

Divisions affected: *Jericho & Osney, Cowley, St Clements & Cowley Marsh, Churchill & Lye Valley, Iffley Fields & St Marys, Marston & Northway*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 27 JANUARY 2022

OXFORD VARIOUS LOCATIONS – PROPOSED EXCLUSION AND AMENDMENTS TO ELIGIBILITY FOR PARKING PERMITS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following proposals in respect of eligibility for parking permits:
 - a) Central Area (B) - exclude No. 1 Lower Fisher Row from eligibility to apply for residents & visitor permits,
 - b) Cowley Centre (East) - exclude No. 26 Boswell Road from eligibility to apply for residents & visitor permits,
 - c) Divinity Road - limit No. 195 Divinity Road from eligibility to apply for 1 residents permit each plus the standard allowance of visitor permits,
 - d) Headington West (B) - exclude No. 66 Valentia Road from eligibility to apply for residents & visitor permits,
 - e) Lye Valley - exclude No. 105 Bulan Road from eligibility to apply for residents permits,
 - f) Magdalen North:
 - I. exclude No. 179 Iffley Road from eligibility to apply for residents permits, and
 - II. exclude Nos. 220-222 Cowley Road from eligibility to apply for residents & visitor permits
 - g) Marston North - exclude No. 58 Raymund Road from eligibility to apply for residents & visitor permits, and
 - h) Wood Farm - exclude No. 9a (only) Pauling Road from eligibility to apply for residents & visitor permits. No. 9 Pauling Road to retain existing eligibility.

Executive summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits as a result of the development of properties for residential purposes and the associated conditions within the planning permissions granted by Oxford City Council.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent properties

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes.

Consultation

6. Formal consultation was carried out between 18 November and 17 December 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and local Oxfordshire County and Oxford City Councillors. Additionally, letters were sent to approximately 380 properties in the immediate vicinity of the various properties.
7. 5 responses were received during the formal consultation. 1 objection (covering all proposals), 2 in support and 2 non-objections.
8. The responses are shown at Annex 1 with copies of the original responses available for inspection by County Councillors.
9. Thames Valley Police & the Oxford Bus Company did not object.
10. The one objection (covering all proposals put forward) believed that limiting eligibility to parking permits wasn't a good idea. No further reasoning in support of that comment was provided.
11. The resident of No.9 Pauling Road confirmed that the exclusion relating to permit eligibility should only apply to the newer property, i.e. No. 9a Pauling Road, with No. 9 retaining its current eligibility to apply.

BILL COTTON

Corporate Director, Environment and Place

Annexes
Contact Officers:

Annex 1: Consultation responses
Tim Shickle 07920 591545

January 2022

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No Objection
(2) Oxford Bus Company	No objection – has no concerns with these proposals.
(3) Resident, (Cumnor Hill, Clover Close)	Object – not a good idea.
(4) Local Resident, (Oxford, Bulan Road)	Support – If we are to get control over car use in the city we need to limit not only car use coming in but also the need to have one when living in Oxford.
(5) Resident, (Beckley, High Street)	Support – <i>no comments provided.</i>