

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

OXFORD: VARIOUS CPZs – PROPOSED PARKING PERMIT ELIGIBILITY & ADMIN AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the following amendments to eligibility for properties to apply for Residents & Visitors parking permits, as advertised,**
 - (i) Magdalen North – exclude No.55 Randolph Street from eligibility for resident's & visitors parking permits,**
 - (ii) Cowley East – exclude No.13 Cleveland Drive from eligibility for resident's & visitors parking permits,**
 - (iii) Walton Manor – exclude No.179 Kingston Road from eligibility for resident's & visitors parking permits,**
 - (iv) Central Area (B) – exclude Flat Nos.1-7 at No.46 Hythe Bridge Street from eligibility for resident's & visitors parking permits, and**
 - (v) Cowley West – exclude No.5 Bartholomew Road & No.16 Crowell Road from eligibility for resident's & visitors parking permits.**

- (b) Approve the following amendments to parking provision in Wharton Road (Headington Northeast CPZ), as advertised**
 - (i) replace the existing 'Two-hour shared-use 8am-6.30pm Monday to Friday' parking bay north of the common boundary of Nos.21a & 21b with new 'No Waiting at Any Time' (double yellow lines) parking restrictions, and**
 - (ii) include the three new properties at No.5 St Leonards Road/No.19 Wharton Road for eligibility to apply for residents' parking permits & resident visitors parking permits.**

- (c) Approve the following Traffic Regulation Order (TRO) administrative amendments, as advertised:**

- (i) **Marston North – confirm that even Nos.26-38 Park Way are eligible to apply for both resident's parking permits & residents' visitors' parking permits,**
- (ii) **Magdalen Road South – insert the existing 'Permit Holders Only' parking place on Hertford Street, adjacent to Nos.40-56 into the relevant schedule, and**
- (iii) **Jericho – exclude Nos.56A, 76A, 82A, 83A, 86, 87, & 88 Castle Mill House, Juxon Street, from eligibility to apply for residents' parking permits & resident 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 and parking provision as a result of planning approvals, or to correct historical administrative inconsistencies.
3. The proposals have been put forward as a result of either planning permissions which have been granted by Oxford City Council 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, or following internal review of current eligibility when requested.
4. The variation orders for Magdalen North, Cowley East, Cowley West, and Walton Manor propose that various properties are excluded from eligibility to apply for resident's parking permits & residents' visitors parking permits as a result of planning conditions being placed when permission was granted for the development of the sites, and b) in the Central Area – Flat Nos.1-7 at No.46 Hythe Bridge Street are proposed to be excluded from eligibility to apply for residents & visitor permits as a result of 'historic' planning permission being identified that granted the creation of additional dwellings at the site, with relevant conditions requiring the necessary Traffic Regulation Order (TRO) amendments.
5. As a result of the development at No.19 Wharton Road/No.5 St Leonards Road and the construction of a new access to the properties – a 'Two-hour shared-use 8am-6.30pm Monday to Friday' parking bay north of Nos.21a & 21b will be removed in its entirety and replaced with new 'No Waiting at Any Time' (double yellow lines) parking prohibition.
6. Due to administrative inconsistencies within the Marston North Order, an administrative correction needs to be made to clarify eligibility permissions for properties in Park Way, having originally been omitted in error when the TRO was finalised. In the Magdalen Road South Order – an existing 'Permit Holders Only' parking place on Hertford Street, adjacent to Nos.40-56 needs to be inserted into the relevant schedule of the TRO, which had been omitted from the original order in error, with no changes being made on-the-ground, with all

restrictions remaining as currently in place. Finally, in the Jericho Order, administrative corrections need to be made to clarify eligibility permissions for properties in Castle Mill House, Juxon Street.

Corporate Policies and Priorities

7. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-2025', the proposals support priority nos.3 & 5, with the nine priorities listed below:
 - (1) Put action to address the climate emergency at the heart of our work.
 - (2) Tackle inequalities in Oxfordshire.
 - (3) Prioritise the health and wellbeing of residents.
 - (4) Support carers and the social care system.
 - (5) Invest in an inclusive, integrated and sustainable transport network.
 - (6) Preserve and improve access to nature and green spaces.
 - (7) Create opportunities for children and young people to reach their full potential.
 - (8) Play our part in a vibrant and participatory local democracy.
 - (9) Work with local businesses and partners for environmental, economic and social benefit.

Financial Implications

8. Where appropriate, funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) on the proposals (and implementation if approved where applicable) has been/will be provided by the various developers of the specific properties in question.

Legal Implications

9. 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.
10. 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.
11. 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.
12. 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 – Principal Solicitor (Regulatory)

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Staff Implications

13. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

14. 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.
15. 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.
16. 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.

Sustainability Implications

17. The proposals will help ensure 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. Also, the measures will help facilitate the passage of traffic, thereby limiting any adverse effect on safety to road users, and local amenities in the immediate vicinity.

Risk Management

18. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

19. Formal consultation was carried out between 25 September and 17 October 2025. A notice was published in the Oxford Times newspaper, 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, relevant local City Cllrs, and the local County Councillors representing the Cowley, Summertown & Walton Manor, Jericho & Osney, and the Headington & Quarry divisions.
20. Letters were also sent directly to approximately 35 properties in the immediate vicinity of the Wharton Road/St Leonard Street proposals, and notices were also placed on site.
21. During the course of the formal consultation, two responses were received via the online survey from local residents – both of which were in relation to the Wharton Road/St Leonards Road proposals – with one objecting, and one partially supporting/raising concerns.
22. Additionally, Thames Valley Police submitted a non-objection.
23. 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

24. With regards to the objection & concerns regarding the removal of the single parking bay immediate outside No.19 Wharton Road – as a result of planning permission granted by Oxford City Council, a new dropped-kerb access has been built to facilitate the property, which unfortunately sits wholly within an adjacent ‘Two-hour shared-use’ (8am-6.30pm Monday to Friday) parking bay.
25. Officers note that as part of the original planning approval granted by Oxford City Council (ref. 21/00586/FUL) the following was stipulated as a condition prior to occupation of the dwellings:

“vision splays measuring 2m by 2m shall be provided to each side of the access. This vision splays shall not be obstructed by any object, structure, planting or other material with a height exceeding or growing above 0.6m as measured from carriageway level at all times thereafter”

- Paul Fermer**
Director of Environment and Highways

Contact Officer(s): James Whiting (Team Leader – TRO & Schemes)

November 2025

ANNEX 1

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – Thank you for the consultation documents. The Police have no objection.
(o1) Local resident, (Oxford, St Leonards Road)	<p>Remove the 'Two-hour shared-use' parking bay – Object Include the three new properties for permit eligibility – Object</p> <p>The new development at the Old Quarry Gate pub site originally stated no parking permits to be permitted. Please tell me where the new parking spaces are to replace the two you are removing</p>
(o2) Local resident, (Oxford, Wharton Road)	<p>Remove the 'Two-hour shared-use' parking bay – Partially support/concerns Include the three new properties for permit eligibility – Partially support/concerns</p> <p>Additional parking spaces can be generated , agree the new houses peaking but it should not decrease neighborhood parking capacity.</p>