

Division(s) affected: *Headington & Quarry*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

OXFORD: HEADINGTON MARKET & GLADSTONE ROAD – PROPOSED PARKING RESTRICTION AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- (a) **Approve the proposed dual use ('Limited waiting Mon-Fri 7am-8pm & Sat 4pm-8pm, 30 mins, no return 1 hour' and 'Market Traders only Sat 6am-4pm' bay in Kennett Road (west side), as advertised.**
- (b) **Approve the proposed dual use ('Limited waiting Mon-Fri 8am-6.30pm & Sat 4pm-6.30pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am-4pm') bay in New High Street, as advertised.**
- (c) **Approve the proposed dual-use ('Loading only Mon-Fri 7am-8pm & Sat 4pm-8pm, 1 hour, no return 1 hour' and 'Market Traders only Sat 6am - 4pm') bays on the north and south side of London Road, as per the intended operational hours (see paragraph 30).**
- (d) **Approve the proposed removal of the shared use parking bay and replacement with new 'No Waiting At Any Time' (double yellow lines) adjacent to the No. 45 Gladstone Road, as advertised.**

Executive Summary

- 2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to repurpose some existing limited waiting or loading bays in Kennett Road, London Road & New High Street to dual use bays allowing for Market Trader permit holders parking on Saturdays and the proposed removal of a shared use parking bay outside No. 45 Gladstone Road – as shown in **Annexes 1 to 4**.
- 3. 'Headington Action Group' who run the Headington Market, which takes place every Saturday have requested that four existing parking bays (on Kennett Road, London Road & New High Street) are amended to allow for Market Holders (permits) to use the bays during the market operation times. The

affected bays are currently suspended on a temporary basis, but a more permanent solution is required to ensure effective management of the market.

4. Officers have worked with and had site meetings with 'Headington Action Group' and the local County Councillor, Cllr Roz Smith during the development of these proposals. Both the Action Group and Cllr Smith are supportive of the proposed changes.
5. Additionally, due to a new dropped kerb being approved for installation at No. 45 Gladstone Road, the existing 'Shared-use' parking bay adjacent to the property needs to be removed in its entirety and replaced with new 'No Waiting at Any Time' parking restrictions (Double Yellow Lines) to allow for safe access & exit to/from the property.

Corporate Policies and Priorities

6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.2 & 3:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

7. Funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) and any agreed associated implementation works has been received directly from Headington Action Group via Community Infrastructure Levy (CIL) monies. There are no risks or pressures on existing council budgets or resources.

8. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

Comments checked by:

Andrew Price – Interim Business Partnering Accountant

Andrew.Price@Oxfordshire.gov.uk

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.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

Equality & Inclusion Implications

11. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

12. The Headington Market proposals have been put forward to provide the market and its traders with a more permanent solution to ensure effective management of the market.

13. The proposal for Gladstone Road has been put forward to help ensure that safe access & exit to/from the property is supported and that suitable visibility is also maintained.

Risk Management

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

Formal Consultation

15. Formal consultation was carried out between 09 April and 08 May 2026. 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 Councillors, and the local County Councillor representing the Headington & Quarry division.
16. A letter was also sent directly to approx.370 properties, and public notices were also placed on site in the vicinity of the proposals.
17. During the course of the formal consultation, 11 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Kennett Road	3	1	6	1
London Road (N)	2	1	6	2
London Road (S)	2	1	6	2
New High Street	2	-	6	3
Gladstone Road	2	1	2	6

18. Additionally, a further two emails were received directly – with Thames Valley Police not objecting to the proposals, and a local resident expressing their support for the proposal in Gladstone Road.
19. The full responses are shown in **Annex 5**, 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

a) General feedback to the proposals:

20. The consultation feedback demonstrates strong support for the Headington Market as a valued community asset and highlights a clear desire to ensure its ongoing viability, with many respondents supporting the provision of dedicated parking for traders to facilitate set-up, encourage stallholder participation, and maintain the market's role within the local economy.
21. However, this support is balanced by some concerns regarding existing parking pressures along London Road and surrounding streets, with respondents noting that any reduction in general parking provision may lead to displacement, increased instances of illegal or obstructive parking, and heightened tensions among residents. Issues relating to non-compliance with current restrictions, particularly at junctions and on pavements, are also frequently raised, alongside calls for improved enforcement.
22. Additionally, concerns have been expressed regarding the potential impact on residential amenity, and the need to retain adequate provision for disabled users and carers.
23. Overall, the feedback highlights the need to achieve a balanced approach that supports the market and its traders while effectively managing parking demand, maintaining safe and accessible streets, and minimising adverse impacts on residents.

Officer response:

24. The importance of the Headington Market as a local amenity and economic driver is recognised. The proposals seek to support its continued operation, whilst balancing the needs of residents, visitors and the wider highway network.
25. The proposals respond to this by formalising parking arrangements for traders at key times, improving consistency and reducing the need for temporary measures.
26. Displacement effects have been considered by officers with the locations and timing of restrictions being designed to minimise wider impacts, and alternative parking options within nearby car parks are available. The proposals only allocate parking for market traders during the peak market hours (Saturday 6am-4pm). The bays revert to the limited waiting for all users or loading bay provision at all other times (during operational hours).
27. The need to maintain accessibility is also recognised. Existing disabled parking provision (disabled parking bays) are being retained and are not affected by these proposals. Additionally, disabled badge holders are permitted to park on

Drawing No. PRD/2025/TRO/023 v2

KEY

EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)



PROPOSED CHANGE OF USE FROM LIMITED WAITING MON-SAT 7AM-8PM 30 MINS NO RETURN WITHIN 1 HOUR TO LIMITED WAITING MON-FRI 7AM-8PM & SATURDAY 4PM - 8PM 30 MINS NO RETURN WITHIN 1 HOUR & SATURDAY 6AM-4PM MARKET TRADERS ONLY 'MT'

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

- CONSTRUCTION: (ENTER 'NONE' IF APPLICABLE)
- MAINTENANCE/CLEANING: (ENTER 'NONE' IF APPLICABLE)
- USE: (ENTER 'NONE' IF APPLICABLE)
- DECOMMISSIONING/DEMOLITION: (ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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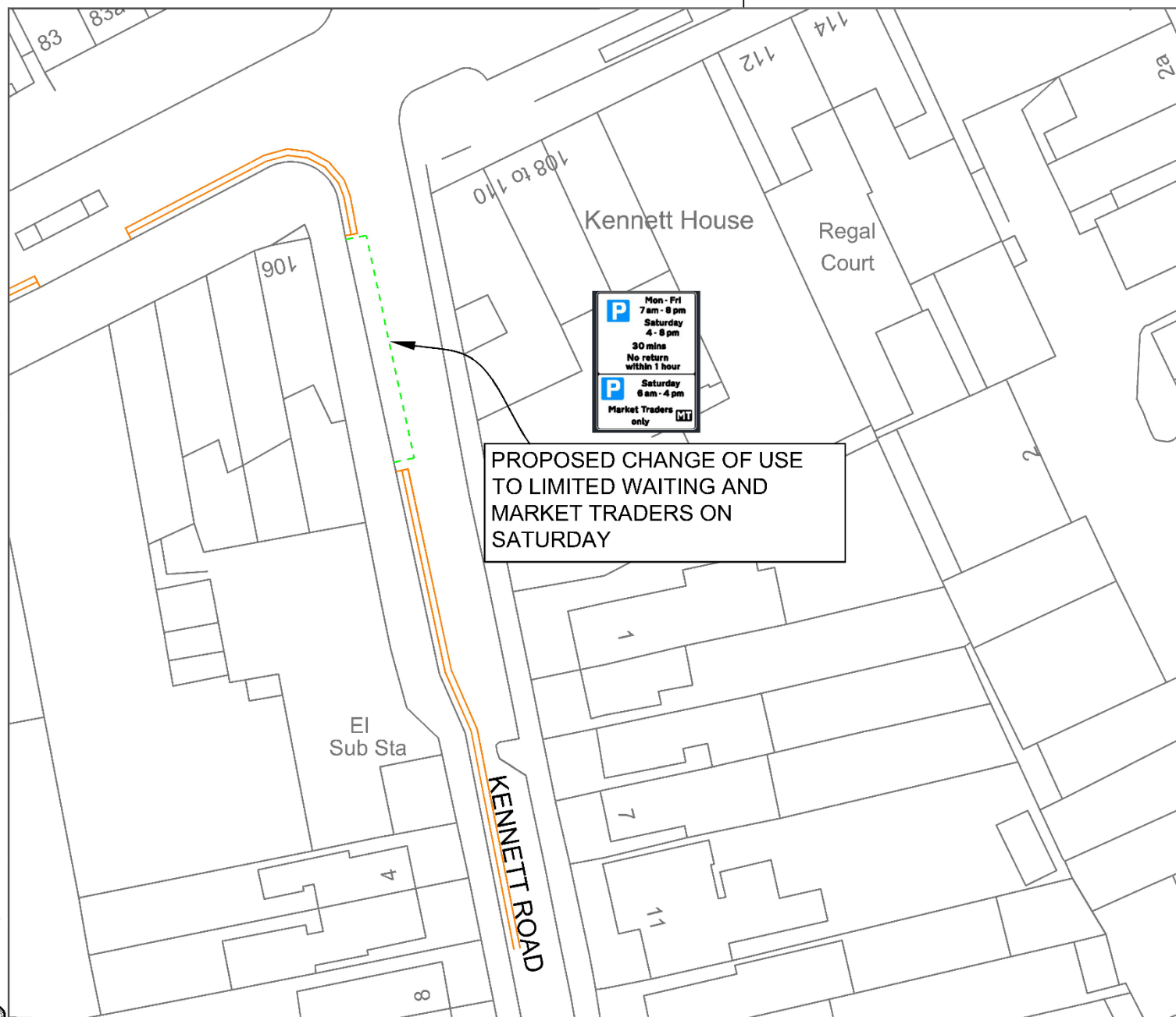
Project title
**Traffic Regulation Order
Consultation Drawing
2026**

Drawing title
**Proposed Parking Changes
Parking bay amendment
Kennett Road
Oxford**

Drawing Status
Consultation



Scale @ A4 1:500	Drawn by VN	Checked by JW	Approved by JW
Date drawn March 2026	Date checked	Date scored	

Oxfordshire Project No. & File Ref.
Drawing No. PRD/2025/TRO/023 Revison v2



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Drawing No. PRD/2025/TRO/024 v2

KEY	
	EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
	PROPOSED CHANGE OF USE FROM LOADING ONLY MON-SAT 7AM-8PM 1 NO RETURN WITHIN 1 HOUR TO LOADING ONLY MON-FRI 7AM- 8PM & SATURDAY 4PM - 8PM 1 HOUR NO RETURN WITHIN 1 HOUR & SATURDAY 6AM-4PM MARKET TRADERS ONLY 'MT'

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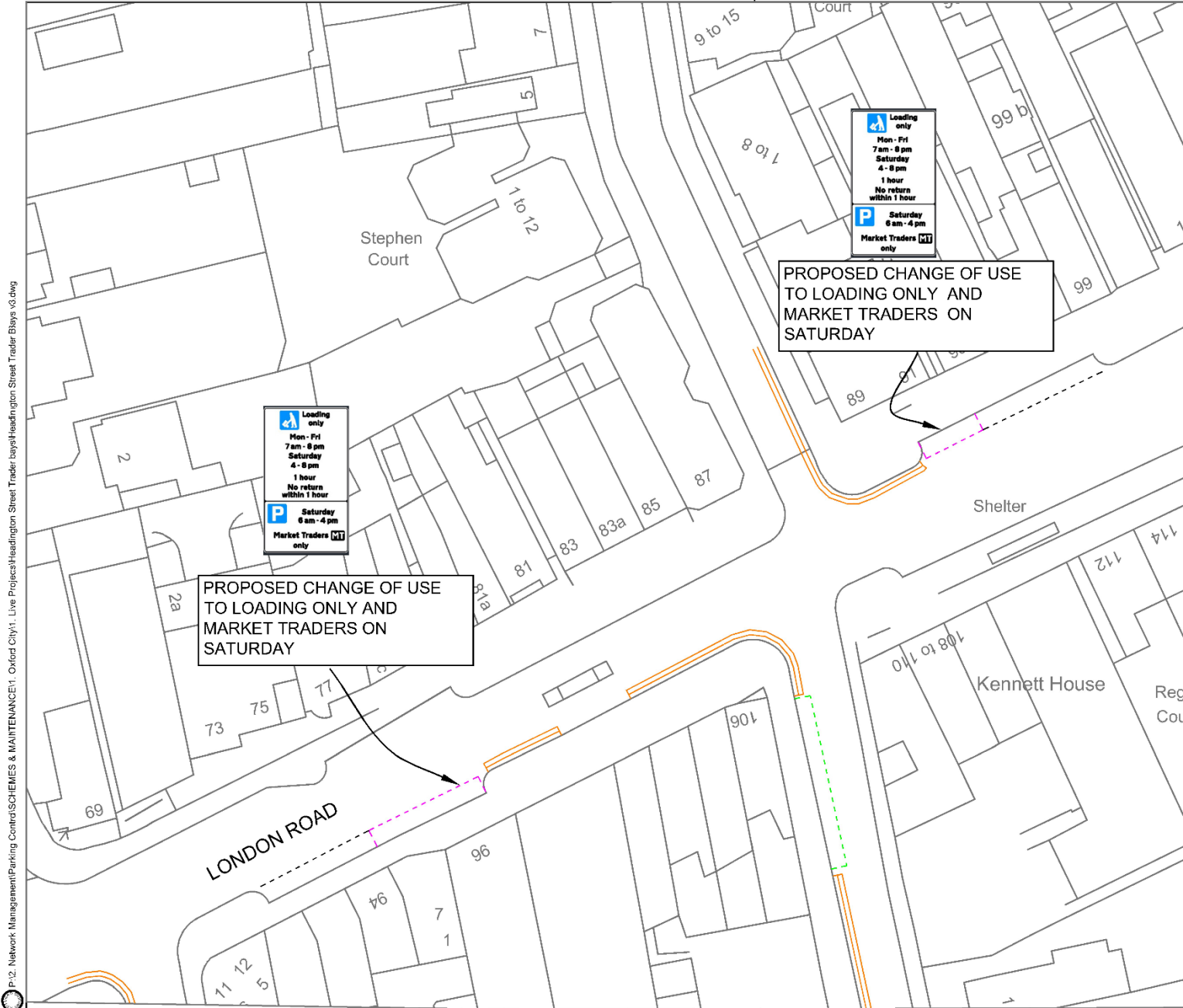
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**Traffic Regulation Order
Consultation Drawing
2026**

Drawing title
**Proposed Parking Changes
Parking bay amendments
London Road
Oxford**

Drawing Status
Consultation

Scale @ A4	Drawn by	Checked by	Approved by
1:650	VN	JW	JW
	Date drawn	Date checked	Date approved
	March 2026		

Oxfordshire Project
No. & File Ref.
Drawing No. PRD/2025/TRO/024 Revision v2





PROPOSED CHANGE OF USE TO LOADING ONLY AND MARKET TRADERS ON SATURDAY

PROPOSED CHANGE OF USE TO LOADING ONLY AND MARKET TRADERS ON SATURDAY

 Loading only
Mon - Fri
7 am - 8 pm
Saturday
4 - 8 pm
1 hour
No returns
within 1 hour



 Saturday
6 am - 4 pm
Market Traders only

 Loading only
Mon - Fri
7 am - 8 pm
Saturday
4 - 8 pm
1 hour
No returns
within 1 hour

 Saturday
6 am - 4 pm
Market Traders only

Drawing No. PRD/2025/TRO/022 v2

KEY

-  EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
-  PROPOSED CHANGE OF USE FROM LIMITED WAITING MON-SAT 8AM-6.30PM 1 HOUR NO RETURN WITHIN 1 HOUR TO LIMITED WAITING MON-FRI 8AM-6.30PM & SATURDAY 4PM-6.30PM 1 HOUR NO RETURN WITHIN 1 HOUR & SATURDAY 6AM-4PM MARKET TRADERS ONLY 'MT'

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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USE	(ENTER 'NONE' IF APPLICABLE)
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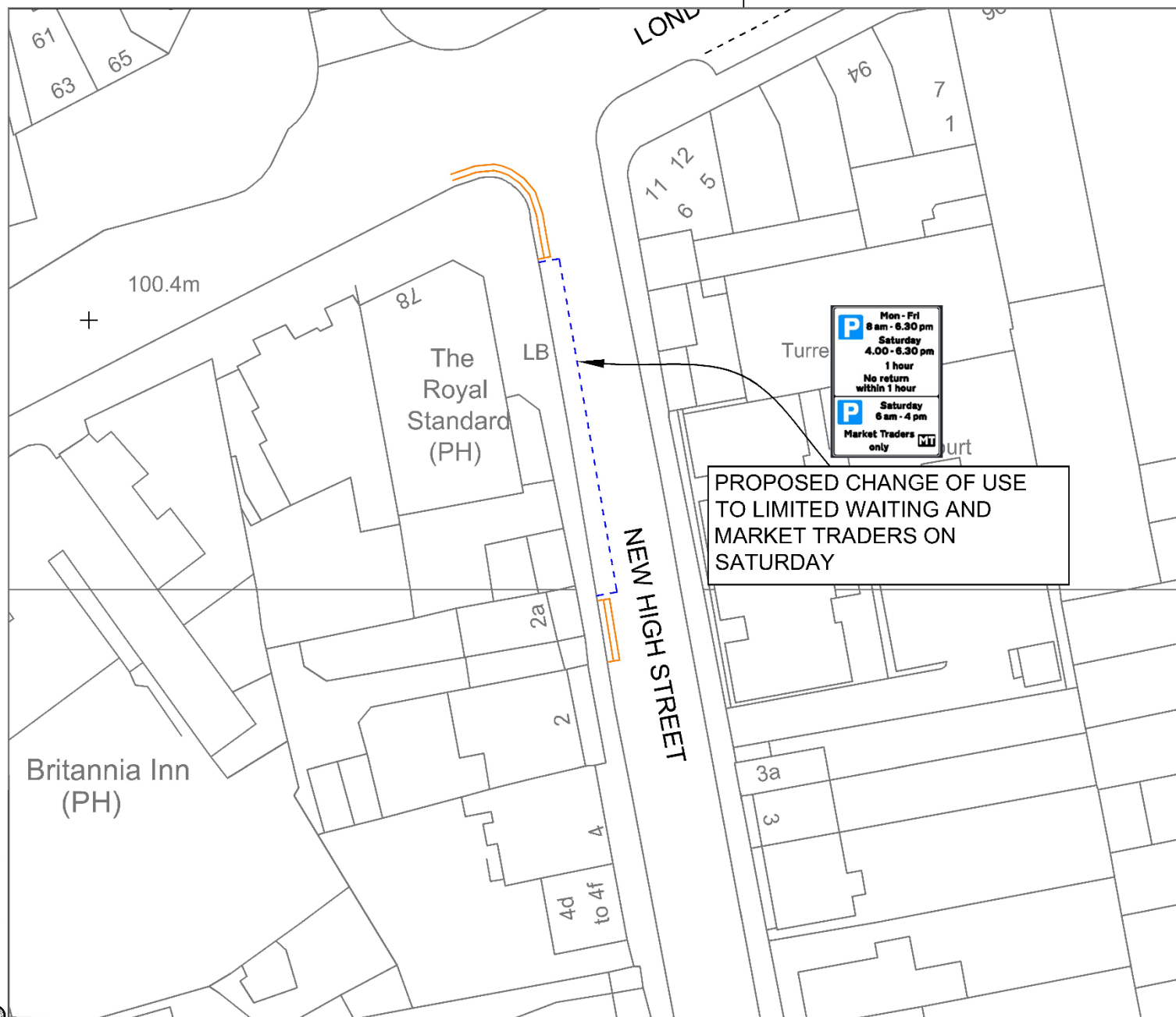
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Parking bay amendment
New High Street
Oxford**

Drawing Status
Consultation

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Date drawn	Date checked	Date scored	
March 2026			




Oxfordshire Project No. & File Ref
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Revision v2



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Drawing No. PRD/2025/TRO/025 v1

KEY

-  EXISTING NO WAITING AT ANY TIME RESTRICTIONS (DOUBLE YELLOW LINES)
-  PROPOSED NEW NO WAITING AT ANY TIME (DOUBLE YELLOW LINES)
-  PROPOSED REMOVAL OF EXISTING SHARED USE PERMIT HOLDERS OR 2 HOURS PARKING BAY

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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Project title
**Traffic Regulation Order
Consultation Drawing
2026**

Drawing title
**Proposed Parking Changes
Parking bay removal
Gladstone Road
Oxford**

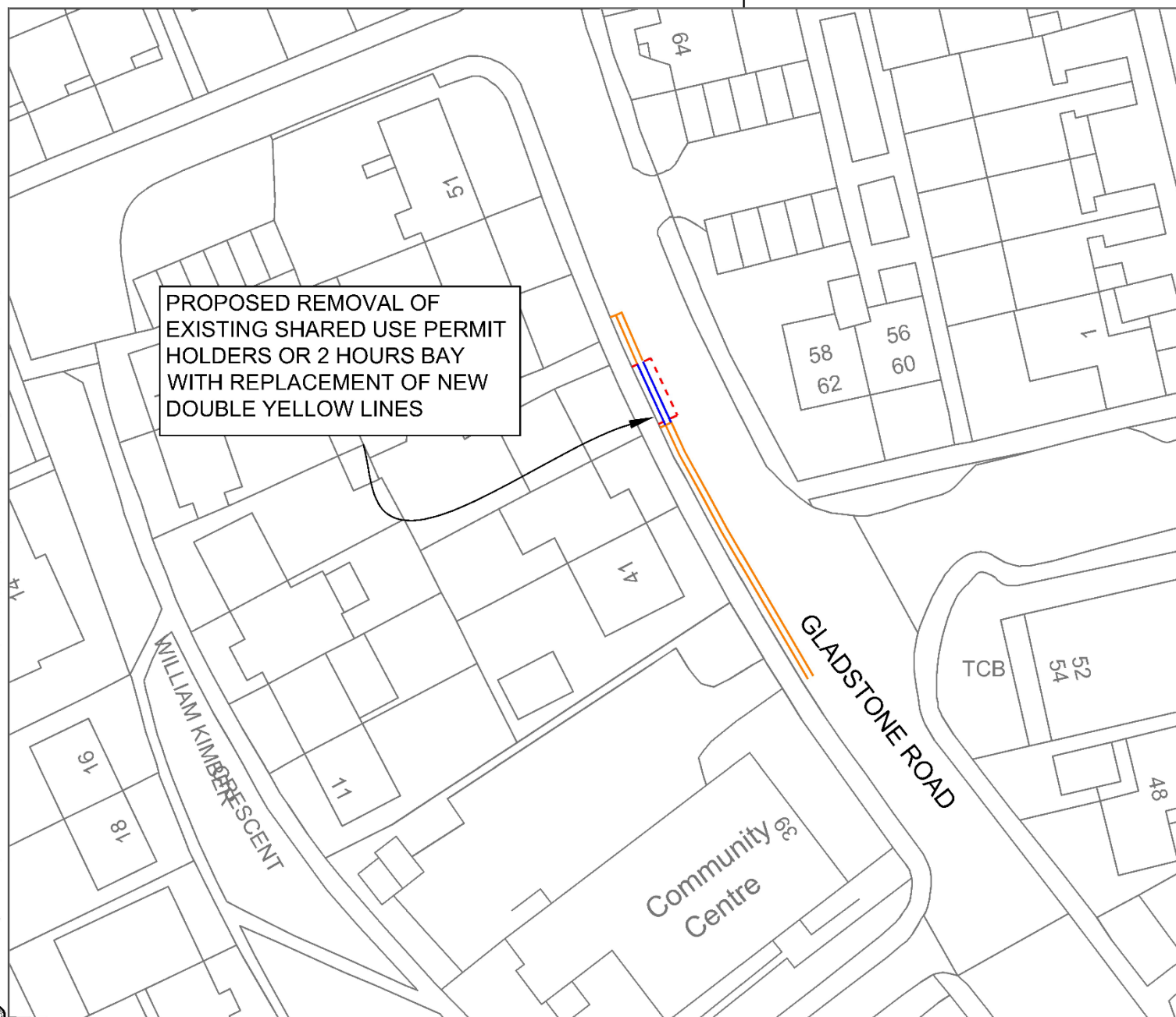
Drawing Status
Consultation

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	Date drawn	Date checked	Date approved
	March 2026		

Oxfordshire Project No. & File Ref	Revision
PRD/2025/TRO/025	v1

PROPOSED REMOVAL OF EXISTING SHARED USE PERMIT HOLDERS OR 2 HOURS BAY WITH REPLACEMENT OF NEW DOUBLE YELLOW LINES

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A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Local resident, (Oxford, Gladstone Road)	<p>Support – My support for this removal is based on the fact that the current signage and the associated box are no longer required for the operational needs of the property. Their presence creates unnecessary street clutter and can cause confusion for road users regarding parking and access. I believe that removing them will improve the clarity of the highway layout without any detrimental impact on local traffic flow or safety.</p> <p>I understand that objections have been received. To ensure I am fully prepared for the meeting on June 18th, could you please provide a summary of the grounds for these objections? I would also appreciate confirmation of the deadline for submitting any final supporting evidence to the Councillor for Transport.</p>

B. Online responses:

RESPONDENT	COMMENTS
<p>(o1) Member of public, (Oxford, Sandy Lane)</p>	<p>Kennett Road – Object London Road (N) – Object London Road (S) – Object New High Street – Object</p> <p>Small businesses have already suffered all round Oxford from increasing traffic restrictions. Stop killing them with unnecessary parking bans. The excuse is flimsy. The farmers market is one day a week.</p> <p>Gladstone Road – No objection/No opinion</p> <p>I don't know where it applies</p>
<p>(o2) Local resident, (Headington, Ramsay)</p>	<p>Kennett Road – Object London Road (N) – Object London Road (S) – Object New High Street – Object</p> <p>Alternative provisions should be made for market holders and less traffic parking bays used, plus enforcement of existing traders flouting the existing rules like Medina</p> <p>Gladstone Road – Object</p> <p>Any dropped kerb application should apply for this in advance - so having the kerb dropped isn't a good basis for any decision</p>
<p>(o3) Local resident, (Headington, Gladstone road)</p>	<p>Kennett Road – Object London Road (N) – Partially support/Concerns London Road (S) – Partially support/Concerns</p>

	<p>New High Street – No objection/No opinion</p> <p>Gladstone road parking restrictions will limit availability for residents. We already have a shortage of parking spaces as it is ! There have already been parking disputes between residents over the limited available parking this would definitely increase tensions in the community. We have a number of disabled residents who get carers coming in and visitors. If you remove this parking you are also making it difficult for them to access care, support and independence!</p> <p>The same applies to London road parking. Please keep the disabled parking bays they are necessary,!! The only ones within walking distance to the shops</p> <p>Gladstone Road – Object</p> <p><i>[Comments as above]</i></p>
<p>(o4) Local resident, (Headington, London Road)</p>	<p>Kennett Road – Support London Road (N) – Support London Road (S) – Support New High Street – Support</p> <p>Taking away these parkings only make shoppers park illegally along my road. So by allowing it members of the public are able to conduct their shopping and spend time helping local stalls during the market, whilst having piece of mind the council ment to surve them isn't giving them fines for enjoying a day out or doing necessary grocery runs.</p> <p>Gladstone Road – Support</p> <p>Parking on a double yellow is against the road act</p>
<p>(o5) Member of public, (Headington, York Avenye)</p>	<p>Kennett Road – Support London Road (N) – Support London Road (S) – Support New High Street – Support</p>

	<p>The market is a beautiful part of Headington's heritage and appeal and must be guarded and strengthened</p> <p>Gladstone Road – Support</p> <p>The elderly, youth and disabled must be safe to make use of this dropped kerb</p>
<p>(o6) Local resident, (Oxford, Kennett Road)</p>	<p>Kennett Road – Partially support/Concerns London Road (N) – No objection/No opinion London Road (S) – No objection/No opinion New High Street – No objection/No opinion</p> <p>The only issue is that we have a major problem with parking at the T-junction with London Road (yes, unbelievable) and on the pavement opposite to the area that you address. People completely ignore the double yellow lines and leave cars there obstructing the way when delivery lorries come in. They park half the car on the pavement completely blocking it and half on the road. Kennett Road is much used by pedestrians to the hospitals via Gardiner St and the cut through from there but that two way end of it is dangerous many times a day. Would it be possible to put red lines on the road opposite the area that is for market traders? Parking at Waitrose is literally 1-2 minutes' walk away.</p> <p>Gladstone Road – No objection/No opinion</p> <p>Cycling at the top of Kennett Road is also quite dangerous as cars often mounted the pavement even while on the phone. If on the bike or on foot I usually stop and don't carry on until they have parked but it's not always possible to see them if they come up behind you. I was told off by a driver for standing still until he finished. He parked right on the pavement. For drivers to notice there needs to be a huge sign that is unavoidable saying "No parking on the pavement at any time" and red lines on the road.</p>
<p>(o7) Local resident, (Headington, Kennett Road)</p>	<p>Kennett Road – Support London Road (N) – Support London Road (S) – Support New High Street – Support</p>

	<p>The Headington market is a much-valued Saturday event and market traders should be supported with nearby dedicated parking in order to set up their stalls. Due to the changed nature of shops on London Road (eg the major attractions Sainsbury's and Medina used to be a poorly-frequented clothes shop and a bed shop) parking is exceedingly pressured; parking restrictions frequently violated at the top of Kennett Road. A permanent change to parking rules on Saturday morning would mean the market organisers and council save time in having to put up weekly signage.</p> <p>Gladstone Road – No objection/No opinion</p> <p>I don't live near Gladstone Road so have no understanding of the issues pertaining.</p>
<p>(o8) Local resident, (Headington, London Road)</p>	<p>Kennett Road – Support London Road (N) – Support London Road (S) – Support New High Street – Support</p> <p>As a resident of 104 London road i see these cars and vans parked up every saturday and it is chaos on the street for us to come and go from our property. The people who are doing the markets should have priority so no other cars park up illegally down the road during this time. As they are local markets for this community i think they should deserve priority</p> <p>Gladstone Road – No objection/No opinion</p> <p>I don't live near there</p>
<p>(o9) Local resident, (Headington, W road)</p>	<p>Kennett Road – Support London Road (N) – Support London Road (S) – Support New High Street – Support</p> <p>Will dedicated parking for the market and hopefully will encourage more stalls etc .. The market is great .. maybe we could have a midweek one too ..</p>

	<p>Gladstone Road – No objection/No opinion</p> <p>Don't have a comment re this</p>
<p>(o10) Local resident, (Headington, Old Road)</p>	<p>Kennett Road – Support London Road (N) – Support London Road (S) – Support New High Street – Support</p> <p>The market is an excellent amenity that should be supported with adequate reserved parking. Sufficient parking is available in the two main car parks for those who wish to drive to Headington shops.</p> <p>Gladstone Road – No objection/No opinion</p> <p>The road is quite narrow when fully parked but on the other hand it isn't a main thoroughfare, so I am neutral on this proposal.</p>
<p>(o11) Local resident, (Headington, London Road)</p>	<p>Kennett Road – No objection/No opinion London Road (N) – No objection/No opinion London Road (S) – No objection/No opinion New High Street – No objection/No opinion</p> <p>if the market is to survive, parking for the traders needs to be prioritised</p> <p>Gladstone Road – Partially support/Concerns</p> <p>This is surely a fait accompli if you have already consented to drop the kerb? In principle i would oppose the loss of on street parking for private parking in this location but it does seem a nonsense for the limited parking to be retained with no parking restrictions either side.</p>