

Divisions affected: *Jericho & Osney, Wolvercote & Summertown*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 12 OCTOBER 2023

OXFORD: PROPOSED PARKING PERMIT ELIGIBILITY AMENDMENTS

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 as advertised:
 - a) **Summertown** – allow Grove House, St James Row, No.3 Grove Street to be eligible for one resident's parking permit and residents' visitors' parking permits,
 - b) **Jericho** – allow No.1 Canal Street to apply for resident's parking permits & residents' visitors parking permits,
 - c) **Cuttesslowe** - exclude No.37 Templar Road from eligibility for resident's parking permits and residents' visitors' parking permits
 - d) **North Summertown** – exclude the five new dwellings at No.4 Bladon Close 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.
3. The items documented for approval were previously presented to the Cabinet Member Decisions meeting in July 2023, where it was agreed that a items would be brought back to a further meeting with more information regarding each proposed change.

Financial Implications

4. Funding for consultation on the proposals has been provided by the various developers of the properties in question.

Equality and Inclusion Implications

5. Whilst 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.
6. 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.
7. 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

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

Formal consultation

9. The Formal consultation was carried out between 03 March and 05 May 2022. 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, the local County Councillors, and the local Oxford City Councillors.
10. 12 responses were received during the formal consultation, with 10 received via the online consultation survey, and these are summarised in the table below:

Proposal	Support	Object	Concerns	No objection or opinion	Total
No.3 Grove Street	6 (55%)	4 (36%)	1	0	11
No.1 Canal Street	7 (64%)	3 (27%)	1	0	11
No.37 Templar Road	5 (45%)	5 (45%)	1	0	11
No.4 Bladon Close	3 (30%)	6 (60%)	1	0	10

11. 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

12. Thames Valley Police expressed no objections to the proposals.

13. In the Summertown (SM) Zone residents are currently permitted to apply for a maximum of 2 permits per property, with 50 visitor permits a year.

14. Further to planning approval for the site at Grove House, St James Row, No.3 Grove Street (12/00872/FUL), it is proposed that permit eligibility is reduced to one resident permit per property. This is due to significant parking pressures in Grove Street and the surrounding area. The variation to allow residents' visitors' parking permits was considered to be acceptable in light of planning permission

15. In February 2023, officers were contacted by the current owners of 1 Canal Street, Oxford to remove a historic restriction for permit eligibility on the property. In 2020 a vehicular access was removed for the property, which created the opportunity for additional on-street parking.

16. The proposal to remove exclusions for permit eligibility for the property does not raise concerns for officers, and this would allow the residents to apply for their full allocation of two permits per property, including options for visitor permits.

17. Proposals have been brought forward to exclude properties at No.37 Templar Road as part of the redevelopment of the site.

18. Despite the reduction in car parking provision being required to meet the criteria of Policy M3 of the Oxford Local Plan (2036) it is acknowledged that the low car parking provision on-site could give rise to an adverse impact on on-street parking stress if future occupiers of No. 37 Templar Road made use of resident parking permits.

19. This matter has been raised as a concern as part of public consultation, Officers have therefore recommended that a condition is included that removes eligibility for residents' parking permits.

20. In the event that additional car parking is required by residents of the HMO then there is a public car park at the nearby Cutteslowe Park car park in Harbord Road; this is approximately half a mile from the application site.

21. Proposals have been brought forward to exclude 5 new dwellings at No.4 Bladon Close as part of the redevelopment of the site.

22. The proposed development does not offer any off-street parking. The proposals require properties to be excluded from obtaining residents parking

ANNEX 1

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Local organisation, (Unlimited Oxfordshire)	<p>Concerns – I understand that the County Council might require Oxford City Council, when granting planning permission for some new residential developments, to stipulate that car-ownership among residents is to be discouraged. That is understandable when, for example in Bladon Close, North Summertown, a single house is replaced by five flats.</p> <p>For such developments, off-street parking may be limited, and it may become congested and unusable by a resident blue-badge holder.</p> <p>The non-eligibility of residents of certain dwellings must not cause the County Council to refuse to provide an on-street DPPP, if applied for by a blue-badge holder who is a resident of one of those dwellings.</p>
(3) Local Resident, (Oxford, Barns Road)	<p>No.3 Grove Street - Object No.1 Canal Street - Object No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>Even if you live car free in a flat, I feel it is only fair to be able to allow service people and occasional visitors to park nearby. It is almost impossible to live in a flat in East Oxford with absolutely no parking provision - and this is coming from someone who does not own a car and cycles everywhere.</p>
(4) Local Resident, (Oxford, Cowley)	<p>No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Object No.4 Bladon Close- Object</p>

	<p>Some people needs their car for commuting to work. Some people have friends or family who visit them from outside of the city and use a car to travel long distances.</p>
<p>(5) Local Resident, (Oxford, Sunningwell Road)</p>	<p>No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>This affects a good friend of mine who already lives and works in Oxford who relies on driving to do an important job.</p>
<p>(6) Member of public, (London, Hoxton Street)</p>	<p>No.3 Grove Street - Object No.1 Canal Street - Object No.37 Templar Road - Object No.4 Bladon Close- Object</p> <p>Visiting and supporting the mental health of my family and friends living in these streets will be considerably more difficult and costly.</p>
<p>(7) Member of public, (West Hanney, School Road)</p>	<p>No.3 Grove Street - Object No.1 Canal Street - Object No.37 Templar Road - Object No.4 Bladon Close- Concerns</p> <p>Key workers who need their cars for work live at some of these addresses. when they moved to Oxford, they bought/rented on understanding they could park. it is unfair to take this away. If these key workers can't work in Oxford, they will be forced to move out of the area.</p>
<p>(8) Local Resident, (Oxford, Botley Road)</p>	<p>No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Support</p>

	support for restrictions on parking
(9) Local Resident, (Oxford, Bullingdon)	<p>No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Support</p> <p>Sensible limits</p>
(10) Local Resident, (Oxford, Cutteslowe)	<p>No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Object</p> <p>No comments</p>
(11) Local Resident, (Oxford, Marston Street)	<p>No.3 Grove Street - Support No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Support</p> <p>I feel there are already too many cars in these areas. I live in East Oxford and I work in Jericho. Walking around is more pleasant with fewer parked cars.</p>
(12) Local Resident, (Oxford, Little Clarendon Street)	<p>No.3 Grove Street - Object No.1 Canal Street - Support No.37 Templar Road - Support No.4 Bladon Close- Object</p> <p>New homes must allow the new residents to be able to park vehicles as they need.</p>

