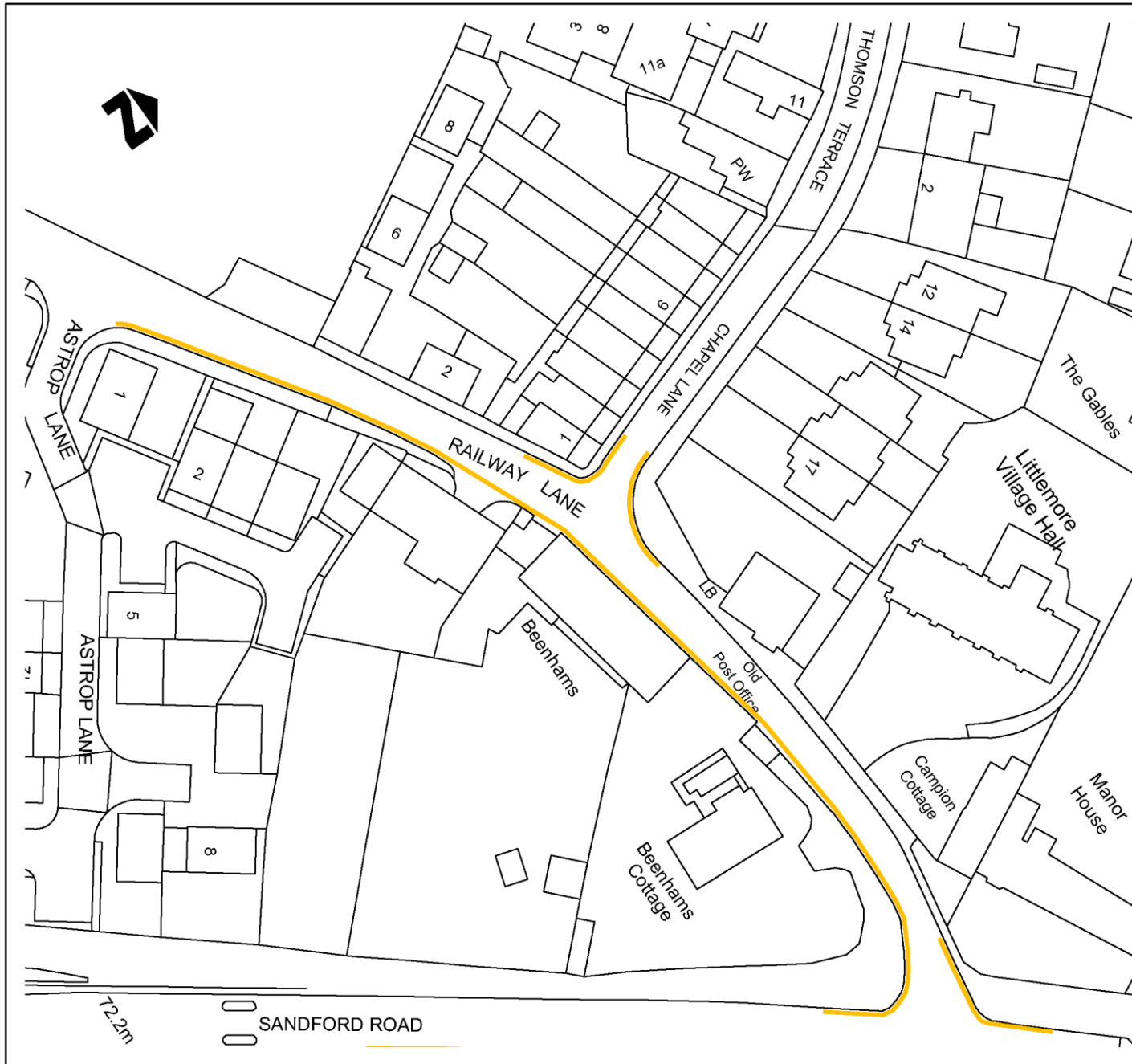
Oxford: Park Town  
Removal of existing  
Permit Holders' Only  
Parking Bay 2025

Title

Amendments  
to Parking Controls

Scale	Drawn By	Checked By	Approved By
1:250	SMA		
	Date 03.07.25	Date	Date

Drawing Number	Rev
Park Town 001–25	—



Notes

— Proposed no waiting at any time.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

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Fax: (01865) 241577

Client

Project

**Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025**

Title

**Railway Lane  
Amendments to Parking Controls**

Scale	Drawn By	Checked By	Approved By
1:500	SMA		

Date	Date	Date	Date
09.06.25			

Drawing Number

**Railway Lane 001-25**

Rev

—



Notes

— Proposed no waiting at any time.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

**OXFORDSHIRE COUNTY COUNCIL**

Paul Farmer  
Director of Environment and Highways  
Oxfordshire County Council  
County Hall  
Oxford OX1 1ND  
Tel: 0345 310 11 11  
Fax: (01865) 241377

Client

Project

**Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025**

Title

**Sandford Road  
Sandford Road**

Scale 1:500

Drawn By	Checked By	Approved By
SMA		

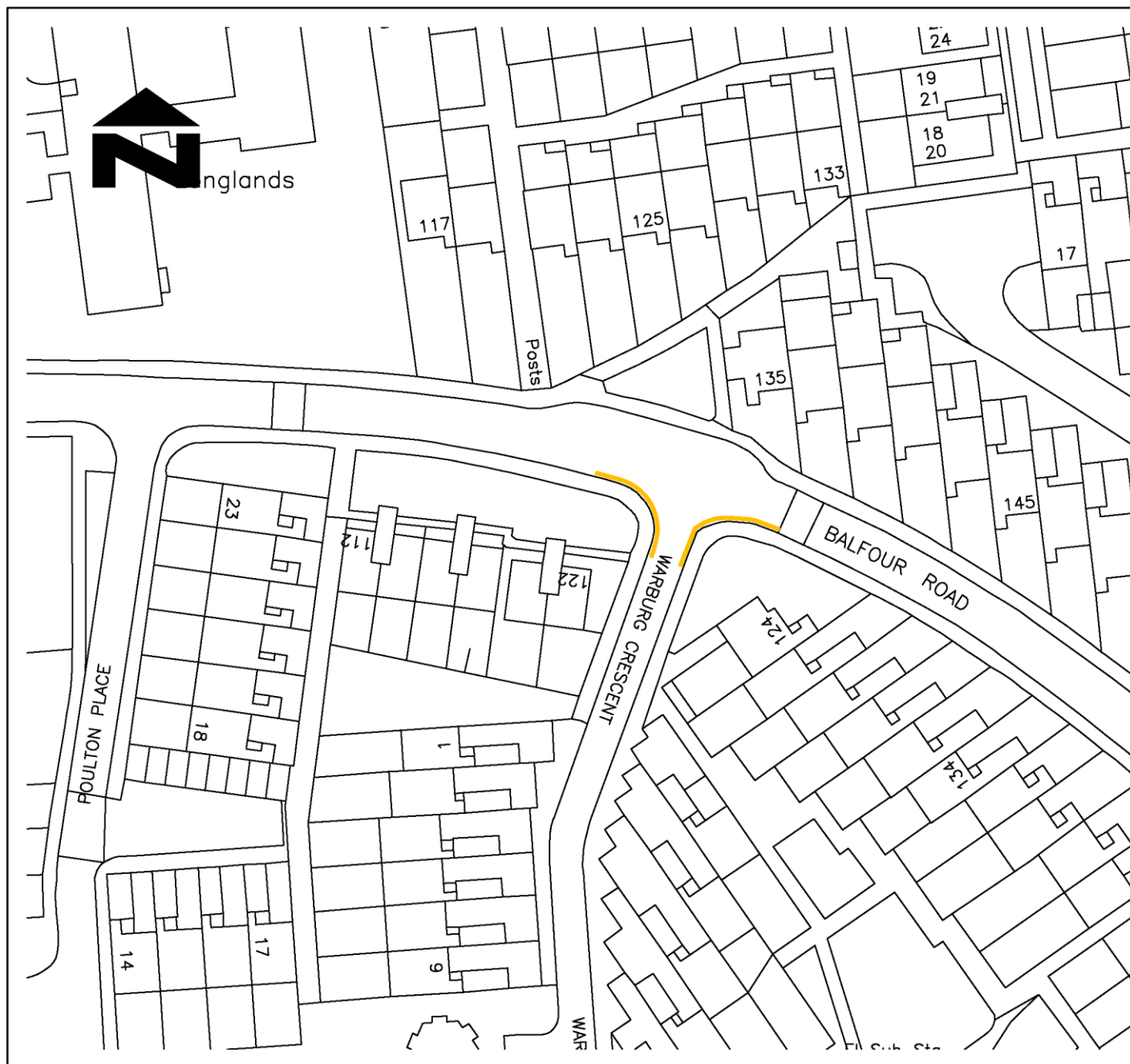
Date	Date	Date
09.06.25		

Drawing Number

**Sandford Road 001-25**

Rev

—



Notes

Proposed no waiting at any time.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth



**OXFORDSHIRE  
COUNTY COUNCIL**

Paul Farmer  
Director of Environment  
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Client

Project

**Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025**

Title

**Oxford: Warburg Crescent  
Amendments to Parking Controls**

Scale

1:500

Drawn By

SMA

Checked By

Date

Approved By

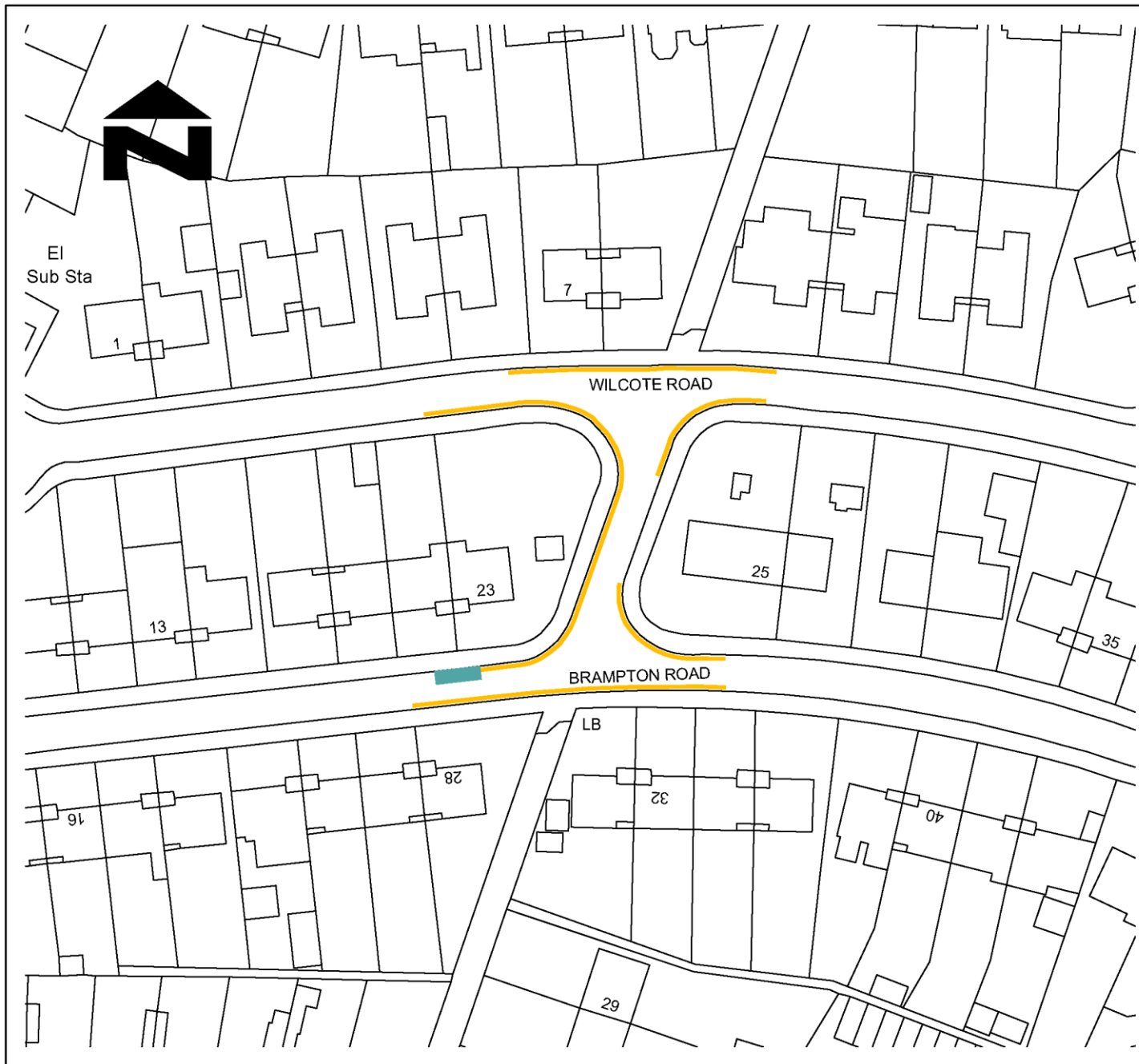
Date

Drawing Number

Warburg Crescent 001-25

Rev

-



**Notes**

- Proposed no waiting at any time.
- Existing Disabled Parking bay to remain.

Do not scale this drawing

Rev	Description	By	Date	Chk'd	Auth

**OXFORDSHIRE COUNTY COUNCIL**

Paul Farmer  
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**Client**

**Project**

**Oxford  
Various Streets  
Proposed Amendments to  
Parking Controls 2025**

**Title**

**Wilcote Road  
Amendments to Parking Controls**

Scale	1:500	Drawn By	SMA	Checked By		Approved By	
		Date	12.06.25	Date		Date	

Drawing Number: **Wilcote Road 001-25**

Rev	
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