

Divisions Affected – Bicester East

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

11 DECEMBER 2025

BICESTER: LAMBOURNE CRESCENT – PROPOSED PERMIT PARKING AREA

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- (a) **Approve the introduction of new ‘Resident Permit Holders Only at all times’ parking restrictions throughout Lambourne Crescent in Bicester, as advertised.**
- (b) **Approve the removal of the existing Single Yellow Lines (‘No Waiting 11am to Noon; and Noon to 1pm’) on both sides of Lambourne Crescent, with the existing ‘No Waiting at Any Time’ (Double Yellow Lines) remaining in place around the inner kerb of the turning circle, as advertised.**
- (c) **Approve the eligibility of residents of the following properties to be able to apply for annual Residents and Visitors` Parking Permits, (with permit identifier of `BC`): Nos.7 & 11 Launton Road, and Nos.1-28 Lambourne Crescent, as advertised.**

Executive Summary

- 2. This report presents responses received to a statutory consultation on proposals to introduce a permit parking area in Lambourne Crescent to replace existing single yellow lines restrictions as shown in **Annex 1**.
- 3. The proposals have been developed in response to requests from residents to review the existing restrictions and the proposals have been developed to offer residents more flexibility to park near their homes, whilst providing a deterrent to external parking pressures.
- 4. Changes have been developed with engagement of the local County Councillor who is in support of the proposed amendments.

Corporate Policies and Priorities

5. In the newly adopted 'Oxfordshire Strategic Plan 2025-2028' the Council has ambitious plans to create a greener, fairer and healthier Oxfordshire. This includes objectives to *"Create better spaces for residents and visitors in our town centres."* (Greener Oxfordshire).
6. The Strategic plan sets out that the Council will continue to roll out our Local Transport and Connectivity Plan (LTCP), which aims to cut carbon emissions from transport. This means encouraging people to use public transport, cycling and walking instead of driving.
7. The LTCP sets out that the management of parking is an effective way to tackle congestion and its negative consequences. It is also an essential factor affecting the convenience and subsequent attractiveness of different transport modes.
8. In addition, our adopted Network Management Plan (2023-2028) sets out how our parking policies will support and link in with the ambitious transport goals by:
 - (a) Managing kerb side space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking.
 - (b) Promoting the introduction of resident parking zones to improve the lives of residents and to encourage use of public transport by cutting down on opportunities for commuter parking.

Financial Implications

9. The proposals are being funded through an allocated capital budget to review and introduce Controlled Parking Zones in the County. There are no additional pressures on new budgets or resources to deliver the amendments.

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 the 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)
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Staff Implications

12. 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/negative impact on capacity expected

Equality & Inclusion Implications

13. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.
14. Officers confirm that 'Blue badge' holders can park with a valid badge on display within limited waiting/ permit holder parking bays without time limit or restriction, and on single/double yellow line parking restrictions (providing a loading/unloading ban is not in force) for up to a maximum of three hours.
15. Additionally, the 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.

Sustainability Implications

16. The proposals are being put forward ensure the permit parking areas remain fit for purpose, which continue to serve the needs of the local community.

Risk Management

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

Formal Consultation

18. Formal consultation was carried out between 16 October and 14 November 2025. A notice was published in the Bicester Advertiser 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, Bicester Town Council, and the local County Councillors representing the Bicester East division.

19. Letters were sent directly to approximately 90 properties in the immediate vicinity (including a copy of the plan & details on permit eligibility and costs), public notices were also displayed on site at various locations within the area. Additionally, the Town council and local Cllrs (County, District, etc..) were all encouraged to use the information provided to publicise the proposals locally amongst their residents as necessary.
20. During the course of the formal consultation, ten responses were received via the online survey, where all identified themselves as local residents. In response to the proposed residents only parking area and changes to yellow lines, there were four responses in support, one partially in support, and five raising objections.
21. Thames Valley Police submitted a non-objection.
22. A single email response was also received from a local resident who didn't have any comments, but thanked officers for being kept informed.
23. 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

24. In response to the proposals, there were a number of comments who supported the introduction of a permit parking area. Respondents felt that the proposals would help residents without off-street parking who are currently impacted by the single yellow line restrictions.
25. A few responses highlighted that parking is still a problem and the proposals will help address issues where there are events at Garth Park or where shoppers use the Crescent as casual parking.
26. Some comments were made in support but highlighted that the signage would need to be clear and restrictions would need to be enforced.
27. In objection to the scheme, 4 responses stated that the current single yellow line restriction was appropriate and worked well. Respondents commented that residents have off-street parking and generally visitors and trades people could work around the times when they were enforced.
28. One resident objected to the principle of paying to parking on the road where they lived, and another resident felt that the double yellow lines would impact on visitors to their home.

Officer response

29. The existing yellow line restrictions are in operation from 11am-12noon, Mon-Fri on one side of the road and 12pm-1pm, Mon-Fri on the other side of the road. The purpose of these restrictions is to stop all day parking but to give residents an option to move their vehicles during the day.
30. Although the existing restrictions maybe effective for some, they are a blunt tool and those without off-street parking who park during the day are inconvenienced to avoid getting a penalty charge notice.
31. The proposed residents parking scheme, prevents non-permit holder parking, but gives residents the flexibility to park on the road without the need to move their vehicles. In addition, visitors and trades people are covered under specific permit types available.
32. It should be noted that, residents parking schemes only apply to the roads within an area. Residents with off-street parking may not need to apply for a residents permit to park on the road, but will still have the benefit of being able to apply for visitor permits. The first 25 visitor passes are currently issued free of charge.
33. The proposed double yellow line restrictions are only being proposed on the inside of the central oval, where motorists would cause an obstruction if parking was taking place on the opposite side of the road.
34. The properties selected for eligibility for permits includes all properties in Lambourne Crescent and properties at the junction who may normally park in the side road. It's typical with any new parking zone that the eligible properties are those that fall within the zone.
35. The standard permit zone rules have been applied effectively in other areas, catering to the majority of users while implementing controls to prevent abuse and oversubscription. A fundamental principle is that the costs to operate permit schemes must be met by the users who benefit from preferential parking. These charges are set annually by our cabinet to cover the operational costs.
36. These permit schemes are not introduced to generate revenue but to manage parking effectively and meet the needs of the community. By covering the operational costs through user charges, we can maintain the integrity and efficiency of the permit zones, ensuring they serve their intended purpose.

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): James Whiting (Team Leader - Parking Schemes & TROs)

December 2025

Drawing No. 0

KEY

EXISTING RESTRICTIONS

EXISTING DOUBLE YELLOW LINES TO REMAIN

PROPOSED RESTRICTIONS

PROPOSED NEW PERMIT HOLDERS ONLY PARKING AREA (OPERATIONAL AT ALL TIMES)

EXISTING SINGLE YELLOW LINES TO BE REMOVED

PROPOSED PROPERTIES ELIGIBLE FOR PARKING PERMITS

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

 **OXFORDSHIRE COUNTY COUNCIL**

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Cherwell & West Oxon

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Lambourne Crescent, Bicester

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ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Local resident, (Bicester, Launton Road)	No opinion – As my wife and I will be unaffected by these proposed changes, we feel unqualified to give any positive views on these proposals. However, we do appreciate that you are keeping us informed of changes to our local area

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Bicester, Lambourne Crescent)	Live within Lambourne Crescent? – Yes Residents permit parking – Object Remove Single Yellow Lines – Object Permit eligibility – Object The current system of restricted parking works well, both for residents and for visitors or trades people. Further restrictions and/or permits are not necessary. All properties on Lambourne crescent can have off road parking if required (all have front gardens or driveways) parking on the road is essential in Lambourne crescent for visitors, trades people, carers etc as well as public parking for local amenities (within reason).

<p>(o2) Local resident, (Bicester, Lambourne Crescent)</p>	<p>Live within Lambourne Crescent? – Yes</p> <p>Residents permit parking – Object Remove Single Yellow Lines – Object Permit eligibility – Object</p> <p>I have 2 reasons for objecting to these proposals, firstly as a resident, I am able to park my car on my driveway so would not require a permit, however the double yellow lines would mean Visitors or tradespersons could not park at my home? I have elderly friends and relatives who would not be able to park further away and walk to me?</p> <p>Secondly I have a business in and around Bicester that requires me to be able to park at peoples' homes, If other areas are also introducing further parking restrictions this would present the same issues. I feel that the current parking arrangements in Lambourne Crescent work well. It has prevented people leaving their cars here all day yet it still allows enough parking for residents to benefit. I believe there is just one resident who does not currently have a driveway, this could easily be provided, and would be a much better solution rather than changing the whole parking system here. I hope these proposals will be reconsidered for Bicester as I feel they are disruptive and unnessecary.</p>
<p>(o3) Local resident, (Bicester, Lambourne Crescent)</p>	<p>Live within Lambourne Crescent? – Yes</p> <p>Residents permit parking – Object Remove Single Yellow Lines – Object Permit eligibility – Object</p> <p>The existing parking layout with single yellow lines has made a huge difference in Lambourne Crescent and should remain as. I would be annoyed if I'm now being pressured into purchasing a permit to park on the crescent when the current layout suits the majority (95%) of residence. Nearly all houses on the Crescent (less 2) have parking facilities, those unfortunate 2 houses knew before moving in that limited parking was available. Single yellow lines should remain!</p>
<p>(o4) Local resident, (Bicester, Lambourne Crescent)</p>	<p>Live within Lambourne Crescent? – Yes</p> <p>Residents permit parking – Object</p>

	<p>Remove Single Yellow Lines – Object</p> <p>Permit eligibility – Object</p> <p>The current parking restrictions work well, most residents have off road parking, it is unfair to charge residents for parking outside their own property</p>
(o5) Local resident, (Bicester, Lambourne Crescent)	<p>Live within Lambourne Crescent? – Yes</p> <p>Residents permit parking – Object</p> <p>Remove Single Yellow Lines – Object</p> <p>Permit eligibility – Object</p> <p>The scheme will only allow certain residents to apply for permits to the exclusion of all others; this is completely discriminatory.</p> <p>All residents should have the opportunity to apply for permits for their own use or the use of visitors. Who are the Council to exclude residents visitors parking quite legitimately on Lambourne Crescent. Many visitors are vital to the health and well being of residents; providing care, social contact and a plethora of other benefits. To exclude parking for visitors is a dereliction of the Council's duty to protect its residents.</p> <p>The current parking arrangements are only an issue for one or two households. Why should all others suffer with additional restrictions. Why can the Council not mark out a couple of spaces on the road for those residents without drives and then allow the existing parking restrictions to stay in place.</p> <p>I simply cannot understand why the Council seems hell bent of making the lives of residents in Bicester worse. If the Council were truly concerned about traffic and parking issues in Bicester it would restrict visitors to Bicester Village whose thousands of cars constantly pollute the town and cause traffic congestion. Of course, why would the Council clamp down on the cash cow of Bicester Village when it can stick the boot into its residents instead to give the impression that it is doing something. The reality is that its easier for the Council to be "Seen to be doing something" by hitting its residents whilst ignoring the big issues affecting the town.</p> <p>Bicester Heritage is another cause of constant traffic congestion with thousands of the most polluting decrepit old cars regularly invited to the town to clog our roads and streets whilst filling our air with the worst of pollutants form such</p>

	<p>ancient combustion engines. Where is the County Council when it comes to cracking down on this pollution? Nowhere, bloody useless.</p> <p>This proposed scheme is ill thought out and wholly designed to frustrate, annoy and diminish the quality of life for Bicester residents. The county council seem completely obsessed with making life difficult for people instead of finding real solutions to real problems.</p>
(o6) Local resident, (Bicester, Lambourne Crescent)	<p>Live within Lambourne Crescent? – Yes</p> <p>Residents permit parking – Partially support/concerns Remove Single Yellow Lines – Support Permit eligibility – Partially support/concerns</p> <p>I'm all fore the permit, which is what I said from the beginning. I do not agree to 7 to 11 Launton road getting permit as they have big drives and not Lambourne crescent. It now that 7 Launton that is pushing for HMO that you include them on the permit application. I would like to have the permit badges for parking on the road.</p>
(o7) Local resident, (Bicester, Lambourne Crescent)	<p>Live within Lambourne Crescent? – Yes</p> <p>Residents permit parking – Support Remove Single Yellow Lines – Partially support/concerns Permit eligibility – Support</p> <p>I support the proposed permit parking amendments for Lambourne Crescent.</p> <p>My neighbour (No 20) has no drive on his property so would greatly benefit from the introduction of a Resident's Parking Scheme in Lambourne Crescent.</p> <p>My concern is the return of non-residents to Lambourne Crescent to park all day while working locally. This was a major problem before the introduction of double and single yellow lines a few years ago. The signage would need to be very clear. Would there be signage at the entrance to the Crescent to indicate residents only parking as well as each side of the crescent?</p>

<p>(o8) Local resident, (Bicester, Lambourne Crescent)</p>	<p>Live within Lambourne Crescent? – Yes</p> <p>Residents permit parking – Support Remove Single Yellow Lines – Support Permit eligibility – Partially support/concerns</p> <p>Lambourne Crescent residents requested a resident parking permit scheme a few years ago but were told it would be too expensive to introduce. While the current single yellow lines scheme has been helpful, a full 'residents only' scheme is welcome. It will be particularly helpful to have such a scheme in place to deter casual parking restricting access for residents during, for example, events at Garth Park or for shopping.</p> <p>Many of the properties in Lambourne Crescent have off-road parking so not all residents may wish/need to apply for permits to park on the street. I would, however, recommend that the Council urges all residents with cars to apply for a permit so they can, if needed, park on the street if needed to allow visitors or tradespeople to park in their drive. A visitor permit scheme is welcome though, with blocks of 25 visitor permits etc, the proposal seems unnecessarily complicated. Would it not be easier to make 1 visitor parking permit available for each property, at say £38 per annum (but free to residents over 70)?</p>
<p>(o9) Local resident, (Bicester, Lambourne Crescent)</p>	<p>Live within Lambourne Crescent? – Yes</p> <p>Residents permit parking – Support Remove Single Yellow Lines – Support Permit eligibility – Support</p> <p>Casual parking outside our property has increased and occurs every day. Car users are using the crescent as free parking to either use the train station, visiting Garth park and local shopping. When there is a public car park 5mins away. Entering the crescent has become awkward due to parking on both sides of the road.</p>
<p>(o10) Local resident, (Bicester, Lambourne Crescent)</p>	<p>Live within Lambourne Crescent? – Yes</p> <p>Residents permit parking – Support Remove Single Yellow Lines – Support</p>

	<p>Permit eligibility – Support</p> <p>Proposal should stop unauthorised parking but policing will be necessary</p>
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