

To: Cabinet

Date: 19 August 2026

Report of: Director of Planning and Regulation

Title of Report: Controlled Parking Zones (CPZ's) and Community Infrastructure Levy (CIL) Monies

Summary and recommendations	
Decision being taken:	Approve the request to add the West Oxford Controlled Parking Zone (CPZ) to the approved list of existing CPZ's in the city that are being reviewed by Oxfordshire County Council using previously agreed CIL monies.
Key decision:	Yes - Forward plan - May 2026 - August 2026<,. Oxford City Council
Cabinet Member:	Councillor Anna Railton, Deputy Leader, and Cabinet Member for Planning and Zero Carbon Oxford title
Corporate Priority:	Good, affordable homes, Strong, fair economy, Thriving communities, Zero carbon Oxford, A well-run council
Policy Framework:	The Community Infrastructure Levy (CIL) was introduced by the Planning Act 2008 as a tool for local authorities to help the funding of and delivery of infrastructure to support the development of their area. Oxford City Council is the charging authority for the CIL in Oxford. A Controlled Parking Zone (CPZ) is a type of parking restriction where parking is only permitted in designated parking bays and the rest of the kerbside is restricted by yellow lines. CPZ's are defined in statute by Schedule 4 of the Traffic Signs Regulations and General Directions 2016. CPZs in Oxford City are managed, maintained and developed by the local highway authority, Oxfordshire County Council.

Recommendation(s): That Cabinet resolves to:

1. Approve the request to add the West Oxford Controlled Parking Zone (CPZ) to the approved list of existing CPZ's in the city being reviewed by Oxfordshire County Council using previously agreed CIL monies.

2. Approve the return of any further underspend to the CIL pot for strategic infrastructure.
3. Delegate authority to the Director of Planning and Regulation to make any further amendments to the list of CPZs included in the review.

Appendix No.	Appendix Title	Exempt from Publication
Appendix 1	Risk Register	No
Appendix 2	Equality Impact Assessment	No

Introduction and background

1. Oxford City Council has previously agreed to contribute £500,000 of CIL to the roll out of a programme of CPZ's across the city in the period to 2028. This agreement was initially made in 2018 to support the planning and transport policies of both the city and county councils, more specifically for Oxford City to help enable residential sites to come forward for development at a higher density and with reduced parking provision.
2. In December 2024, the City Council's Cabinet approved the release of £358,080 of CIL monies to Oxfordshire County Council for the delivery of 7 reviews of existing Controlled Parking Zones (CPZ's) within the city boundary. At this time, £57,000 of the initially agreed £500,000 had been released to deliver new CPZs at Donnington (£33,000) and Upper Wolvercote (£24,000). There was therefore £443,000 remaining.
3. The review was expected to last a period of three years, with all reviews and associated works expected to complete by the financial year 2027-28. The review was split into a two year programme with 4 zones included in Year 1 (2025-2026) and 3 zones in Year 2 (2026-2027). The zones, funding requirements and delivery year in which they were to be reviewed are set out in **Table 1** below.

Table 1 - Controlled Parking Zones, Funding Requirements and Delivery Year

Controlled Parking Zone	Total*	Delivery Year
East Oxford	£65,440	Year 1 (2025-26)
Headington Central	£65,440	Year 1 (2025-26)
Summertown	£65,440	Year 1 (2025-26)
Temple Cowley	£45,440	Year 1 (2025-26)
Headington West	£40,440	Year 2 (2026-27)
Florence Park	£40,440	Year 2 (2026-27)
Cuttleslow	£35,440	Year 2 (2026-27)
TOTAL	£358,080	

**Note the Total column is inclusive of TRO fees, Project Management and Works costs*

4. Oxfordshire County Council has requested the West Oxford CPZ be added to the list of zones being reviewed in Year 2. There are no additional requests for CIL funding to cover this as the reviews undertaken during Year 1 have cost less than originally estimated.

Current Situation

5. Oxfordshire County Council has successfully completed the delivery of reviews in year 1 of the programme (East Oxford, Headington Central, Summertown and Temple Cowley CPZs) agreed at the December 2024 Cabinet. The City Council was kept informed of activity relating to these reviews and affected Oxford City Council ward members were invited at an early stage to provide input into the review process.
6. The costings for the works elements of these year 1 zones were lower than the original estimates which has resulted in the costs for year 1 being reduced from the estimated £241,760 to an actual £146,514.
7. Works are now underway for the delivery of reviews in Year 2 of the programme (Headington West, Florence Park and Cuttleslow CPZs) and Oxford City Council ward members affected by these reviews have been consulted at an early stage to provide input into the review process.
8. Noting the cost savings from year 1, Oxfordshire County Council is requesting the West Oxford CPZ is included for review alongside the other identified zones. The justification for including the West Oxford CPZ stems from the ongoing complaints from the residents and councillors for the area and the ongoing impact from the Botley Road closure. The West Oxon CPZ is also one of the oldest zones in the City and has seen many developments affecting on-street parking.
9. The variation to the original proposal is set out in **Table 2 below** and the County Council is confident that subject to further Cabinet approval the West Oxford CPZ could be completed in-line with the original programme.

Table 2 - Controlled Parking Zones, Total Funding Requirements and Delivery Year

Controlled Parking Zone	Total*	Delivery Year
East Oxford	£40,332	Year 1 (2025-26)
Headington Central	£30,972	Year 1 (2025-26)
Summertown	£39,438	Year 1 (2025-26)
Temple Cowley	£35,772	Year 1 (2025-26)
Headington West	£35,040	Year 2 (2026-27)
Florence Park	£35,040	Year 2 (2026-27)
Cuttleslow	£30,040	Year 2 (2026-27)
West Oxford	£35,040	Year 2 (2026-27)
TOTAL	£281,675	

**Note the Total column is inclusive of TRO fees, Project Management and Works costs*

Other implications

10. In the event of there being a further underspend it is recommended that this money should be returned to the CIL pot for strategic infrastructure.

Implications of Local Government Reorganisation

11. There are no implications of Local Government Reorganisation as the review is expected to complete before the 2027-28 financial year.

Financial implications

12. Oxfordshire County Council intends to use the £358,080 previously released to fund the review of the West Oxford Controlled Parking Zone. Whilst there are no additional funding requests, it is anticipated that there will be underspend once the delivery of reviews in Year 2 of the programme is complete. Please note the recommendation in paragraph 10 for this underspend.

Legal issues

13. CIL must be applied to funding the provision, improvement, replacement, operation or maintenance of infrastructure to support the development of the Council's area. CIL may be passed to another body for that body to apply the funding towards the provision, improvement, replacement, operation or maintenance of infrastructure. CPZ's are listed in the Council's published infrastructure funding statement as an infrastructure project or type of infrastructure which the Council intends will be, or may be, wholly or partly funded by CIL. The release of CIL spend is in accordance with CIL regulations.

Level of risk

14. A risk assessment has been undertaken, and the risk register is attached (Appendix 2).

Equalities impact

15. Please refer to Equalities Impact Assessment (Appendix 3) and note that this is the assessment submitted to Cabinet on 11/12/24. There are no amendments or changes to this.

Carbon and Environmental Considerations

16. Controlled Parking Zones restrict overall parking in an area supporting transport strategies that promote sustainable or lower carbon forms of travel. This helps reduce overall car emissions and improve air quality.

Conclusion

17. Cabinet is asked to review and approve the recommendations set out above.

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Background Papers:	
1	Cabinet Report 11.12.24 Controlled Parking Zones and CIL Spend.pdf
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