

Divisions Affected – *Bicester East*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

11 DECEMBER 2025

BICESTER: CHURCH STREET – PROPOSED PERMIT PARKING BAYS & NO WAITING RESTRICTIONS

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 bays on the south side of Church Street, adjacent to Nos.1-13, and two spaces adjacent to the ‘Old Vicarage’, as advertised.**
- (b) **Approve the introduction of ‘No waiting at Any Time’ (Double Yellow Line) restrictions in place of the existing Single Yellow Lines (‘No Waiting 8am to 6pm’) on the south side of Church Street adjacent to the Church, with a small section removed outside the ‘Old Vicarage’, as advertised.**
- (c) **Approve the eligibility of residents residing at the following properties to be able to apply for annual Residents and Visitors` Parking Permits (with permit identifier `BC`): Nos.2-4 (even) & Nos.1-13 (odd) Cemetery Road, Nos.6-28 (even), Nos.7-13 (odd), Nos.1 & 3 (Church Terrace), & ‘Crick House’, ‘Old Court House’, ‘Old Police House’, ‘Old Vicarage’, Piccolo Amore’, ‘Six Bells’ Church Street, and Nos.1-6 Kings End, as advertised.**

Executive Summary

- 2. This report presents responses received to a statutory consultation on proposals to introduce a permit parking bays on Church Street, with the addition of no waiting at any time restrictions to replace existing single yellow lines restrictions as shown in **Annex 1a**.
- 3. The proposals have been developed in response to requests from residents to introduce permit parking bays which prioritise the needs of residents, who face competition for parking from external 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)
Jennifer.Crouch@Oxfordshire.gov.uk

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 '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

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 70 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, 14 responses were received via the online survey, where 13 identified as local residents and one as a general member of the public.
21. Thames Valley Police submitted a non-objection, and a representative of the Planning Authority for Cherwell responded to confirm that they have no comments.
22. A further three email responses were received from residents and businesses within the area. Two responses were generally supportive but highlighted the need for enforcement and clarity about permit eligibility. One response questioned the need for the scheme, and also raised concerns about the potential impact on local businesses.
23. Graphs showing the general viewpoint of the respondent (e.g. support/object) is set out in **Annex 2**.
24. The full responses are shown in **Annex 3**, 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

25. In support of the proposals a number of responses were received that highlighted that residents on this section of Church Street, do not have their own designated parking and often find it difficult to park near their properties.
26. Some feared that the parking could become worse when the Market Square is redeveloped and that they had been requesting for a residents parking scheme for some time.
27. A concern frequently raised in the responses was that the potential number of permits that could be issued, would exceed the amount of parking spaces available. Some suggested that priority should be given to those without any off-street parking available and residents should be guaranteed a space to make the proposals work.

28. A few respondents felt that the problems were mainly in the daytime, but the proposals would cause more problems than it solves as there would be a reduction in the amount of parking and often some spaces are available.
29. Suggestions to improve the proposals were to make the residents parking a sign only scheme (permit parking area) or to demarcate the bays without individual spaces so residents could continue to park in a similar way to what currently happens.
30. Further suggestions included creating more parking on the north side of Church Street by removing the single yellow line that is currently in place to allow residents to park.
31. A number of responses wholly objected to the proposals. Reasons included that in addition to residents, the parking in this area serves the wider community including businesses and the church. Residents would have been aware of the parking situation when moving into their properties and the parking should remain unchanged.
32. One respondent raised concerns about parking for staff of local businesses and the availability of long stay parking nearby. The options available include the Cattle market car park, which is some distance away and besides the cost, it would be dangerous for women to walk at night to access their vehicles.
33. Other respondents objected on the basis that there currently isn't a problem and that the scheme should not go ahead in its current form unless more parking is provided.

Officer response

34. The proposals were developed in response to petitions raised by local residents and with representation from the local county councillor. There has also been some local engagement with residents, and the proposals have been amended to accommodate the feedback, including maximising the number of spaces available.
35. The suggestion of introducing a sign only scheme for this area (permit parking area) was not considered as national guidance advises that not all roads are suitable for this type of design. They are mainly used in cul-de-sacs or a small network of roads with little or no through traffic and not on part of a road.
36. The allocation of properties eligible for permits takes into account residents of dwellings in the local vicinity that may currently park in the bays. From experience on past schemes, it is expected that actual take up of permits will be less than the theoretical demand. In addition, there will be a net benefit by the reduction of non-permit holder (general) parking in the area.
37. The current layout shown on the plans has been developed in consultation with the County Councillor and includes end on marked bays which are appropriate for the space. The alternative is to revise the markings to provide a continuous

marked bay at each location. So long as the vehicles remained within the bay markings it would allow some flexibility for residents to park in a fashion which currently takes place and potentially would increase the amount vehicles that could be accommodated. An example of the alternative road markings is shown in **Annex 1b**.

38. In response to the suggestions that the current single yellow line restriction on the north side of Church Street should be removed in place of residents parking bays, this restriction is in place to ensure traffic can flow unhindered at peak times. Relaxing this restriction to allow parking would cause congestion on a key route into Bicester and therefore it was not considered as an option when the proposals were developed.
39. The change from a single yellow line to a double yellow line on the south side from No.6 to No.8, is required to ensure that vehicles do not cause obstructions to the road. Currently there are single yellow lines on both sides of the road through this section which would mean technically the road is unrestricted after 6pm and on Sundays. If vehicles parked on both sides of the road larger vehicles would not be able to pass along the road and it would cause further congestion on the route.

Paul Fermer
Director of Environment and Highways

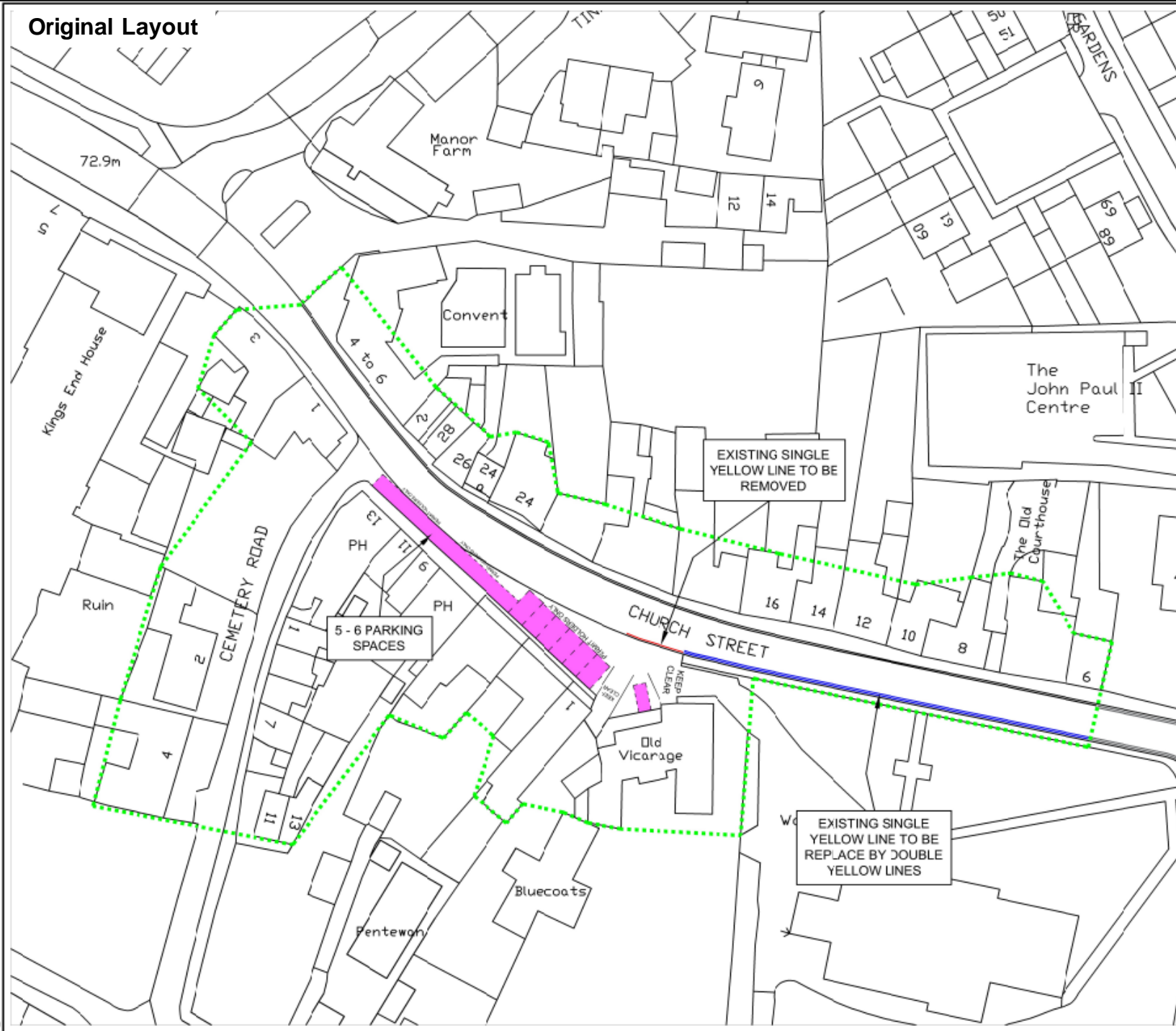
Annex(es): Annex 1a: Consultation plan (Original)
 Annex 1b: Consultation plan (Alternative road markings)
 Annex 2: Summary graphs
 Annex 3: Consultation responses

Background papers: n/a
Other Documents: n/a

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

December 2025

Original Layout



ANNEX 1a

Drawing No. _____

KEY

- PROPOSED DOUBLE YELLOW LINES
- PROPOSED REMOVAL OF SINGLE YELLOW LINES
- PROPOSED RESIDENTS PERMIT HOLDERS ONLY PARKING BAYS
- - - PROPOSED BOUNDARY OF PROPERTIES ELIGIBLE TO APPLY FOR RESIDENTS 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	CENTER 'NONE' IF APP. ICABLE)
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USE	CENTER 'NONE' IF APP. ICABLE)
DECOMMISSIONING/DEMOLITION	CENTER 'NONE' IF APP. ICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

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Project title
Capital Parking Projects
25/26

Drawing title
Church Street, Bicester
Proposed residents only bays
Optior 2

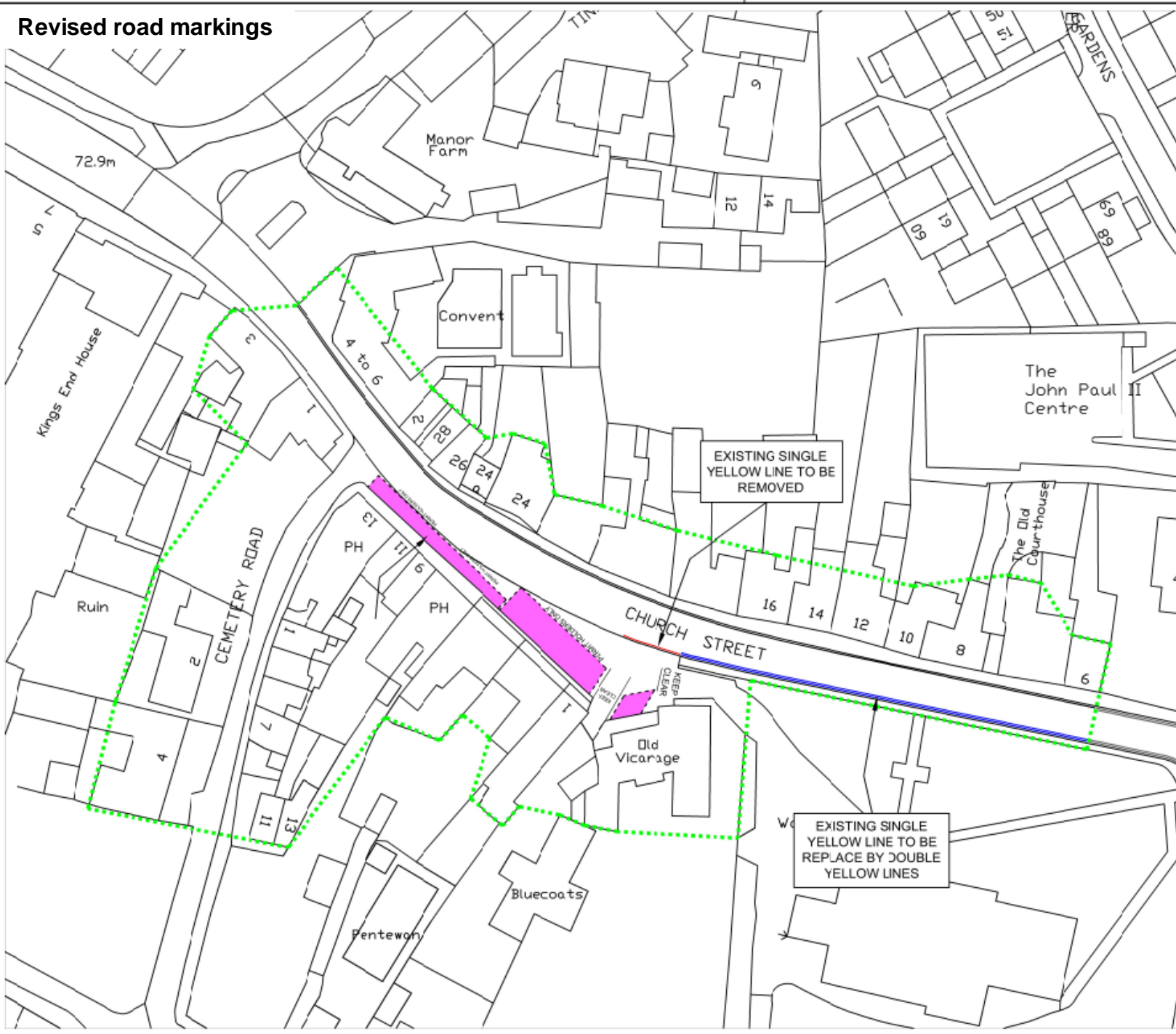
Drawing Status

Scale @ A3	Drawn by JW	Checked by CC	Approved by CC
	Date drawn May 25	Date checked May 25	Date approved May 25

Oxfordshire Project No. & File Ref

Drawing No. CAP/25-26/BIC/CS/002 Revision 0

Revised road markings



Drawing No. **ANNEX 1b**

KEY

- PROPOSED DOUBLE YELLOW LINES
- PROPOSED REMOVAL OF SINGLE YELLOW LINES
- PROPOSED RESIDENTS PERMIT HOLDERS ONLY PARKING BAYS
- PROPOSED BOUNDARY OF PROPERTIES ELIGIBLE TO APPLY FOR RESIDENTS PARKING PERMITS

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
 Capital Parking Projects
 25/26

Drawing title
 Church Street, Bicester
 Proposed residents only bays
 Option 2
 Revised road markings

Drawing Status

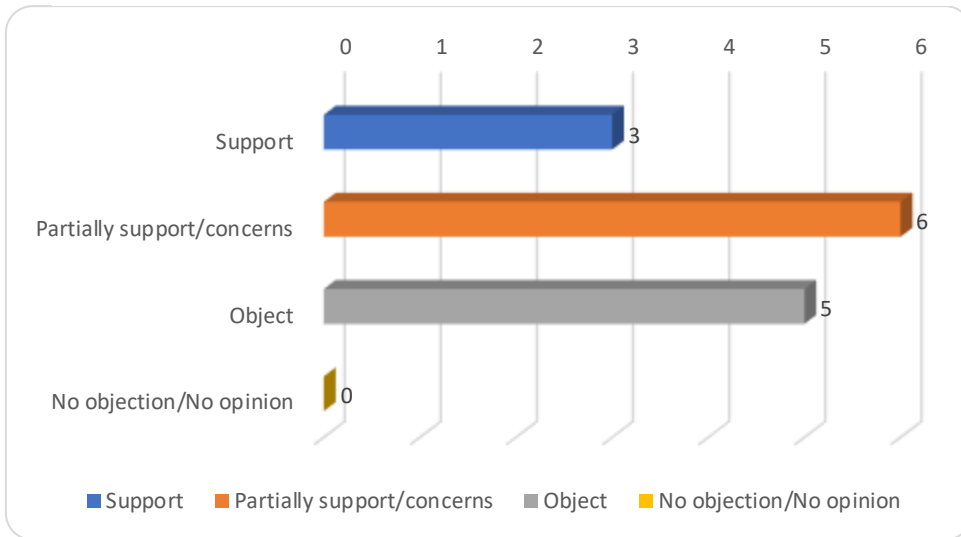
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	JW	CC	CC
	Date drawn May 25	Date checked May 25	Date approved May 25

Oxfordshire Project No. & File Ref

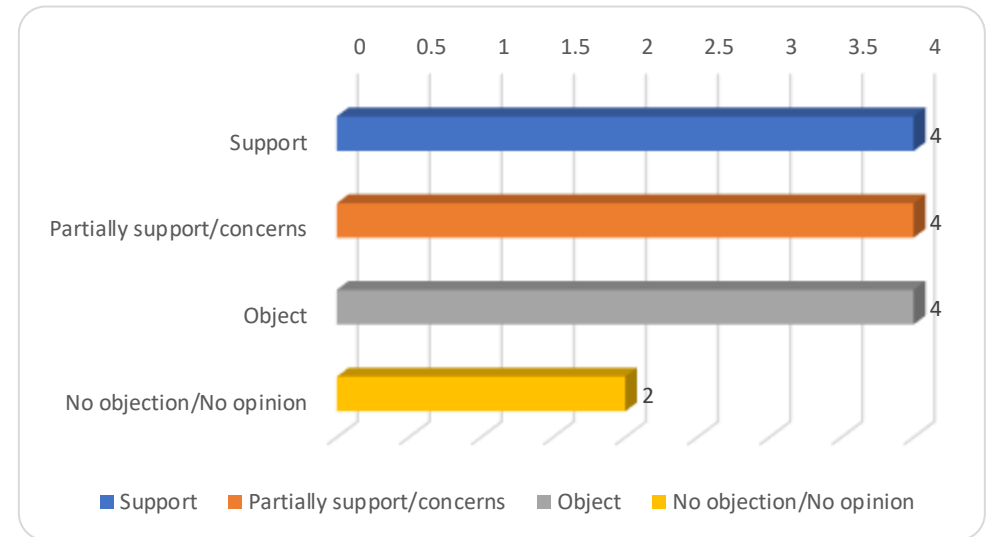
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ANNEX 2

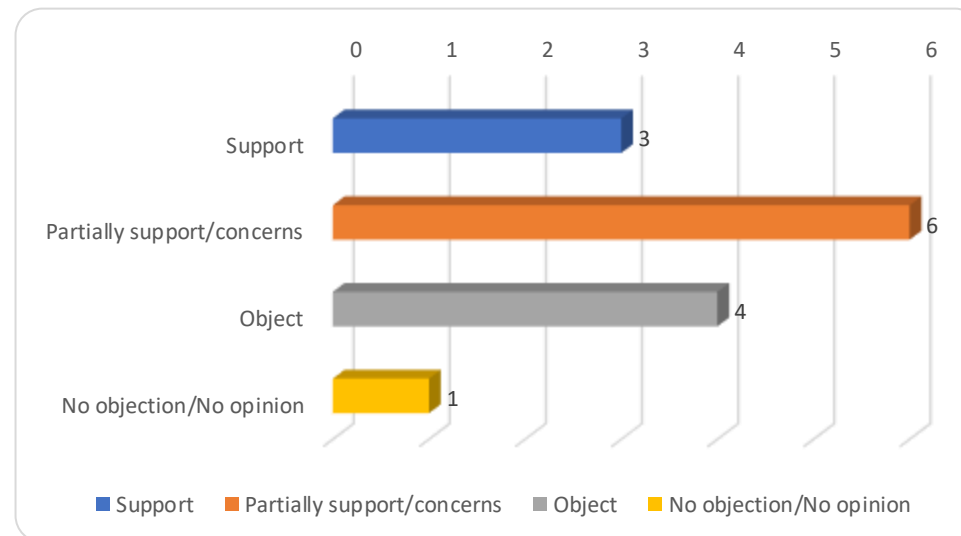
Opinion of New 'Resident Permit Holders Only' parking bays



Opinion of New 'double yellow lines' to replace single yellow lines



Opinion of Specified properties to become eligible to apply for permits



ANNEX 3

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Principal Planning Officer, (Cherwell District Council)	No comments
(e3) Local resident, (Bicester, Cemetery Road)	<p>No objection – Whilst we are not included in the changes to the parking permit scheme in Church Street (we have our own off-street parking), we are sometimes impacted by the constant, illegal parking on double yellow lines that occurs in Cemetery Road. For example, this can include (quite often) unemptied dustbins when the rubbish truck cannot get past parked cars. However, more importantly and more concerningly, if emergency vehicles need to get to us or to our neighbours at the end of the road, those parked cars would prevent an ambulance from reaching us.</p> <p>We have no objections to the proposed amendments but, if the parking is not policed, we will still see overflow, illegal parking, taking place in Cemetery Road.</p>
(e4) Local resident, (Bicester, Church Street)	<p>Support – My wife and I reside on Church Street. I am generally supportive of this proposal but I have some small concerns about some detail of the document.</p> <p>My main comment is that Nos 2 and 4 Church Street are not listed in the properties who could apply for a Residents Parking Permit, presumably because we have our own off-street parking (which would be understandable, and it is highly unlikely I would ever want to have a permit). However, you have listed several other properties which would be able to apply for a Residents Parking Permit but they also have off street parking, to my knowledge the Old Vicarage, No 1 Church Terrace, the Old Police House and the Old Court House. This distinction is most odd.</p> <p>I question how the parking in the new bays will be enforced? This is not mentioned and I would suggest that local parking enforcement has not been a high priority historically, even for the double yellow line outside my house.</p>

	As an aside, there are several duplications: for instance, the Piccolo Amore is the former Six Bells, Nos 1 and 3 Church Street are also Nos 1 and 3 Church Terrace and the Old Police House is actually No 8 Church Street
(e5) Local business, (Bicester, Kings End)	<p>Object – Our views as a business and residents we feel this permit parking is not needed. During the day time parking is for business customers with evening times for residents.</p> <p>As a resident there does not seem any parking difficulties. As a business we feel you will be damaging businesses in this area.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Bicester, Church street)	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Object Permit parking adjacent to 'Old Vicarage' – Object New Double Yellow Lines – No objection/No opinion Permit eligibility – Object</p> <p>I have major concern on the number of parking spots vs the number of cars of the residents. Because it is not proportionate. How do we make sure that after we paid the permit that we will get a parking space? We don't have any problem of parking at the moment, why do we make it a new problem? Unless there's a solution that every residents with car will get a parking space, then I can be fully support at this matter but at the moment I am leaning towards objecting this.</p>
(o2) Local resident, (Launton, Ancil Avenue)	<p>Live within Church Street? – No</p> <p>Permit parking adjacent to Nos.1-13 – Object Permit parking adjacent to 'Old Vicarage' – Object New Double Yellow Lines – Object</p>

	<p>Permit eligibility – No objection/No opinion</p> <p>These parking bays are used by church goers, customers and patients of local businesses. The owners of the properties, purchased their properties with the knowledge that they did not have parking and this is using reflected in the purchase price. This has always been parking for anyone who needs it and supports growth of the town centre and should stay as it is currently.</p>
<p>(o3) Member of public, (Buckingham, Mare Leys)</p>	<p>Live within Church Street? – No</p> <p>Permit parking adjacent to Nos.1-13 – Object Permit parking adjacent to 'Old Vicarage' – Object New Double Yellow Lines – Object Permit eligibility – Object</p> <p>I would like to object to this proposal as parking is for church goers, customers and patients of businesses and the supports growth of town centre. The residents brought their properties with the knowledge that they did not have parking and this is reflected in the purchase price. The parking should remain as it is supporting the growth of the town centre. As well as this, if the parking here is removed the closes available parking for over four hours is the cattle market, which is a 20 minute walk from my work place and will cost over 1000 pounds a year. As an NHS worker this is not a feasible option for me, I also feel as though it would become unsafe in the winter months walking to a secluded car park when it's dark as a young women. I park within day time hours and don't work on the weekends, so this does not affect residents at these time. Lastly, there is already lots of permit holders parking down church lane that is frequently empty and not being used.</p>
<p>(o4) Local resident, (Bicester, Church Street)</p>	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Object Permit parking adjacent to 'Old Vicarage' – Object New Double Yellow Lines – Object Permit eligibility – Object</p>

	<p>I have lived here for 5 years and I am not experiencing any problems. Parking is always available to not only myself but visitors also.</p>
<p>(o5) Local resident, (Bicester, Church Street)</p>	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Object Permit parking adjacent to 'Old Vicarage' – Object New Double Yellow Lines – Support Permit eligibility – Object</p> <p>I have serious concerns about the small number of bays being created. If lined parking is introduced, we will lose approximately 40% of the current bays. At present, we can double-park due to the length of the parking area outside 1–3 Church Terrace and work together as a community to move cars around and support each other. Will this flexibility be lost if bays are lined?</p> <p>As we know, Church Street has the oldest homes in town, dating back to the 17th century, which require a number of tradespeople. Under the new system, we would need to move our cars (if there's even a space available!) for trades to park—and pay additionally for a permit, even if they only need it for an hour. This could mean paying for a whole week for a short visit, pushing costs even higher. Where will trades park if there are no spaces? They risk getting a ticket on the other side of the road, and I'm fairly sure traffic wardens will be spending even more time around here.</p> <p>There is also no cap on the number of permits being issued, so we could end up with 100 permits competing for just 12 spaces. This will cause unrest within the community—people paying for a permit but not getting a space!</p>
<p>(o6) Local resident, (Bicester, Church Street)</p>	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Support Permit parking adjacent to 'Old Vicarage' – Support New Double Yellow Lines – Object Permit eligibility – Support</p> <p>The current parking is biased against those that live in Church Street who have no designated parking, either as part of the properties or on the street as those on Kings End and Church Lane/Old Place Yard do.</p>

	<p>I also believe that the new plans for Market Square will mean that the existing parking, as above, will be used as a 'first choice' for visitors to that area unless restrictions are put in place.</p> <p>I do not see any need to change the current single line parking as it will allow those using the two churches to park during normal services, a perfectly reasonable right for church attendees.</p> <p>It will still allow parking for those who are utilising the various businesses in the area that are open during the evening and this will particularly apply when the Market Square is upgraded</p>
(o7) Local resident, (Bicester, Church Street)	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Partially support/concerns Permit parking adjacent to 'Old Vicarage' – Partially support/concerns New Double Yellow Lines – No objection/No opinion Permit eligibility – Partially support/concerns</p> <p>I have not seen any analysis of the current demand. The provided scheme also doesn't make any determination of the maximum possible demand, including demand for visitors' permits. At present there is a minor issue with parking during the day due to people parking here to access the town centre, but in the evenings it is generally less of a problem. So if one is commuting or only going about after work, the inability to find a space immediately outside is not a problem.</p> <p>I fear that restricting the ability to park only to residents and guests only benefits those of us who drive around in the middle of the day. Charging us (and our guests) to reduce the amount of parking available in the way proposed would cause more problems than it solved. I won't outright object to the principle of residents' only parking, but this isn't the scheme.</p>
(o8) Local resident, (Bicester, Church Street)	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Partially support/concerns Permit parking adjacent to 'Old Vicarage' – Partially support/concerns New Double Yellow Lines – Partially support/concerns Permit eligibility – Partially support/concerns</p>

	<p>Firstly residents' parking is essential for those of us who live in Church Street, but have NO access to any alternative parking. Currently a lot of non residents use parking spaces on a daily basis.</p> <p>Obviously the number of potentially included addresses, exceeds the number of proposed permits. Some of these properties do have access to parking in, or adjacent to their properties, rear access to garages, drives etc. Some do not, and have to park on the road in order to access their homes. These residents should have priority for places available - some are elderly and have health issues.</p> <p>There are currently 2 usable spaces outside the old vicarage - these do not interfere with access to the church.</p>
<p>(o9) Local resident, (Bicester, Church Street)</p>	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Partially support/concerns Permit parking adjacent to 'Old Vicarage' – Partially support/concerns New Double Yellow Lines – Partially support/concerns Permit eligibility – Partially support/concerns</p> <p>The proposed provision for 12 spaces is woefully insufficient even for the CURRENT residential usage, which is up to 19 residents parking on the existing space, and unless more spaces are allocated by using a PPA instead of bays, coupled with making adjustments to the restrictions along the north side of Church Street starting from 16 Church Street (so well past the corner), there will be a high level of tension and discontent amongst the residents who have been using the space now finding they are fighting for somewhere to park. There is also concern as to the motivations of some within the consultation just agreeing to this current proposal, despite not currently/or will be using it, as they are looking for an assumed increase of property values due to there being a permit parking scheme. This is clearly a flawed supposition if there are insufficient spaces for those that are already using the parking, let alone taking into account all the potential permits in the catchment.</p> <p>The current status quo is a far better solution if there is no movement on increasing the 12 spaces, and as it stands it would be better for the scheme to fail in this iteration until an amendment can be made to increase it closer to the existing usage.</p>

<p>(o10) Local resident, (Bicester, Church Street)</p>	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Partially support/concerns Permit parking adjacent to 'Old Vicarage' – Partially support/concerns New Double Yellow Lines – Partially support/concerns Permit eligibility – Partially support/concerns</p> <p>12 parking bays will not be enough for the number of residents who are eligible and currently park on Church Street. Currently the parking area on Church Street can take 19 cars, so if we accept the current proposal then residents will be worse off and it will create problems between neighbours.</p> <p>I suggest the parking area is a PPA which will enable more residents to be able to park. I would also like to see Resident Parking on the north side of Church Street on the straight part of the road opposite the church (starting at 16 Church Street in the direction of the Causeway, and not including the corner).</p>
<p>(o11) Local resident, (Bicester, Church Street)</p>	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Partially support/concerns Permit parking adjacent to 'Old Vicarage' – Partially support/concerns New Double Yellow Lines – Support Permit eligibility – Partially support/concerns</p> <ol style="list-style-type: none"> 1. The number of parking spaces planned is insufficient for the number of properties in the planned catchment area, especially as it is Council policy to issue two permits per property. 2. There is ample space on the straight stretch of the north side of Church Street to add to the numbers of available spaces by installing permit parking there. 3. In the parking space in front of 1-13 Church Terrace on the south side of the street, more cars would be able to park if lanes were not demarcated, but instead a simple boundary were marked.
<p>(o12) Local resident, (Bicester, Church Street)</p>	<p>Live within Church Street? – Yes</p> <p>Permit parking adjacent to Nos.1-13 – Partially support/concerns</p>

	<p>Permit parking adjacent to 'Old Vicarage' – Partially support/concerns New Double Yellow Lines – Support Permit eligibility – Partially support/concerns</p> <p>1) The suggested plan for the allocated permit parking (in front of No 1-13 - Church Terrace) is insufficient, especially when each household is allowed to apply for two permits. 2) Instead of allocated parking bays, the permit parking space will be more beneficial to be demarcated with a single box to enable more permit holders to park. 3) The north side of Church Street has ample space to create permit parking. There are two reasons for doing so. a) It will solve the issue of the number of permit parking spaces for the catchment area designated in this plan. b) It will prevent cars travelling on Church Street from slowing down and driving at the 20 mph limit. (Please note that the sign is not evident on the road - better signage needs to be installed)</p>
<p>(o13) Local resident, (Bicester, Cemetery Road)</p>	<p>Live within Church Street? – No</p> <p>Permit parking adjacent to Nos.1-13 – Support Permit parking adjacent to 'Old Vicarage' – Support New Double Yellow Lines – Partially support/concerns Permit eligibility – Support</p> <p>I am a resident of 13 Cemetery Road and we have no allocated parking, we often find it difficult/impossible to park near our home due to non-residents using the parking on Church Street.</p>
<p>(o14) Local resident, (Bicester, Cemetery Road)</p>	<p>Live within Church Street? – No</p> <p>Permit parking adjacent to Nos.1-13 – Support Permit parking adjacent to 'Old Vicarage' – Support New Double Yellow Lines – Support Permit eligibility – Support</p> <p>Cemetery Road - We have wanted permit parking in this area since moving in 2021. Now having a small baby, it is even more important that we can pretty much guarantee a parking space at any time of the day, as we don't have a</p>

	<p>drive. Happy to pay suggested price for the annual permit and I think it will hugely benefit local residents because there are a lot of houses without drive ways in this area.</p>
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