

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

13 NOVEMBER 2025

BANBURY: TRAMWAY ROAD – PROPOSED ‘SHORT-STAY’ PARKING PROVISION

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) **Approve the introduction of a new short-stay/drop-off parking bay with accompanying ‘30-minute parking restriction - all days - No return within 1 hour’ to be located on the southeast side of Tramway Road, as advertised.**

Executive Summary

- 2. This report presents responses received to a statutory consultation on proposals to introduce a new short-stay parking bay (approx.18 metres in length) on the south-eastern side of Tramway Road, north of its junction with Riverside – as shown in **Annex 1**.
- 3. The proposals have been put forward in support of the ‘Access to Banbury Train Station’ project (i.e. Tramway Road improvements) which seeks to improve the road layout, facilities and connectivity between southern Banbury and Banbury town centre, Oxfordshire County Council wants to encourage the use of public transport and improve pedestrian and cycling routes. By improving access to Banbury station and the town centre, especially from the south of the town and for those using public transport and active travel options, the proposals should reduce traffic and waiting times on Cherwell Street.
- 4. The project aims to provide a) an integrated bus service that stops outside the station, b) improved bus access from other parts of south Banbury, c) an increase in the appeal of travelling to the railway station by non-car modes of travel, d) a reduction in harmful environmental and air quality, and e) relief to the A4260/Bridge Street junction.
- 5. A passenger ‘drop-off’ layby was proposed as part of the original planning submission, however due to a reduction in land availability, this could not be accommodated. Therefore, this amendment submission will now enable short-term parking.

6. A previous consultation (which yielded no objections) on wider traffic improvements was undertaken in October/November 2024, which comprised of a) a new 20mp speed limit on Station Approach Road North & South and Tramway Road, b) new Bus Lanes on Station Approach Road North, and c) new 'No Waiting at Any Time' (Double Yellow Lines) parking restrictions on Station Approach Road North & South and Tramway Road.

Corporate Policies and Priorities

7. Of the nine priorities identified within the 'Oxfordshire Strategic Plan 2022-2025', the proposals support priority no.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. Funding for consultation on the proposals (and implementation if approved) has been previously approved by the Cabinet member for Infrastructure and Development on 26th September 2024.
9. There are no budgetary implications on the basis that the total funding amount of £15.942m, to cover the scheme costs has been agreed by Cabinet on 17th September 2024.

Legal Implications

10. 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.
11. 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)

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 'Infrastructure Delivery' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

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

Sustainability Implications

13. The proposals will provide suitable and adequate 'short-stay' parking provision for those visiting the train station, helping to ensure the expeditious, convenient, and safe movement of vehicles in the immediate vicinity.

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 11 September and 10 October 2025. A notice was published in the Banbury Guardian 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, Cherwell District Council, relevant local District Cllrs, Banbury Town Council, and the local County Councillor representing the Banbury Calthorpe division.
16. The town council, and local Councillors (including County & District) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
17. During the course of the formal consultation, three responses were received via the online survey, all of which objected (including the local County Cllr responsible for the Banbury Easington division).

18. Additionally, a further three emails were received directly – with Thames Valley Police & the Planning & Development at Cherwell District Council not objecting. Oxford Bus Company – whilst not a local operator – raised concerns regarding the potential impact the proposed bay would have on traffic flow in the area, and the potential increase in inappropriate & obstructive parking.
19. The full responses are shown in **Annex 2**, 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

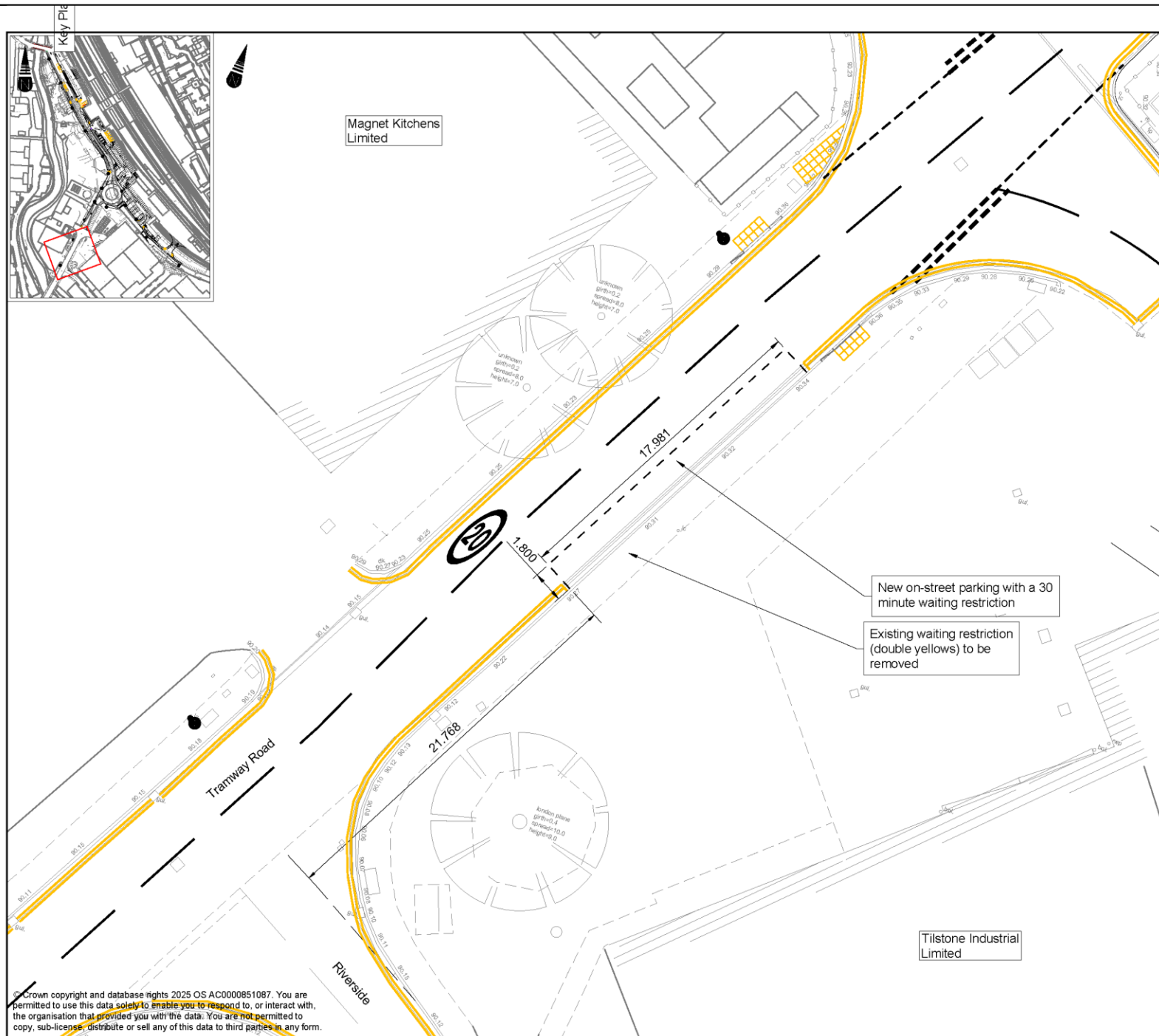
20. Due to a change in the land availability, the original design was amended to reduce the overall width of the proposed scheme on Tramway Road. The amendment included the removal of the proposed drop off layby at the north end of Tramway Road and was subject to a Section 73 planning amendment. The revised design includes an on road 30-minute drop off/pick up provision south of the original location.
21. Additional drop off/pick up provisions closer to the station on the Tramway Rd side are currently being progressed by the project team. The final proposal is subject to third party land acquisition and stakeholder support.
22. Drop off facilities for persons with disabilities and passengers requiring closer access to the station are provided at the north side station entrance via the Bridge Street access.
23. The improvements to the infrastructure, including the bus and cycle facilities will enable the public to easily transition between modes.
24. The new bus facilities within the station area will provide opportunity to enable additional services to be provided in the future.
25. A successful trial run for bus services was conducted by Stagecoach on 14th October with the intention that bus services will start in early 2026.

Paul Fermer
Director of Environment and Highways

Annex(es):	Annex 1: Consultation plan Annex 2: Consultation responses
Background papers:	n/a
Other Documents:	n/a

Contact Officer(s): Jodie Clarke (Senior Project Manager - Infrastructure Delivery)
Alen Chanamoto (Programme Manager - Infrastructure Delivery)

November 2025



ANNEX 2

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – Thank you for the consultation documents. The Police have no objection.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Concerns – We are not the bus operator in Banbury. I trust that Stagecoach will provide a response on this limited proposal, that nevertheless does tend to constrict Tramway Road, being the new bus access to the Station Forecourt. Buses are intended to freely circulate in both directions.</p> <p>Having worked on the gestation of this scheme for many years, as a personal observation, it is regrettable that a dedicated pick-up/set-down area has fallen out of the main scheme. This response seems likely to lead to the introduction of a situation where with just 3 such spaces available, it excites demands for pick-up and set down that simply lead to the existing and future extent of DYs being abused, with a much greater length of the highway on both sides populated by cars picking up and setting down illegally, creating significant congestion at busy times and entirely undermining the stated principal purpose of the project. The 30 min restriction is, frankly, completely unenforceable, as the Council should well recognise.</p>
(e3) Cherwell District Council, (Planning & Development)	No objection – Thank you for consulting the Development Management Team on the proposed short stay parking provision in Tramway Road, Banbury. I would advise that we have no observations or objections to the proposals.
(o1) Local County Cllr, (Banbury Easington division)	<p>Object – This site is the current drop off site before the new Tramway access scheme was designed. It offers no improvements to drop off/pick up for rail users. It is hundreds of yards away to the destination point being the S. door entrance in the W. car park.</p> <p>OCC have completely disregarded the needs of the elderly, disabled, blind and partially sighted, people with prams and children, people with heavy luggage who need to be dropped off and picked up on the new Station Approach road or the SS. entrance in the W. car park. As per usual OCC have put the access of cyclists above all other users especially the aforementioned pedestrians who have no other recourse but to be dropped off by car.</p>

	<p>The West car park is a commuter car park and there will be no vehicle movements after the car park is full at 07.00hrs. so later cars will not have the opportunity to park and unload passengers, wheelchairs, luggage, prams etc.</p> <p>Also from this tramway site it will disadvantage people in the winter who will have to walk a considerable distance to the S, entrance in the rain, snow etc and that sit, cold and wet for the length of their train journey.</p> <p>for all these reasons the County Council is discouraging rail users from South Banbury and all villages South of Banbury to this Southern access, completely against the original idea for the scheme. This proposal will push more cars onto the Bridge St. junction against the aims of another & multi million scheme currently at the implementation stage, left hand/right hand and side working comes to mind.</p> <p>Also, S. Banbury and villages have hardly any service buses that will use the proposed bus stop and the ones that do will have to have their routes amended and so miss out on the centre bus stops against the wishes of current users and add to journey times when OCC has aims to cut journey times.</p> <p>This whole scheme could have been a great scheme, as it is it just about misses every opportunity except for a few cyclists, who are usually commuters so will not be using the roads except early and late.</p>
(o2) Local resident, (Banbury, Old Parr Road)	<p>Object – The short stay parking for station pick up and drop off should be incorporated into the main design for the station access improvements. This area is already busy at morning and evening peak hours with cars picking up people from the station. We had space within the station before the access change plan was created and this should be retained. At the moment cars picking up train passengers use various verges, industrial land and hover around the new roundabout. The introduction of spaces at this location is restricting the width of the road used by heavy vehicles accessing businesses and reducing visibility to junctions. PUT THE DROP OFF FACILITY NEARER THE STATION TO ALLOW EASIER ACCESS FROM DROP OFF VEHICLES FOR THE ELDERLY ETC</p>
(o3) Local resident, (Banbury, Oxford Road)	<p>Object – I can understand why the temporary parking provision has been provided but the provided plan is not clear with regard to how this fits in with the previous Tramway plans around having a drop off provision further up Tramway (closer to the station) opposite CERTAS energy and how the pedestrian and cycle proposals are being considered if there is going to be a lot of cars dropping and making many movements on that road? This is a very poorly developed drawing and would recommend that OCC review M Group's work regarding the level of detail and tie-ins provided.</p>