

Divisions affected: *Barton, Sandhills & Risinghurst, Churchill & Lye Valley, Cowley, Headington & Quarry, Iffley Fields & St Mary's, Marston & Northway*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

OXFORD: VARIOUS CPZs – PROPOSED RESIDENT & VISITOR PARKING PERMIT ELIGIBILITY AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the following proposals in respect of eligibility for parking permits within various Controlled Parking Zones (CPZs) in Oxford:

- a) Exclude from eligibility for resident's parking permits and residents' visitors' parking permits the following properties:
 - i. Cowley Centre East – No.244 Barns Road,
 - ii. East Oxford – No.100a Bullingdon Road,
 - iii. Headington North – No.9 Blackthorn Close
 - iv. Headington Quarry – No.1a York Avenue,
 - v. Lye Valley – a) No. 85 The Slade, and b) 5 Glebelands,
 - vi. Marston North – No.14 Salford Road,
 - vii. Northway – a) No.2 Sutton Road.

- b) Exclude from eligibility for resident's parking permits only (visitors' permits allowed) the following properties:
 - i. Headington Central - Lime Walk - Nos.91 & 91A, No.93 (Flats 1 & 2), No.95, and No.97 (Flats 1-3).
 - ii. Headington Quarry – Nos. 132a,132b and 132c Old Road,
 - iii. North Summertown – No.30 Davenant Road,
 - iv. Summertown – No.312A Woodstock Road.

- c) Defer a decision on the eligibility for resident's parking permits and residents' visitors' parking permits for the following property:
 - i. Northway – 6 Gouldland Gardens.

Executive Summary

1. 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, or following internal review of current eligibility when requested
2. Planning permissions are granted for residential units on the basis that applications for Residents Parking Permits will be subject to the relevant Traffic Regulation Order for that area, which may limit eligibility for residents to obtain residents and/or visitors parking permits.

Financial Implications

3. Where appropriate, funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Order) on the proposals has been provided by the various developers of the properties in question.

Legal Implications

4. In some cases, 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. When appropriate, 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. The 'Unilateral Undertaking' is a simplified version of a planning agreement, and is entered into by the landowner and any other party with a legal interest in the development site.
6. The resulting 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 related regulations.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

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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, whilst ensuring that developments do not generate a level of on-street vehicular parking which would be prejudicial to highway safety or cause parking congestion in the immediate locality.

Formal Consultation

11. Formal consultations were carried out between 26 September & 25 October 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 relevant local County Councillors.
12. Letters were also sent directly to approx. 800 properties in the areas surrounding the various proposed amendments.
13. Six 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
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exclude No.85 The Slade	1	1	0	4	6
exclude No.5 Glebelands	2	2	0	2	6
exclude No.2 Sutton Road	1	1	0	4	6
exclude No.6 Gouldland Gardens	1	1	0	4	6
exclude No.244 Barns Road	1	1	0	4	6
exclude No.30 Davenant Road	2	1	0	3	6
exclude No.1a York Avenue	1	1	0	4	6
exclude No.14 Salford Road	1	1	0	4	6
exclude No.312a Woodstock Road	2	1	0	3	6
exclude Nos.132a,132b and 132c Old Road	1	1	0	4	6
exclude No.100a Bullingdon Road	1	1	0	4	6
exclude Nos.91 and 91A, No.93 (Flats 1 and 2), No.95, and No.97 (Flats 1-3) Lime Walk	2	1	0	3	6

14. Additionally, a further eight emails were also received comprising of: an Oxford City Cllr offering their support, a local resident objecting to Gouldland Gardens due to the ownership status, a local resident objecting to Davenant Road feeling it unfair, a local resident objecting to Lime Walk feeling it contradicting the proposed 'car-free' status, a local resident supporting Lime Walk due to it satisfying the planning conditions, one local resident raising concerns about CPZ & parking policy in general, and two non-objections (from Thames Valley Police & Oxford Bus Company).

15. The responses are shown at **Annex 1**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information related to the respondent will be redacted as appropriate.

Officer Response to Objections/Concerns

16. In response to 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.

17. The proposals will help ensure that the potential increase in residents at properties as a result of local development do not result in increased demand

for on-street parking in the local area, adversely affecting existing residents & their visitors ability to park.

Cowley Central East:

18. At No.244 Barns Road, planning approval has been granted by Oxford City Council for the demolition of an existing three storey office building (Use Class E) and erection of four storey building to provide 20 flats (23/02799/VAR), 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.
19. The condition was placed to secure the car free nature of the development, and to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the immediate locality.
20. Additionally, the development is located within a highly sustainable location, with shops and local amenities within short walking distance. The site is also well-served by public transport, with bus stops providing regular services to and from the city centre, and to Headington District Centre within 200 metres.
21. Bicycle parking would be also be provided within the ground floor of the building, providing secure and easily accessed internally and externally storage for a total of 40 bicycles.

East Oxford:

22. At No.100a Bullingdon Road, planning approval has been granted by Oxford City Council for the creation of basement to provide 1x1 bedroom flat (08/00565/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.
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 immediate area.

Headington Central:

24. At Nos.91 & 91A, No.93 (Flats 1 & 2), No.95, and No.97 (Flats 1-3) Lime Walk, planning approval has been granted by Oxford City Council for the demolition of an existing dwellinghouse (Use Class C3) and garage, and the subsequent erection of a two storey building to create 5 x 1 bed flats and 3 x 2 bed flats (Use Class C3). (21/00675/FUL), a condition was placed on the development that required the exclusion of the site from eligibility for resident's parking permits only, allowing for the retention of residents' visitors' parking permits.

25. The condition was placed to secure the car free nature of the development, and to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress in the immediate locality.
26. The development is located within a sustainable location, with shops and local amenities within short walking distance. The site is also well-served by public transport, with bus stops providing regular services to and from the city centre, as well as serving Headington and Summertown district centres within 350 metres.
27. The development involves the removal of an existing vehicle access, thus improving highway safety. Additionally, the development also includes a covered & enclosed cycle store with stands that would accommodate 16 cycles, which would provide both secure & convenient access.

Headington North:

28. At No.9 Blackthorn Close, planning approval has been granted for the demolition of an existing double garage, and erection of 1 x 3-bed dwellinghouse (Use Class C3) (20/02549/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
29. 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.
30. The new property would have permitted development rights removed for creation of new vehicle accesses & hard standings, and the reinstatement of the dropped kerb to the front of the new dwelling to a full height kerb has also been required.
31. The development is located within a sustainable location, with shops and local amenities within 800 metres walking distance. The site is also well-served by public transport, with bus stops providing regular services to and from the city centre, as well as serving longer distance routes to London and the airports within 400 metres.

Headington Quarry:

32. At No.1a York Avenue, planning approval was granted for the demolition of garage, and the erection of a two storey building to create 1 x 2 bed dwelling (Use Class C3) (22/02951/FUL), a condition was placed as to exclude the new property from eligibility for resident's parking permits and residents' visitors' parking permits.
33. 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.

34. The development is located within a sustainable location, with shops and local amenities within 800 metres walking distance. The site is also well-served by public transport services, with bus stops providing regular services within 400 metres
35. At Nos.132a,132b & 132c Old Road, planning approval was granted for the erection of 3 x 4-bed houses (Use class C3) (13/01588/FUL), a condition was placed as to exclude the new properties from eligibility for resident's parking permits, allowing for the retention of residents' visitors' parking permits.
36. 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.
37. Parking for one vehicle at each of the new dwellings has been provided, whilst space for cycle storage has also been provided.

Lye Valley:

38. At No.85 The Slade, planning approval has been granted for the change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Sui Generis) (23/01676/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
39. The condition was placed to secure the car free nature of the development, and 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.
40. The property benefits from an area of hardstanding to the front which is used for off-street parking for one vehicle, and the development does not include any amendments to the parking arrangements, with the provision of one parking space considered to be adequate.
41. The property is within a highly sustainable location, within walking distance to frequent bus services, and shops & local amenities. A cycle store sited to the rear of the property would also provide storage space for up to 10 bicycles.
42. At No.5 Glebelands, planning approval has been granted for the change of use from dwellinghouse (Use Class C3) to a larger house in multiple occupation (Sui Generis) (23/02147/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
43. 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.

44. The property benefits from an area of hardstanding to the front which is used for off-street parking for one vehicle, and the development does not include any amendments to the parking arrangements, with the provision of one parking space considered to be adequate.
45. The development is located within a sustainable location, with shops and local amenities within 800 metres distance. The site is also well-served by public transport services, with bus stops providing regular services within 400 metres. A cycle store sited to the front of the property would also provide storage space for up to nine bicycles, which would meet the requirements of one space per occupant. The location of the store would be convenient, and provide unobstructed/level access to the street.

Marston North:

46. At No.14 Salford Road, planning approval has been granted for the change of use of a House of Multiple Occupation (Use Class C4) to a Large House in Multiple Occupation (24/00800/FUL), a condition was placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
47. The condition was placed to ensure that the development does not generate an increase in parking demand, restrict existing residents' access to on-street parking, and to ensure that the low-car nature of the development is met.
48. The property is within a sustainable location, within walking distance to frequent bus services, and shops & local amenities. A cycle store sited on the property would also provide storage space for up to five bicycles.

North Summertown:

49. At No.30 Davenant Road, planning approval has been granted for the demolition of an existing dwellinghouse and garage, and erection of 2 x 4 bed dwellinghouses (Use Class C3) (23/02966/VAR), a condition was placed as to exclude the site from eligibility for resident's parking permits, allowing for the retention of residents' visitors' parking permits.
50. 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. With visitor parking permits expected to be used infrequently, and as such would not pose the same impact on on-street parking demand as residents permits.
51. The site is provided with one off-street parking space each (a reduction in parking spaces compared to the existing arrangement), and is located within 400m of frequent public transport services on Banbury Road and Woodstock Road.

Northway:

52. At No.2 Sutton Road, planning approval has been granted for the change of use from dwellinghouse (Use Class C3) to a larger house in multiple occupation (Sui Generis) (24/00052/FUL), a condition as placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
53. 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.
54. Whilst the property does not provide any off-street parking, it is located within a sustainable location, with shops and local amenities within 800 metres distance. The site is also well-served by public transport services, with bus stops providing regular services within 400 metres. A cycle store sited on the property would also provide adequate storage.
55. At No.6 Gouldland Gardens, planning approval has been granted for the erection of a single storey rear extension, and change of use from dwellinghouse (Use Class C3) to a large House in Multiple Occupation (Sui Generis) (24/00402/FUL), a condition as placed as to exclude the site from eligibility for resident's parking permits and residents' visitors' parking permits.
56. The condition was placed to secure the car free nature of the development, and to ensure that the development does not generate a level of vehicular parking which would affect highway safety, or cause parking stress.
57. The property benefits from an area of hardstanding to the front which is used for off-street parking for one vehicle, and the development does not include any amendments to the parking arrangements, with the provision of one parking space considered to be adequate.
58. The property is within walking distance to a range of local amenities, and a cycle store sited on the property would also provide storage space for up to 13 bicycles, which would be served by convenient access to and from the adjacent street.
59. Following discussions with the owners & the interested developers of the property, it has since emerged that various conveyancing issues need to be finalised before any amendment should take place. Officers are therefore suggesting a decision on the permit eligibility of the property be deferred until such a time that external discussions have resulted in a definitive way forwards.

Summertown:

60. At No.312A Woodstock Road, planning approval has been granted for the demolition of an existing bungalow, and erection of 1 x 4-bed and 1 x 2-bed dwelling houses (Use Class C3) (21/01329/FUL), a condition was placed as to

ANNEX 1

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – We note the posted TRO changes as detailed below, and recognise that these are pursuant to committed development proposals. We have no objection to the draft TRO. Indeed, to the extent that occupation of these homes depends on this Instrument being amended as proposed we welcome the proposal and trust that it will be adopted without undue delay, to ensure that much-needed affordable housing supply is not prejudiced.
(3) Oxford City Cllr, (Cowley wards)	Support
(4) Local resident, (Oxford, Gouldland Gardens)	Gouldland Gardens – Object The sale of the property HAS NOT TAKEN PLACE AND MAY NEVER DO SO!!
(5) Local resident, (Oxford, Davenant Road)	Davenant Road – Object I live in Davenant Road and I honestly cannot see why no 30 shouldn't also be eligible for parking permits in the same way everyone else on the street is. This seems punitive and unnecessary given the copious numbers of street parking available, not to mention an unnecessary admin burden.
(6) Local resident, (Oxford, Lime Walk)	Lime Walk – Object This seems to be in contradiction to the decision document that initially granted planning permission, which said 'to secure the car free nature of the development.' If it were only 2 flats or so, I wouldn't be concerned about visitor

	<p>permits, given that residents permits are infrequently used. However, given that there are 8 new flats, this proposal is concerning.</p> <p>Parking is already difficult on Lime Walk at times, and this proposed amendment seems to contradict the planning permission. As I understand from my neighbour, who has lived on Lime Walk for a long time, residents did not object to the development on the condition that it would be car free. This seems to water down this agreement substantially.</p> <p>I'd be grateful if you could update me on how we have now reached this point. Please could I register my objection to the change?</p>
<p>(7) Local resident, (Oxford, Lime Walk)</p>	<p>Lime Walk – Support</p> <p>This is in keeping with the condition laid out when the building application was approved, in order to minimise extra parking requirement in the street. There is already considerable pressure for parking in this street.</p>
<p>(8) Local resident, (Oxford, Bulan Road)</p>	<p>Concerns – It would appear that your proposed amendments to CPZ's parking policy are a welcomed action, however, myself and other members have numerous observations and concerns that we would like to bring to your attention:-</p> <ol style="list-style-type: none"> 1. Permits are viewed as cash cows, hence seen as issued easily! 2. Enforcement of permit / CPZ control, is poor, to say the least, i.e. issuing and warden patrols. 3. Removal of the visible screen sticker has made it difficult to verify vehicles wrongly parked. 4. The out-of-control ease at which houses can be turned into HMOs or that “Granny flats” can be built easily without planning permission is obvious and indeed alarming, the load imposed on the creaking 1930s environmental infrastructure has only got worse and will continue to do so! 5. The available funding for updating infrastructure, I'm sure, will not be forthcoming! 6. The reduction of vehicle parking will of course help, as each HMO has the potential of adding 3 to 6 vehicles per HMO!

	<p>7. The additional impact of allowing HMOs to creep in, which unfortunately enables “more people into same housing” will significantly increase bottlenecks elsewhere:</p> <ul style="list-style-type: none"> a. Water and sewage systems b. Electrical and gas c. Health and education. d. Policing and council services <p>8. Concern is also raised by poor enforcement of street parking rules!</p> <ul style="list-style-type: none"> a. Recently (march 24), the house at 82 Bulan Road was converted to 7-bedroom HMO and up to 10 people and accepted as a car-free development, except 1. If you check records, I'm sure resident permits are issued on this property or significant parking finds !
<p>(9) Local resident, (Oxford, Glebelands)</p>	<p>Glebelands – Support</p> <p>we live at on glebelands and since the council have given planning permission for no 5 to be converted from a 3 bedroom semi to a 9 bedroom HMO with no and no consideration for on site parking to this property and the one next door 1 Inot furze, since this has been approved we no can not get our vehicle in or out access in or out of our driveway this being 2 cars and 1 van, as the tenants now park within 10 metres of the junction to Inot furze and glebelands which is in contravene to the high way code for this exact reason. ,I previously parked my vehicles in my drive before all this madness as I do not have a permit and do not want to cause any congestion on these already over crowded part of the road with more HMO,s being built only within the next door but one and opposite that. do the council ever give any conservation for safety,</p> <p>WE SUPPORT ITS ENTIRITY TO NOT ISSUE PERMITS TO NO.5 GLEBELANDS, NOT THAT THIS WILL MAKE ANY DIFFERENCE BECAUSE THE TENENTS PARK OUTSIDE ANYWAY .</p> <p>I now cycle to work to try and help the congestion and being choked up in oxford, I notice some makeshift bike sheds that none of the residents use are installed at 5 glebelands just to get the planning support from the council, as with no1 iinott furze.</p>

<p>(10) Local resident, (Oxford, Town Furze)</p>	<p>Glebelands – Object</p> <p>We were informed by councillors that HMO's would not be allowed cars! Now there are many HMO's on this estate and more in the pipeline. 5 Glebelands is semi-detached with 1 Inott Furze which is also an HMO. They have 9 bedrooms each which gives the potential of at least 18 cars. The cars are parked all round the property and adjoining roads. I can only comment on this one as I don't know the circumstances of the others</p>
<p>(11) Local resident, (Oxford, York Avenue)</p>	<p>Object (to all proposals) – Not fair</p>
<p>(12) Local resident, (Oxford, Lime Walk)</p>	<p>Lime Walk – Support</p> <p>There is insufficient parking space in Lime Walk as it is, the granting of permits would only add to this problem</p>
<p>(13) Local resident, (Oxford, Florence Park Road)</p>	<p>Support (all proposals) – Support car reduction through planning permission. Parking enforcement is key, especially for new flats like 244 Barns Road.</p>
<p>(14) Local resident, (Oxford, Davenant Road)</p>	<p>Woodstock Road – Support Davenant Road – Support</p> <p>The developers can provide parking spaces off-road and other houses have not been allowed on street parking</p>