

Division(s) affected: *Bartlemas, Cowley, Isis, Marston & Northway, Summertown & Walton Manor, Henley*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

04 SEPTEMBER 2025

OXFORD & HENLEY-ON-THAMES: VARIOUS CPZs – PROPOSED PARKING PERMIT ELIGIBILITY AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the exclusion from eligibility for resident's parking permits and residents' visitors' parking permits at the following properties, as advertised:
 - i. Cowley Marsh – ten new properties at No.385 Cowley Road,
 - ii. Cowley Central East – No.35 St Lukes Road,
 - iii. Northway – No.57 Borrowmead Road, and
 - iv. Summertown – six new properties at No.39 South Parade.
- b) Approve the inclusion in eligibility for resident's parking permits and residents' visitors' parking permits at the following properties, as advertised:
 - i. Iffley – 'Isis Farmhouse', and
 - ii. Henley on Thames –Nos.1-16 Church Avenue.
- c) Approve the inclusion in eligibility for residents' visitors' parking permits only at the following properties, as advertised:
 - i. Iffley – Nos.1-10 Krebs 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, which have been put forward 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.

3. Due to administrative inconsistencies identified within various Traffic Regulation Orders (TROs) which govern parking permit eligibility, corrections were also proposed be made to clarify eligibility permissions for properties in Howard Street (Cowley Marsh CPZ), Princes Street (East Oxford CPZ), and Northfield End in Henley-on-Thames, as well as ensuring the permit eligibility for all South Oxon permit zones is up-to-date – with no changes being put forward that would materially affect the situation ‘on-the-ground’ – no objections were received in relation to these.

Sustainability Implications

4. 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.

Financial Implications

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

Legal Implications

6. 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.
7. 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.
8. 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.
9. When appropriate, developers have separately entered into a planning agreement or ‘Unilateral Undertaking’ under s106 of the Town and Country Planning Act 1990 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.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

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Equalities and Inclusion Implications

10. 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.
11. 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.
12. Proposals brought forward for changing permit eligibility also 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.

Formal Consultation

13. Formal consultation was carried out between 26 June and 25 July 2025. A notice was published in the Oxford Times & Henley Standard newspapers, 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, South Oxfordshire District Council, local City & District Cllr's, Henley-on-Thames Town Councils, and the local County Councillors representing the Bartlemas, Cowley, Isis, Marston & Northway, Summertown & Walton Manor, and Henley divisions.
14. Letters were also sent directly to approx. 500 properties in the vicinity of the affected properties.
15. 13 responses were received via the online consultation survey, and these are summarised in the tables below:

Table1. Properties to be excluded:

Proposal	Support	Object	Concerns	No objection or opinion	Total
10 properties at No.385 Cowley Road	6	1	1	5	13
No.35 St Lukes Road	6	2	1	4	13
No.57 Borrowmead Road	7	1	1	3	13
six properties at No.39 South Parade	5	1	3	4	13

Table2. Properties to be included:

Proposal	Support	Object	Concerns	No objection or opinion	Total
'Isis Farmhouse'	4	2	2	5	13
Nos.1-10 Krebs Gardens (visitors)	3	1	3	6	13
Nos.1-16 Church Avenue (Henley)	3	0	2	6	13

16. Additionally, a further four emails were received directly, with Thames Valley Police not objecting, the County Cllr responsible for the Summertown & Walton Manor division offered their support, and two further responses offered individual support for the South Parade (No.39) and St Lukes (No.35) proposals.
17. The full responses are shown in **Annex 1**, 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

18. 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.
19. The proposals help meet the City Council's 'car-free' policies that for development within Controlled Parking Zones (CPZs) where the site is within 800m of a local shop and 400m of a frequent bus service, the development should be car free. Thus, helping 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.

20. In relation to the proposed inclusion of properties within the Iffley & Henley-on-Thames CPZs for permit eligibility, Officers feel that the possible level of demand for permits – if approved – is unlikely to generate a significant increase of on-street vehicular parking (especially when properties in Krebs Gardens would only be able to apply for the limited number of visitor permits), and as such wouldn't have an impact on parking congestion in the immediate locality either. As a result, Officers believe in this case that permit eligibility should be approved.

Paul Fermer
Director of Environment and Highways

Annexes

Annex 1: Consultation responses

Contact Officers:

James Whiting (Team Leader – TRO & Schemes)
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September 2025

ANNEX 1

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Local County Cllr, (Summertown & Walton Manor division)	Support – City Council planning conditions about parking permits are designed to support the County's aim of reducing car traffic within the city.
(e3) Email response, (unknown)	Support – I am responding to the OCC consultation on these parking permits in the Summertown CPZ. The exclusion of parking permits for the new development at 39 South Parade was an explicit condition of the City Council granting planning permission. It is important that the county council adheres to this condition.
(e4) Local resident, (Oxford, St Lukes Road)	Support – I would like you to exclude No. 35 St Lukes Road from eligibility to apply for both resident's parking permits and resident's visitor's parking permit's. The reasons are I park my car off road in my garage it is difficult getting in and out already without more cars obstructing my gate's. we have enough cars in the road already we don't want any more.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Kidlington, Brasenose Drive)	<p>exclude No.385 Cowley Road – Object</p> <p>exclude No.35 St Lukes Road – Object</p> <p>exclude No.57 Borrowmead Road – Concerns</p> <p>exclude No.39 South Parade – Concerns</p> <p>include 'Isis Farmhouse – Concerns</p> <p>include Nos.1-10 Krebs Gardens – Concerns</p> <p>include Nos.1-16 Church Avenue – Concerns</p> <p>My question to the council is why have you allowed new buildings or developments without parking areas?? The councils have failed to address the amount of parking required per dwelling - 2-4 spaces per dwelling is needed</p>
(o2) Local resident, (Oxford, Cowley)	<p>exclude No.385 Cowley Road – Concerns</p> <p>exclude No.35 St Lukes Road – Concerns</p> <p>exclude No.39 South Parade – Concerns</p> <p>include 'Isis Farmhouse – Concerns</p> <p>include Nos.1-10 Krebs Gardens – Concerns</p> <p>include Nos.1-16 Church Avenue – Concerns</p> <p>Oxford a small city stop going green- we wont stop we will keep driving theres another survey going on to close the LTN, if your family member was almost dying we but getting stuck in stupid traffic for hours its not fair, everyone used to love oxford when no poles or LTN was there it was meant to be for temporary so remove it and stop adding congestion like london oxford a small town, for tourists to enjoy we not even in oxford anymore.</p>
(o3) Local resident, (Oxford, Howard Street)	<p>exclude No.385 Cowley Road – Support</p> <p>exclude No.35 St Lukes Road – Object</p> <p>exclude No.57 Borrowmead Road – Object</p> <p>include 'Isis Farmhouse – Support</p> <p>include Nos.1-10 Krebs Gardens – Object</p>

	<p>exclude No.39 South Parade – Concerns</p> <p>I believe that student properties do not need to have parking. However, I am opposed to removing parking from other residential dwellings. This takes away choice and discriminates against people with reduced mobility.</p>
(o4) As a business, (Oxford, South Parade)	<p>exclude No.39 South Parade – Object</p> <p>I object to the parking permits at the new properties No39 South Parade as it was my understanding when the original planning approval for the building was granted that they would be permanently excluded from being able to apply for any parking permits for the area. Parking on South Parade has recently been reduced by the council to make way for bicycle parking, with the removal of these spaces there is no room for more residents parking.</p>
(o5) Local resident, (Oxford, Iffley Road)	<p>include 'Isis Farmhouse – Object</p> <p>It is on the river bank</p>
(o6) Local resident, (Oxford, Glebelands)	<div> <div> <p>exclude No.385 Cowley Road – Support</p> <p>exclude No.35 St Lukes Road – Support</p> <p>exclude No.57 Borrowmead Road – Support</p> <p>exclude No.39 South Parade – Support</p> <p>To reduce car use, improve congestion problems and better air quality.</p> </div> <div> <p>include 'Isis Farmhouse – Support</p> <p>include Nos.1-10 Krebs Gardens – Support</p> <p>include Nos.1-16 Church Avenue – Support</p> </div> </div>
(o7) Local resident, (Oxford, Victoria Road)	<p>exclude No.385 Cowley Road – Support</p>

	<p>exclude No.35 St Lukes Road – Support</p> <p>exclude No.57 Borrowmead Road – Support</p> <p>exclude No.39 South Parade – Support</p> <p>Multiple car permits for single addresses must be discouraged to prevent over parking.</p>
(o8) Local resident, (Oxford, Dora Carr Close)	<p>exclude No.385 Cowley Road – Support</p> <p>exclude No.35 St Lukes Road – Support</p> <p>exclude No.57 Borrowmead Road – Support</p> <p>exclude No.39 South Parade – Support</p> <p>include 'Isis Farmhouse – Support</p> <p>include Nos.1-10 Krebs Gardens – Support</p> <p>include Nos.1-16 Church Avenue – Support</p> <p>It's clear that exempting new HMOs within the city to obtain street parking permits is only fair. Whilst there is a need for more accommodation for people, what is not needed is accommodation for more cars!</p>
(o9) Local resident, (Oxford, Leafield)	<p>exclude No.385 Cowley Road – Support</p> <p>exclude No.35 St Lukes Road – Support</p> <p>exclude No.57 Borrowmead Road – Support</p> <p>exclude No.39 South Parade – Support</p> <p>include 'Isis Farmhouse – Support</p> <p>include Nos.1-10 Krebs Gardens – Support</p> <p>include Nos.1-16 Church Avenue – Support</p> <p>Reducing car dependency. There is a section of Cowley Road, Bartlemas close to Kenilworth Avenue which doesn't seem to be covered by a CPZ why is this?</p>

<p>(o10) Local resident, (Oxford, Silver Road)</p>	<div> <div> <p>exclude No.385 Cowley Road – Support</p> <p>exclude No.35 St Lukes Road – Support</p> <p>exclude No.57 Borrowmead Road – Support</p> <p>exclude No.39 South Parade – Support</p> </div> <div> <p>include 'Isis Farmhouse – Object</p> <p>include Nos.1-10 Krebs Gardens – Concerns</p> </div> </div> <p>New housing in Oxford should not bring more cars into Oxford.</p> <p>Properties that are at odds with car ownership like Isis Farmhouse, can't suddenly be made more car-ownership friendly without serious consequences to other road users. This requires a lot more detail to properly consider.</p>
<p>(o11) Local resident, (Oxford, St Luke's Road)</p>	<p>exclude No.35 St Lukes Road – Support</p> <p>St Luke's road is already a bit tight for parking and number 35 has been renovated and it seems like it has many rooms. They have a bike shed and driveway, no need for more space.</p>
<p>(o12) Local resident, (Oxford, Borrowmead Road)</p>	<p>exclude No.57 Borrowmead Road – Support</p> <p>Parking on borrowmead road is bad enough with existing housing who have driveways parking and taking up space for those who do not .</p> <p>If the HMO at 57 were to be allowed parking on the road this would exacerbate the current problem. I come home after a long day at work then find it hard to park already.</p>
<p>(o13) Local resident, (Oxford, Borrowmead Road)</p>	<p>exclude No.57 Borrowmead Road – Support</p>

	Parking is atrocious on borrowmead road already, it is difficult for those who haven't got a drive to park and for a HMO with several occupants will just make it worse
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