

Divisions affected: *Cowley, Headington & Quarry, St Clement's & Cowley Marsh*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

OXFORD: PROPOSED RESIDENT & VISITOR PARKING PERMIT ELIGIBILITY AMENDMENTS

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to approve the following proposals in respect of eligibility for parking permits, as advertised:

- a) **Cotteslowe & Five Mile Drive area – i) exclude the new property at No.10 Rotha Field Road, ii) No.37 Templar Road, and iii) Nos.36 & 36A Sunderland Avenue (north side) from eligibility for resident's parking permits and residents' visitors' parking permits,**
- b) **East Oxford – exclude No.52A Cherwell Street from eligibility for resident's parking permits and residents' visitors' parking permits,**
- c) **Florence Park – exclude i) No.46 Clive Road, and ii) No.135 Cornwallis Road from eligibility for resident's parking permits and residents' visitors' parking permits,**
- d) **Marston South – exclude the eight new dwellings at Nos.5-7 Jack Straws Lane from eligibility for resident's parking permits and residents' visitors' parking permits.**

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 various developers of the properties in question.

Legal Implications

4. These proposals have been put forward because of associated conditions within the planning permissions granted by Oxford City Council as a result of the development of properties within the city for residential purposes.
5. The developers have separately entered into a 'Unilateral Undertaking' with the County Council to undertake the promotion, consultation and, if appropriate, the making of a traffic regulation order to exclude the specific sites from eligibility for parking permits as appropriate.
6. The 'Unilateral Undertaking' is a simplified version of a planning agreement, which is considered to be a relatively quick and straightforward option, and is entered into by the landowner and any other party with a legal interest in the development site.

Equality and Inclusion Implications

7. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
8. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant, and will provide additional parking capacity for any holder of an authorised current blue badge.
9. Proposals brought forward for changing permit eligibility link to the City Council's planning policies which require developments to be car free where criteria stipulates that there is good transport links and access to local facilities.

Sustainability Implications

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

Formal Consultation

11. Formal consultations were carried out between 08 February & 08 March 2024. A Notice was published in the Oxford Times newspaper, and an email 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, local Oxford City Councillors, and the local County Councillors.
12. Letters were also sent directly to approx. 305 properties in the areas surrounding the various proposed amendments.
13. 17 responses were received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
No.10 Rotha Field Road	5	5	2	5	17
No.37 Templar Road	6	3	3	5	17
Nos.36 & 36A Sunderland Avenue	5	5	2	5	17
No.52A Cherwell Street	3	5	4	5	17
No.46 Clive Road	4	2	4	7	17
No.135 Cornwallis Road	3	2	4	8	17
Nos.5-7 Jack Straws Lane	3	2	4	8	17

14. Additionally, a further three emails were also received comprising of an objection from a resident of one of the affected properties, and two non-objections.
15. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors.

Officer response to Objections/Concerns

16. Thames Valley Police & Oxford Bus Company expressed no objections to the various proposals.
17. In response to the general concerns about having constraints placed on residents' ability to park where they live, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes. The proposals – a condition of planning approval granted by the City Council – will help ensure that the potential increase in residents at properties as a result of the development do not result in increased demand for on-street parking in the local area, thereby adversely affecting existing residents.

Cotteslowe & Five Mile Drive:

18. In the Cotteslowe & Five Mile Drive area CPZ – which was introduced in 2014 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.
19. At No.10 Rothfield Road planning approval has been granted by Oxford City Council for the erection of a new two-storey building to create a 1 x 2-bed dwelling (Use Class C3) (21/02178/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for residents' parking permits and residents' visitors' parking permits.
20. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
21. Additionally, the development includes a single off-street car parking space (also served by an electrical vehicle charging point) for the new dwelling which Oxford City planning Officers felt was appropriate.
22. At No.37 Templar Road planning approval has been granted by Oxford City Council for the change of use from dwellinghouse (Use Class C3) to House in Multiple Occupation (Use Class C4) (21/00220/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for residents' parking permits and residents' visitors' parking permits.
23. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
24. The site was deemed to be located in a sustainable location, i.e. close to a range of amenities and public transport links, and it should also be noted that cycle parking will also be provided on site, in addition to two off-street car parking spaces.
25. At Nos.36 & 36A Sunderland Avenue planning approval has been granted by Oxford City Council for the demolition of existing house and garage. Erection of 2no. two storey buildings to create 2 x 4-bed dwellings (Use Class C3) (21/02179/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for residents' parking permits and residents' visitors' parking permits.
26. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
27. Due to the site being approx. 2km away from Oxford Parkway rail station, and over 400m from local bus stops, the site wasn't required to be 'car free'. However, it should be noted that one off-street car parking space would be available for each dwelling, and that cycle parking will also be provided on site

which would provide secure & covered shelter and allow good access to each cycle and the adjacent highway.

East Oxford:

28. In the East Oxford CPZ – which was introduced in 2010 – residents are currently permitted to apply for a maximum of one permit per resident and a maximum of two permits per property, with 50 visitor permits also permitted a year.
29. At No.52A Cherwell Street planning approval has been granted by Oxford City Council for the sub-division of the existing dwellinghouse to create 1x3 bed dwelling (use Class C3) and 1x2bed dwelling (use Class 3) (17/03145/FUL), a condition was placed on the development that required the exclusion the new dwelling from eligibility for resident's parking permits and residents' visitors' parking permits.
30. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
31. Additionally, a condition was also placed to ensure that secure & covered cycle stores would be installed prior to first occupation of the new property.

Florence Park:

32. In the Florence Park CPZ – which was introduced in 2022 – residents are currently permitted to apply for a maximum of one permit per resident and a maximum of two permits per property, with 50 visitor permits also permitted a year.
33. At No.46 Clive Road planning approval has been granted by Oxford City Council for the sub-division of the part demolition of an existing garage and the erection of first floor rear extension (22/02603/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits.
34. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
35. The site was deemed to be located in a 'highly' sustainable location, i.e. close to a range of amenities and public transport links, and therefore it was deemed necessary to remove the eligibility for parking permits in order to protect on-street parking for existing residents from the impact of the development due to the likely increase in adults living at the property.
36. It should also be noted that one off-street car parking space would be retained for use by the occupants.

37. At No.135 Cornwallis Road planning approval has been granted by Oxford City Council for the change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Use Class C4) (23/01065/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits and residents' visitors' parking permits
38. The condition was placed to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the surrounding area.
39. The site was deemed to be located in a sustainable location, i.e. close to a range of amenities and public transport links, and it should also be noted that cycle parking for up to 10 cycles will also be provided on site at the rear of the property, in addition to two off-street car parking spaces.

Marston South:

40. In the Marston South CPZ – which was introduced in 2007 – residents are currently permitted to apply for a maximum of one permit per resident, with 50 visitor permits also permitted a year.
41. At Nos.5-7 Jack Straws Lane planning approval has been granted – following a successful appeal – for the demolition of existing light industrial buildings. Erection of 4 x 3 bed dwellinghouses and 4 x 4 bed dwelling houses (21/00216/FUL), a condition as placed as to exclude the new properties from eligibility for resident's parking permits and residents' visitors' parking permits.
42. The condition was placed to ensure there would be a reduced demand for existing permit-controlled spaces in the area, whilst also discouraging use of further private cars in the area.
43. The site previously offered unrestricted parking for up to 30 vehicles, under the new proposals each of the new dwellings would allow space for one vehicle, totalling eight i.e. significantly fewer. The site is also in a sustainable location, with the nearest bus stops within 180 metres and easy access to pedestrian and cycle links to other areas of the city.
44. An additional condition has also been placed to ensure that electric vehicle charging infrastructure to serve all of the parking bays is provided prior to first occupation of the new dwellings.

Bill Cotton
Corporate Director for Environment and Place

Contact Officers:

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May 2024

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – None of these has a direct bearing on bus operation and accordingly we offer no objection.
(3) Local resident, (Oxford, Five Mile Drive)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Concerns Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Concerns No.46 Clive Road – Concerns No.135 Cornwallis Road – Concerns Nos.5-7 Jack Straws Lane – Concerns</p> <p>These are new houses and the residents of which should have parking permits because they are/will be residents in the area and should not be excluded from the benefits of the area. To exclude them would be wholly undemocratic.</p>
(4) Local resident, (Oxford, Sunderland Avenue)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Concerns Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Concerns No.46 Clive Road – Concerns No.135 Cornwallis Road – Concerns Nos.5-7 Jack Straws Lane – Concerns</p> <p>It seems unfair to bar these properties on Sunderland Avenue from receiving permits. We live at 66 Sunderland and never use permits as we have ample room for parking on our driveway.</p>

(5) Local resident, (Oxford, Templar Road)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Object Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Concerns No.46 Clive Road – Concerns No.135 Cornwallis Road – Concerns Nos.5-7 Jack Straws Lane – Concerns</p> <p>I viewed the draft proposal and found it to be gobbledy gook to a lay person. It told me nothing about why these restrictions are to be put in place. Residents should be entitled to a permit for when they have visitors, when relatives visit or stay where are they to park? Are people expected to walk to the nearest available car park/parking area to pay for longer parking. The homes you have included are within residential areas and should have the same parking rights as others. Please explain the rational of your proposal in laymans terms please. Sue Smith</p>
(6) Local resident, (Oxford, Lakeside)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Object Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Object No.46 Clive Road – Object No.135 Cornwallis Road – Object Nos.5-7 Jack Straws Lane – Object</p> <p>Distance from nearest bus stop. People with limiting mobility issues but not eligible for blue badge need a car. This is discrimination against car owners</p>
(7) Local resident, (Oxford, Oakdale Walk)	<p>No.10 Rotha Field Road – Object No.37 Templar Road – Object Nos.36 & 36A Sunderland Avenue – Object No52A Cherwell Street – Object</p>

	<p>No.46 Clive Road – Object No.135 Cornwallis Road – Object Nos.5-7 Jack Straws Lane – Object</p> <p>I object all of these based on freedom of movement an any means of transport that people chooses not being imposed by the council.</p>
<p>(8) Local resident, (Oxford, Bedford Street)</p>	<p>No.10 Rotha Field Road – Concerns No.37 Templar Road – Concerns Nos.36 & 36A Sunderland Avenue – Concerns No52A Cherwell Street – Concerns No.46 Clive Road – Concerns No.135 Cornwallis Road – Concerns Nos.5-7 Jack Straws Lane – Concerns</p> <p>No specific reasons are given for these proposed exclusions in the documentation made available.</p>
<p>(9) Local resident, (Oxford, Sunderland Avenue)</p>	<p>No.10 Rotha Field Road – Concerns Nos.36 & 36A Sunderland Avenue – Concerns</p> <p>I have concerns as to whether adequate parking has been factored into the building plans to to support the number of car ownership aged occupants likely to live within these 2 properties.</p>
<p>(10) Local resident, (Oxford, Clive Road)</p>	<p>No.46 Clive Road – Support</p> <p>The property has ample space for off street parking. Some of the neighbouring properties own multiple cars so reducing the influx of more would be a good thing. As an LTN, Florence Park is safe for cycling and Clive Road has excellent bus connections to the city centre and train station so there's really no need for every individual tenant to own a car.</p>

<p>(11) Local resident, (Oxford, Cherwell Street)</p>	<p>No52A Cherwell Street – Object</p> <p>The letter indicates that our property will become subject to a ban on permits for both parking and visitor permits. It was my understanding that this was already in place so we are confused as to whether you are enforcing it or reversing it?</p> <p>We strongly argue that 52A Cherwell Street should be given a visitors permit. We actually have no issue with a permanent residents permit. It's unlikely we will win the argument for both but without being able to have even a visitor permit, restricts our access to additional support we need from visitors.</p>
<p>(12) Local resident, (Oxford, Cherwell Street)</p>	<p>No52A Cherwell Street – Object</p> <p>52A has already had bollards placed on the pavement outside of the property to prevent the occupier from having their own car. However, it is in our opinion unfair to also then exclude them from being able to get visitor permits which can be used opposite the home where there is designated visitor parking for the street. It does not seem equitable and fair to impose a complete ban but it understandable to reduce permanent parking where possible to encourage a cleaner city.</p>
<p>(13) Local resident, (Oxford, Cherwell Street)</p>	<p>No52A Cherwell Street – Object</p> <p>I'm a neighbour and it seems odd to stop just this one property from having access to parking. They are at the end of the road, which is also dead end. Most of the properties down there have private off-road parking such as a private carpark or a driveway. I know they have posts in front of the house which will prevent them from having a proper parking permit right outside where they live. However, visitor parking should be made available to all people who live on the street. It's just not fair and restricts access to friends and family visiting them. I know they had huge issues over the festive period and there are always spaces available down this road so I see no reason to block them from this service.</p>
<p>(14) Local resident, (Oxford, Cherwell Street)</p>	<p>No52A Cherwell Street – Object</p>

	Neighbour of the property on Cherwell Street. Agree in principal no permanent parking spot is needed, but visitor permit would be appropriate to allow the attendance of cleaners, carers etc which the property may need.
(15) Local resident, (Oxford, Templar Road)	No.37 Templar Road – Support I would like you to go ahead and restrict permits at 37 Templar Road. This was supposed to have taken place some time ago. I have raised this matter with Oxford City Council who seemed to have failed to implement it when planning was granted.
(16) Local resident, (Oxford, Rotha Field Road)	No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support It's not safe to have cars parked on the east side of Rotha Field Road close to the junction with Sunderland Ave (as has been the case during construction of the new houses), and there isnt enough available space elsewhere for parking on the road. There are driveways available
(17) Local resident, (Oxford, Rotha Field Road)	No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support Road safety, capacity for parking on the street
(18) Local resident, (Oxford, Clive Road)	No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support No.52A Cherwell Street – Support No.46 Clive Road – Support No.135 Cornwallis Road – Support Nos.5-7 Jack Straws Lane – Support

	<p>My understanding is that all of these properties will have a large number of residents in already busy streets. Any HMOs mean that current residents struggle to park and given current congestion in area introducing further cars seems wrong.</p>
<p>(19) Local resident, (Oxford, Linkside Avenue)</p>	<p>No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support No52A Cherwell Street – Support No.46 Clive Road – Support No.135 Cornwallis Road – Support Nos.5-7 Jack Straws Lane – Support</p> <p>39 Linkside Avenue. Condition of planing approval was to be exempt. Not registered on your documents.</p>
<p>(20) Local resident, (Oxford, Templar Road)</p>	<p>No.10 Rotha Field Road – Support No.37 Templar Road – Support Nos.36 & 36A Sunderland Avenue – Support No52A Cherwell Street – Support No.46 Clive Road – Support No.135 Cornwallis Road – Support Nos.5-7 Jack Straws Lane – Support</p> <p>Because the property in Templar Road has been converted into flats and if all of the flatholders were provided with permits and visitor permits there would be no parking available for other residents in the street or for their visitors.</p>