

Division(s) affected: *Banbury Calthorpe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

04 SEPTEMBER 2025

BANBURY: CENTRE SOUTH AREA – PROPOSED RESIDENTS PERMIT PARKING ZONE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to approve the introduction of parking controls in Banbury as follows:

- a) The introduction of 'Residents permit holders parking only' on all days at all times to be introduced in Britannia Road, Grove Street, Newland Place, Prospect Road, and Old Parr Road (between its junctions with Fairview Road & Calthorpe Road) as advertised.
- b) The introduction of 'Residents permit holders parking only bays' on all days at all times on: Albert Street, Calthorpe Road, Old Parr Road, Broad Street, Marlborough Road, Marlborough Street, Dashwood Road, St John's Road, Newland Road and Britannia Road as advertised.
- c) The introduction of 'Shared-use Permit holders or general 2 hours waiting No return within 1 hour' (Monday to Saturday, 8am-6pm) on: Broad Street, Dashwood Road, St John's Road, Britannia Road as advertised.
- d) The introduction of 'Pay & Display Maximum stay 2 hours, no return within 1 hour' (Monday to Saturday, 8am-6pm) on: George Street, High Street and Calthorpe Street as advertised.
- e) The amendment of 'Disabled Persons Parking Places' (DPPPs) on: Albert Street and West Bar Street as advertised.
- f) The introduction of 'No Waiting at Any Time' restriction (Double Yellow Lines) on: Albert Street, Bolton Road, Beargarden Road, West Bar Street, Calthorpe Road, Old Parr Road, Prospect Road, St John's Road, Broad Street, Marlborough Road, Marlborough Place, Newland Road, Dashwood Road and Britannia Road as advertised.

- g) The introduction of 'Residents permit holders parking only' on all days at all times with an *amendment* to include a reduction to proposed 'No Waiting at Any Time' restriction (Double Yellow Lines) and introduction of Shared-use Permit holders or general 2 hours waiting No return within 1 hour' bays outside no's 22-31 as detailed in Annex 5 on: Amos Court.
- h) The approval of 'Residents permit holders parking only' on all days at all times with an *amendment* to include Shared-use Permit holders or general 1 hour waiting No return within 1 hour' bays outside the rear of The Close Nursery as detailed in Annex 5 on: Old Parr Close.
- i) The introduction of 'Residents permit holders parking only' on all days at all times with an *amendment* to retain existing No Waiting at Any Time restrictions (Double Yellow Lines) as detailed in Annex 5 on: Grosvenor Road and Ashby Court.
- j) The removal of Fairview Road from the proposals.
- k) The inclusion of Nos.1-24 Milton Street, and Alms House Nos.1-4 New Road for eligibility to apply for Residents & Visitors Parking Permits within the 'Banbury Centre West' zone.
- l) The inclusion of St John's Place, South Bar Street and Nos.1 to 49A Oxford Road for eligibility to apply for Residents & Visitors Parking Permits within the 'Banbury Centre South' zone as detailed in Annexe 5.

Executive Summary

1. This report presents the consultation responses to the proposed permit parking area for the Centre South area of Banbury as shown in **Annex 1** and recommends the introduction of controls to deliver a resident's parking scheme.
2. In 2021, Civil Parking Enforcement (CPE) was rolled out across the districts of Cherwell, South Oxfordshire and Vale of White Horse. The change of enforcement from the Police to the County Council, opened opportunities to review existing parking restrictions and consider new areas where controls of on-street parking would benefit the local community and assist in meeting the councils wider transport objectives including Local Transport and Connectivity Plan (LTCP).
3. In order to facilitate the introduction of new parking schemes, the council has successfully secured funding under a Capital allocation for a programme of schemes to be delivered in 2024/25 in Cherwell and West Oxon. These schemes will assist communities to secure resident parking, reduce congestion and improve traffic flows (including bus punctuality) and ensure that the correct restrictions are in the correct places.

4. Further to requests from residents, an informal consultation exercise was carried out in November 2024, which aimed to gauge the views of local communities on the potential for new permit parking schemes to be brought forward.
5. The responses and feedback provided from the 2024 consultation have aided in the development of a proposed permit parking scheme for the 'Banbury Centre South' area – which has been done in collaboration with the local County Councillors.

Sustainability Implications

6. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, to help encourage the use of sustainable transport modes, and to help support the delivery of wider transport initiatives.

Financial Implications

7. Funding for the project is being provided through a capital allocation, where funding and resources have been allocated to deliver parking schemes in Cherwell and West Oxfordshire Districts. There are no risks or pressures on existing council budgets or resources.

Legal Implications

8. 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.
9. 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:

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Equalities and Inclusion Implications

10. An Equalities Impact Assessment has been undertaken for the proposals which can be viewed in **Annex 6**.

Only one negative implication was identified from the proposals concerning the introduction of charges in areas of deprivation. In response, the proposals have been developed in-line with the council's existing policies and mitigations have been outlined in the assessment. It should also be noted that blue badge

holders can park without time limit or restrictions within limited waiting/ permit holder parking bays.

Formal Consultation

11. Formal consultation was carried out between 03 July and 01 August 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, local District Cllrs, Banbury Town Council, and the local County Councillors representing the Banbury Calthorpe, Banbury Easington, Banbury Ruscote, and the Banbury Grimsbury & Castle divisions.
12. Letters were sent directly to approximately 1,670 properties in the immediate vicinity (including details on permit eligibility and costs), public notices were also displayed on site at various locations within the proposed area.
13. 99 responses were received via the online consultation survey during the course of the formal consultation – and in terms of the overall view on the proposed introduction of a controlled parking scheme in the area, there were: 37 objections, 29 partially supporting/raising concerns, 31 in support, and two non-object/no-opinion.
14. A table showing the overall level of objection/support by road for those respondents that stated they lived within the proposed permit parking area (82% of total received) can be found below:

table1. Do you support the introduction of a controlled parking scheme in the area?

Road	Object	Partially support / concerns	Support	No objection / No opinion	Total
Albert Street	1	1	4	-	6
Amos Court	-	1	1	-	2
Ashby Court	-	1	-	-	1
Britannia Road	2	4	-	-	6
Broad Street	-	-	2	-	2
Calthorpe Road	1	1	-	-	2
Calthorpe Street	-	1	-	-	1
Dashwood road	1	1	-	-	2
Fairview Road	4	4	1	-	9
Gatteridge Street	2	2	1	-	5
Grosvenor Road	6	1	2	-	9
Grove Street	-	1	2	-	3
Lucky Lane	1	-	-	1	2
Marlborough Place	2	1	2	-	5
Newland Place	-	-	1	-	1
Newland Road	1	-	1	-	2

Old Parr Road	-	-	1	-	1
Old Parr Close	3	1	3	-	7
Oxford Road	1	1	-	-	2
Prospect Road	-	2	5	-	7
St John's Road	1	-	5	-	6
Total	26	23	31	1	81

15. Additionally, a further 24 emails* were received directly, with Thames Valley Police not objecting. Typically, email responses from local residents and/or members of the public cover wider/more general views of the proposals, and therefore it's not always possible to assign an expression against each individual element of the proposed scheme. Where comments have been generally for or against the proposals – these have been documented, with 45 objecting, eight partially supporting or raising concerns, and one in support.

** It should be noted that some of the email responses received were submitted in addition to the online survey being completed by the respondent – and as such, a small level of duplication is expected.*

16. Following the close of the consultation, officers contacted the County Councillors for the Calthorpe, Easington, and Grimsby & Castle divisions to invite further comments. No responses were received prior to the finalisation of the report. The councillors had previously expressed their support for the proposals and have the opportunity to speak at the public meeting

17. Overall response charts are provided in **Annex 2**.

18. The full responses are shown in the accompanying **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.

19. Further tables shown in **Annex 4** provide details of the most common themes which have been summarised from the public feedback.

Officer Response to Objections/Concerns

a) General feedback to the proposals:

20. The majority of comments support the implementation of parking restrictions, particularly resident permit parking, indicating approval for the scheme (35 comments). However, there are also residents who believe that the current parking arrangements are sufficient and do not require any changes (16 comments).

21. Financial concerns are prominent among the comments, with some residents feeling that they should not have to pay for permits (13 comments), while others view the scheme as a money-making initiative (11 comments). Additionally,

there are complaints about the high cost of permits (9 comments) and the perception that it is a waste of money (1 comment).

22. There are questions regarding the rules of the permit system (11 comments) and requests from residents to be included in the eligible area for permits (10 comments). Several comments highlight potential negative impacts of the scheme, such as being detrimental to shoppers or employees due to parking constraints (9 comments). There are also concerns about the scheme's effect on specific businesses (6 comments) and the overall capacity for a permit system (6 comments).
23. A few comments suggest that more restrictions are needed to enhance the effectiveness of the parking scheme (3 comments), while others believe that fewer restrictions would be better (3 comments). There are also worries that restrictions might worsen the parking situation (2 comments), with some residents concerned that vehicles would be forced into private residential car parks (4 comments).
24. The consultation process has been criticised as being inadequately run (2 comments), and some believe that council planning decisions significantly contribute to the current parking shortage (2 comments). There are objections to having parking bays outside their property (1 comment) and questions about whether a permit is needed for parking on private property (1 comment).
25. 8 comments were received regarding residents of Oxford Road, which backs on to Lucky Lane. Lucky Lane currently has a No Waiting at Any Time restriction throughout, on both sides.
26. Gatteridge Street was referenced in 3 comments, with one requesting that it is made one-way and 2 suggesting that it should have residents parking.
27. A local Estate Agent emailed during the consultation period to say that the introduction of permit parking will create significant logistical challenges for both our staff and clients, many of whom will now be unable to park conveniently near the properties they are visiting. They would like solutions such as designated parking spots or an exemption for business-related parking.

Officer response:

28. There was a mixed level of support for the individual elements of the proposed scheme, with on-line feedback demonstrating that there is strong feeling around the issues of parking in Banbury.
29. The proposals have been designed in response to feedback received from residents and the informal consultation conducted in November 2024. Of the responses submitted via the online consultation platform, 31 expressed support, 29 indicated partial support or raised concerns, 37 registered objections, and 2 stated no objection or offered no opinion.

30. It is important to note that certain areas received a greater volume of feedback during the informal consultation stage compared to the formal statutory stage. This is often attributable to individuals choosing not to participate in the statutory consultation, having already expressed their views during the earlier phase.
31. Where informal consultations have been undertaken prior to a statutory consultation, there is a potential bias towards objections at the second stage, as those that object will likely continue to oppose a scheme, whereas residents who have given initial support may not feel the need to respond further to new consultations.
32. The standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by cabinet to cover the costs to run the schemes. Residents are not obliged to purchase a permit and have the option to park outside of the scheme.
33. The general operating principles that would apply for the permit scheme were outlined in the consultation letter sent to 1,670 properties. Details on applying for a permit can also be found on our 'Resident parking permits' webpage.
34. When considering options to manage on-street parking, there is often concern about the impact that this can have on the economy of town centres and that any increase in the types of control may discourage visitors to the town centre and reduce trade for businesses. However, there is no direct evidence that this is the case and careful kerbside management has proven to support parking for local retail centres in Oxfordshire including Abingdon, Wallingford and Henley-on-Thames. We are recommending Shared-use Permit holders or general 2 hours waiting on Broad Street, Dashwood Road, St John's Road, Britannia Road, Amos Court and Old Parr Close to provide additional options for users.
35. We believe the overall capacity for the permit system will be sufficient. The capacity will be closely monitored through parking beat surveys and the uptake of permits with a full review of the scheme taking place approximately 12 months after implementation. Additionally, we have proposed removing waiting restrictions and adding parking bays in Marlborough Road to further enhance the scheme's effectiveness.
36. The potential displacement resulting from any new parking control measures is a legitimate concern. Should the proposals be implemented, further consideration will be given to additional or reduced restrictions if issues arise. If the scheme is approved, officers will conduct pre-and post-implementation parking beat surveys to identify areas where further measures may be beneficial.

37. Consultation letters were mailed to approximately 1,670 properties on 2nd July. In addition to this, Notices were put up in all areas of the proposed scheme on 3rd July. The consultation ran for 4 weeks.

38. Planning decisions are not within the scope of this scheme.

39. Following analysis of the consultation feedback, it was identified that residents of St John's Place, South Bar Street, and Nos. 1 to 49A Oxford Road—whose properties back onto Lucky Lane—should be included within the eligibility criteria for Residents' and Visitors' Parking Permits in the 'Banbury Centre South' zone (Recommendation I). This recommendation reflects the fact that many of these residents lack access to off-street parking and currently rely on neighbouring streets for parking

40. Amendments to existing traffic schemes fall outside the scope of this consultation. Gatteridge Street currently operates as a busy two-way carriageway and is not deemed sufficiently wide enough to support the installation of parking bays on either side.

41. While it is understandable that estate agents operating in Banbury may wish to park in close proximity to the properties they are visiting, this can conflict with the needs and expectations of local residents. Multiple public car parks are available within a 10-minute walk of the scheme's outer boundary, and proposals are in place to introduce shared-use permit holder or limited-time parking bays throughout the area. At present, there are no plans to introduce business permits. However, should the scheme be implemented, it will be subject to monitoring, with a full review scheduled approximately 12 months after implementation. If the review indicates sufficient capacity, the inclusion of business permits will be considered.

42. The Close Nursery School was referenced by 6 respondents throughout the survey. The nursery has access points on both Prospect Road and Old Parr Close. It is essential that parents are able to drop off and collect their children safely. We recommend that 'Residents permit holders parking only' on all days at all times with an amendment to include Shared-use Permit holders or general 1 hour waiting No return within 1 hour' bays outside the rear of The Close Nursery (Recommendation h) as detailed in the plan on **Annex 5** is approved.

b) Albert Street – Introduction of 'Residents permit holders parking only' area, introduction of a time restriction on the Disabled Persons Parking Place and introduction of 'No Waiting at Any Time' parking restrictions (Double yellow lines)

43. Some comments supported the introduction of residents permit holders parking only (3 comments). However, there is a concern about the lack of mention of visitor permits for residents to give to tradesmen, family, and

friends, with a suggestion that each household should be allowed to purchase a number of visitor permits each year (2 comments).

44. There was a concern about the impact on charity volunteers, who may have nowhere close to park (1 comment). There is a suggestion that disabled parking on Albert Street should not be time-restricted and should be available to disabled drivers 24 hours a day (1 comment).
45. Another comment mentions that the current parking situation works well and that the proposed changes will worsen it significantly, with residents expected to pay for the new system (1 comment). There is also a concern about the availability of parking bays, particularly on Albert Street, with more cars than bays, especially if the permits are street-specific (1 comment).
46. A comment was received from a resident of High Street. They regularly park on Albert Street and if the scheme goes ahead, they will be unable to park here.

Officer response:

47. The response to the Albert Street proposals is mixed. When looking at the responses from residents of Albert Street for 'Resident permit holders only' bays, 4 were in support, 1 objected and 1 had no objection/1 opinion. For the introduction of a time restriction (Monday to Saturday, 8am-6pm) on the Disabled Persons Parking Places 2 residents of Albert Street supported, 3 object and 1 partially supported/with concerns. 4 residents support the introduction of 'No Waiting at Any Time' parking restrictions.
48. The consultation letter, circulated to 1,670 properties included the permit scheme operating principles with a section on visitor and contractor permits. Visitors permits for residents aged 70 or over will be free of charge, for other residents the first block of 25 visitors permits will be free and the second block will be £31.50 - with a maximum of 50 per annum. Contractors may apply for a permit to use a resident's parking place at a charge of £31.50 for any period not exceeding a week. The public notice, included in the online consultation documents, also gave this information.
49. To accommodate other users, including charity volunteers, it has been proposed to introduce pay and display parking on George Street. Additionally, there is a proposal to implement time restrictions on the Disabled Persons Parking Places on Albert Street. Both measures aim to provide convenient parking options nearby, available between 6pm and 8am.
50. We believe the overall capacity for the permit system will be sufficient. The capacity will be closely monitored through parking beat surveys and the uptake of permits with a full review of the scheme taking place approximately 12 months after implementation.

51. Residents of High Street will not be eligible for the Banbury Centre South (BCS) permit scheme, however, may be eligible to apply to Cherwell District Council to purchase a season ticket to park in the off-street car parks.

c) Amos Court – Introduction of ‘Residents permit holders parking only’ area.

52. There are (2 comments) comments of support for resident permit parking. Concerns were raised about Amos Court supported living for the elderly (3 comments). There is a suggestion to consider permits for those who work within the proposed residents-only areas, such as contractors, staff, and cleaners, as the limit on visitor permits could be an issue (2 comments). Additionally, there is a concern that vehicles will start parking in the nearby Jubilee Court car park (1 comment).

Officer response:

53. 3 residents of Amos Court responded to the formal consultation. Of these, 1 supported whilst 2 partially supported/with concerns.
54. Concerns raised during the consultation regarding contractor and visitor access to Amos Court have been acknowledged. In response, the proposal has been amended to reduce the extent of the originally proposed ‘No Waiting at Any Time’ (double yellow line) restrictions and to introduce shared-use bays outside Nos. 22–31. These bays will operate as either ‘Permit Holders Only’ or allow general parking for up to two hours with no return within one hour, as outlined in Recommendation g) and the revised plan in **Annex 5**. Additionally, the proposed shared-use permit bays on neighbouring Britannia Road will further offer parking options for users in the area.
55. It is understandable that staff working in Banbury will want to park as close as possible to their place of work. However, this can be counterintuitive to the needs and demands of residents. There are 11 car parks listed within a 10-minute walk of Amos Court along with the option of using the proposed shared use bays in Amos Court and Britannia Road.
56. Oxfordshire County Council has no control over the use of Jubilee Court car park however, the scheme will be closely monitored through parking beat surveys and the uptake of permits with a full review taking place approximately 12 months after implementation.

d) Ashby Court – Introduction of ‘Residents permit holders parking only’ area.

57. One comment was received regarding Ashby Court. The respondent generally supported the proposal but raised concerns that the existing Keep Clear marking was not on the plans. They would like the existing double yellow lines repainted.

Officer response:

58. Historically cars have parked on the south side of Ashby Court which has not caused a problem for access, either along the road or at private drives. Under the proposals we recommended that double yellow lines are retained on the north side and in the turning head, but restrictions are relaxed on the south side to allow permit holders to park as per recommendation i) and the plan detailed in **Annex 5**

e) Beargarden Road – Formalisation of the existing waiting restrictions (Double Yellow Lines)

59. No comments were received regarding Beargarden Road.

f) Bolton Road – Introduction of ‘No Waiting at Any Time’ parking restrictions (Double yellow lines).

60. No comments were received regarding Bolton Road.

g) Britannia Road – Introduction of ‘Residents permit holders parking only’ area, Introduction of ‘Residents permit holders parking only’ bays, introduction of ‘Shared-use Permit holders or 2 hours and introduction of ‘No Waiting at Any Time’ parking restrictions (Double yellow lines).

61. 3 comments state that residents of Britannia Road should not have to pay for parking. There is concern regarding visitors and carers to Spencer Court, Britannia Road (2 comments). One respondent mentions that there is no issue currently, particularly on Britannia Road, and that this is a way for the council to make money (1 comment). Additionally, there are concerns about delivery to Spencer Court, Britannia Road (1 comment).

62. An additional comment explained that Spencer Court has a cleaner for 10 properties. The resident is concerned about their welfare if they have to walk far in a cold winter. Could the car park behind Spencer Court be used?

Officer response:

63. Feedback from residents of Britannia Road, particularly those from Spencer Court, revealed mixed views on the proposed parking measures. Regarding the introduction of a 'Residents Permit Holders Parking Only' area, 4 residents objected and 3 expressed partial support with concerns. For the specific 'Residents Permit Holders Parking Only' parking bays, 4 residents objected, 2 partially supported with concerns, and 1 had no objection or opinion. The proposal for 'Shared-Use Permit Holders or 2 Hours' parking bays received 2 votes of support, 2 objections, and 3 partial supports with concerns. In relation to the 'No Waiting at Any Time' restriction (double yellow lines), 1 resident supported the measure, 5 objected, and 1 expressed partial support with concerns.
64. The standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by cabinet to cover the costs to run the schemes. Residents are not obliged to purchase a permit and have the option to park outside of the scheme.
65. Visitors permits for residents aged 70 or over will be free of charge, for other residents the first block of 25 visitors permits will be free and the second block will be £31.50 - with a maximum of 50 per annum. Permits will be available for registered carers and healthcare workers.
66. Delivery drivers will be able park as usual, providing they are actively loading or unloading.
67. The car park behind Spencer Court (Windsor Street) is maintained by Cherwell District Council, we are not able to comment on its usage.
68. There are 11 car parks listed within a 10-minute walk of Amos Court along with the option of using the proposed shared use bays in Amos Court and Britannia Road.
69. Comments regarding permit payment and unnecessary restrictions have been addressed in section a) General feedback to the proposals.

h) Broad Street – Introduction of 'Residents permit holders parking only' bays, introduction of 'Shared-use Permit holders or 2 hours and introduction of 'No Waiting at Any Time' parking restrictions (Double yellow lines).

70. 4 comments received from residents and a business. 3 residents in support of the proposals with 1 requesting a 20mph speed limit also.

71. The comment received from the business states that they work regularly in properties on many of the roads listed in the scheme. There is a concern that requesting contractor permits would pass the additional cost on to the client.

72. The business would like to be able to apply for business permits.

Officer response:

73. 3 residents of Broad Street participated in the formal consultation. Of these, 2 supported and 1 partially supported/with concerns the introduction of 'Residents Permit Holders Parking Only' bays. Regarding the proposed 'Shared-Use Permit Holders or 2 Hours' parking bays, 1 resident expressed support, 1 objected, and one provided partial support with concerns. For the 'No Waiting at Any Time' restrictions (double yellow lines), 1 resident supported the measure, 1 objected, and 1 had no objection or offered no opinion.

74. Comments of support are noted. The introduction of a 20mph speed limit is not within the scope of this consultation, however the request will be passed to the relevant team.

75. Throughout the scheme area there are shared use bays and public car parks. Resident permit holder will also be able to use a visitors permit to facilitate visits.

76. At present, there are no plans to introduce business permits. However, should the scheme be implemented, it will be subject to monitoring, with a full review scheduled approximately 12 months after implementation. If the review indicates sufficient capacity, the inclusion of business permits will be considered.

i) Calthorpe Road – Introduction of 'Residents permit holders parking only' bays and introduction of 'No Waiting at Any Time' parking restrictions (Double yellow lines).

77. 2 respondents provided comments on the proposals for Calthorpe Road. 1 resident expressed the view that there are currently no parking issues in the area. Additional concerns raised included the financial and social implications of the scheme (1 comment), the belief that residents should not be required to pay for a permit (1 comment), and the potential impact on food deliveries should 'No Waiting at Any Time' restrictions be introduced (1 comment).

Officer response:

78. Comments regarding permit payment and unnecessary restrictions have been addressed in section a) General feedback to the proposals.

79. Residents will be able to apply visitor permits to accommodate guests. Visitors permits for residents aged 70 or over will be free of charge, for other residents the first block of 25 visitors permits will be free and the second block will be £31.50 - with a maximum of 50 per annum.

80. Delivery drivers will be able park as usual, providing they are actively loading or unloading.

j) Calthorpe Street – Introduction of ‘Pay and Display’ parking bays.

81. Overall response illustrated in the charts provided in **Annex 2**.

82. 2 respondents provided the following comments on the proposals for Calthorpe Street. The Counting House, Calthorpe Street should be included in the eligibility area (1 comment), there should not be any parking bays outside of the flats to prevent pollution and noise (1 comment), and the belief that the scheme is just for generating revenue (1 comment).

Officer response:

83. 2 objections were received from residents in Calthorpe Street.

84. At present, there are no plans to extend the proposed eligibility area of the Banbury Centre South (BCS) scheme to include Calthorpe Street. However, should the scheme be implemented, it will be subject to monitoring, with a full review scheduled approximately 12 months after implementation. If the review indicates sufficient capacity, the inclusion of additional addresses will be considered.

85. The comment regarding permit revenue has been addressed in section a) General feedback to the proposals.

86. The proposed introduction of pay and display parking bays, replacing existing double yellow lines, is intended to offer users additional parking options. It is not anticipated that this change will result in increased pollution levels, as the current situation already involves vehicles stopping in the area and blue badge holders can legitimately park on the double yellow lines.

k) Dashwood Road – Introduction of ‘Residents permit holders parking only’ bays, introduction of ‘Shared-use Permit holders or 2 hours and introduction of ‘No Waiting at Any Time’ parking restrictions (Double yellow lines).

87. 3 respondents provided feedback during the consultation with 4 main points being made. There is concern that double yellow lines would prevent residents from pulling up and unloading shopping before moving their car (1 comment). Resident permits should not be issued to houses with off-road parking as there will not be enough capacity (1 comment). Residents should not have to pay to park outside their houses (1 comment). There are concerns that vehicles will

move into private car parks such as those at the church, nursing home, and flats, and there are questions about what will be done to mitigate this (1 comment).

Officer response:

- 88.3 residents of Dashwood Road participated in the formal consultation. Of these, 1 objected and 1 partially supported/with concerns the introduction of 'Residents Permit Holders Parking Only' bays. Regarding the proposed 'Shared-Use Permit Holders or 2 Hours' parking bays, 1 supported 1 objected, and 1 provided partial support with concerns. For the 'No Waiting at Any Time' restrictions (double yellow lines), 1 resident objected to the measure, 1 had no objection partially supported/with concerns. 1 resident provided the response via email and was generally supportive.
89. Dashwood Road received a greater number of objections than expressions of support regarding the proposed 'No Waiting at Any Time' restriction (double yellow lines). Due to the limited road width, it is not feasible to accommodate additional parking bays on the opposite side of the road when implementing 'residents permit holders only' parking. The inclusion of double yellow lines is essential to ensure safe and unobstructed carriageway access.
90. The 'No Waiting at Any Time' restriction permits vehicles to load and unload as necessary. Dashwood Terrace is included within the proposed eligibility area for the Banbury Centre South (BCS) permit scheme.
91. All residential properties located within the scheme's eligibility area will be able to apply for parking permits. Based on previous experience, residents with access to off-street parking typically choose not to apply. The scheme will be closely monitored following implementation to ensure that permit capacity remains sufficient and appropriately managed.
92. The comment regarding permit payment has been addressed in section a) General feedback to the proposals.
93. Oxfordshire County Council has no control over the use of car parks on private property; however, the scheme will be closely monitored through parking beat surveys and the uptake of permits with a full review taking place approximately 12 months after implementation.

l) Fairview Road – Introduction of 'Residents permit holders parking only' area.

- 94.9 comments were received via the online consultation with a further 7 emails being received from 6 respondents. 2 emails were duplications of survey responses.
95. There is a strong sentiment that the scheme is trying to fix a problem that does not exist (10 comments).

96. Residents believe that the scheme is simply a money-grabbing or stealth tax initiative (2 comments) and there is a consensus that the scheme is a waste of time and money (2 comments). There is objection to paying to park on their own street (2 comments) and questions about how the scheme would be policed and its cost to taxpayers are also raised (2 comments).
97. The narrowness of the road was referenced, with concern that it would be too narrow for a permit parking area (2 comments).
98. Other concerns include the potential inconvenience to elderly residents who require frequent visits from family and carers (1 comment), and a question about whether residents with off-street parking would still need a permit (1 comment).
99. There are concerns about the lack of resident consultation during the informal consultation phase. (2 comments).
100. There was some support for the scheme with comments mentioning horrendous parking issues Fairview Road and long standing problematic parking in the area (2 comments). Another comment stated that the respondent objects to the scheme, however, would like for the possibility of considering Fairview Road again in the future, should parking become a problem.

Officer response:

101. 8 residents of Fairview Road responded to the online consultation. Of these, 5 objected, 1 supported whilst 2 partially supported/with concerns.
102. In permit parking areas, designated bays are not typically introduced, as residents generally park considerately and do not obstruct their neighbours. As a result, the width of the road is less critical in these circumstances.
103. Fairview Road residents were sent informal consultation letters on 2 August 2024, with the consultation running until 6 September 2024. 5 residents of Fairview Road responded.
104. Permits are not necessary for those parking off street on private property.
105. Due to strong feedback from residents indicating that there are no significant parking issues on Fairview Road, it is recommended that this road be excluded from the proposed permit scheme area, as outlined in paragraph j of the recommendations. Should a scheme in Fairview Road become necessary in the future it would be subject to a new consultation.

m) George Street – Introduction of "Pay and Display" parking bays

106. 1 comment was received relating to the George Street proposal. The respondent was concerned that George Street is too narrow for parking of any sort.

Officer response:

107. Whilst developing the proposals, modelling was undertaken to track the movements of different size vehicles, including buses around the proposed locations for parking bays and assessments showed that there was sufficient width for vehicles of all types to safely pass.

n) Grosvenor Road – Introduction of ‘Residents permit holders parking only’ area.

108. A total of 9 comments specifically concerning Grosvenor Road were submitted via the online consultation survey, supplemented by 2 additional email responses. 1 of the emails duplicated a submission already made through the online survey.

109. Several respondents indicated that parking on Grosvenor Road is not currently problematic (3 comments). Concerns were raised about the potential introduction of paid parking outside residential properties (3 comments), with 1 respondent highlighting the disproportionate impact on lower-income households. Additionally, (2 comments) noted that resident parking permits do not guarantee a parking space, and 1 respondent requested clarification on the geographical extent of the permit zone (1 comment).

110. 2 respondents expressed a preference for clearly marked resident parking bays (2 comments), while another suggested that restrictions should apply between 8am and 6pm (1 comment). 1 respondent also highlighted the omission of existing double yellow lines, emphasising their importance for maintaining access and ensuring road safety (1 comment).

111. 1 respondent raised concerns about parking capacity (1 comment). Another expressed dissatisfaction at not being included in the earlier informal consultation (1 comment). A further respondent acknowledged the usefulness of the consultation letters sent to residents and businesses, but noted that some individuals had not received them, and others may have been unaware that the letter contained a link to the online survey (1 comment).

Officer response:

112. 9 residents of Grosvenor Road responded to the online survey with 6 objecting, 2 supporting and 1 partially supporting with concerns.

113. During the scheme design process, consideration was given to the potential displacement of vehicles within the area. As a result, Grosvenor Road was included in the proposed scheme. At the informal consultation stage, 8 out of 10 responding residents expressed strong support for the introduction of a controlled parking scheme.

114. Comments regarding permit payments and capacity have been addressed in the section a) General Feedback to the proposals.

115. In permit parking areas, designated bays are not typically introduced, as residents generally park considerately and do not obstruct their neighbours. If introduced, the scheme will be monitored, with a full review taking place approximately 12 months after implementation. At this point we will be able to make any changes as necessary.

116. At both the informal and formal stages of the consultation, letters were distributed to approximately 1,670 households, including every address on Grosvenor Road. We regret that some potential respondents may not have received a letter.

117. It is acknowledged that the existing double yellow lines should be retained to preserve access and uphold road safety standards. We are recommending introducing 'Residents permit holders parking only' on all days at all times with an amendment to retain existing No Waiting at Any Time restrictions (Double Yellow Lines) as per recommendation i) and the plan detailed in **Annex 5**.

o) Grove Street – Introduction of 'Residents permit holders parking only' area.

118. 2 comments were received relating to the proposals on Grove Street.

119. 1 respondent has concerns about permits in relation to having both a personal and company car. 1 respondent is strongly in support of the proposal.

Officer response:

120. 3 residents of Grove Street responded to the online survey. Of these, 1 supported the proposal, 1 partially supported with concerns whilst 1 had no objection/no opinion.

121. Under the rules of the permit scheme, residents are only permitted to have one residents permit in their name. This can be a vehicle associated with their work or business but evidence is required from the employer to demonstrate that it is kept at the property. Where a resident has a personal vehicle and a works vehicle they have the option of transferring the keepers details to another person or seeking alternative parking nearby, e.g district council car parks.

p) High Street – Introduction of 'Pay and Display' parking bays.

122. **No comments** were received regarding High Street and no residents completed the consultation survey.

q) Marlborough Place – Introduction of ‘Residents permit holders parking only’ bays.

123.5 comments were received relating to Marlborough Place. Of these, 2 were duplicates of another comment.

124. Respondents expressed support for the proposals (3 comments), with one requesting assurance that the parking restrictions will be effectively enforced, noting that enforcement is currently insufficient.

125. There are concerns regarding parking capacity, it is believed that current demand from residents already exceeds the available space on the street (2 comments).

Officer response:

126. 5 responses were received from residents of Marlborough Place. 3 residents support the introduction of ‘Resident permit holders parking’ bays and 2 object. The addition of No waiting at Any Time restrictions saw 2 supporting with 3 objecting.

127. Comments of support are noted.

128. There is currently an embargo on enforcement in Marlborough Place, which has 4-hour parking bays (Mon-Sat, 8am-6pm no return within 1 hour) and No Waiting (Mon-Sat, 8am-6pm). If the scheme were to be approved, enforcement would be undertaken by our current provider Trellint who will work with officers at the county council to ensure that adequate coverage of the restrictions would be provided. Where new restrictions are introduced, it's typical that a higher level of enforcement is provided in the initial months of the scheme, both in terms of providing visibility, but also to drive compliance with the restrictions.

129. We believe the overall capacity for the permit system will be sufficient. The capacity will be closely monitored through parking beat surveys and the uptake of permits with a full review of the scheme taking place approximately 12 months after implementation. Additionally, we have removed waiting restrictions and added parking bays in nearby Marlborough Road to further enhance the scheme's effectiveness.

r) Marlborough Road – Introduction of ‘Residents permit holders parking only’ bays.

130. No comments were received regarding Marlborough Road.

s) Newland Place – Introduction of ‘Residents permit holders parking only’ area.

131. One comment of support received. Comment noted.

t) Newland Road – Introduction of ‘Residents permit holders parking only’ area and introduction of ‘No Waiting at Any Time’ parking restrictions (Double yellow lines)..

132. 3 comments were received for Newland Road from 2 respondents.

133. 1 respondent is in support of residents permits however thinks that parking should be free for 2 hours in the centre of Banbury.

134. 1 respondent objects to being asked to pay to park outside their home and states that no enforcement of parking currently exists so they are unsure what they would be paying for.

Officer response:

135. 2 residents of Newland Road responded to the online consultation survey. Of these, 1 supported resident permit holder parking bays whilst 1 objected. With regards to the proposed No Waiting at Any Time restriction, 1 objected and 1 supported with concerns.

136. Comment of support is noted. Charging for parking is a useful tool to make people think about their travel choices, payment is used to maintain the car parks. Off street car parks, run and operated by the District Council are outside of the scope of this consultation.

137. Comments regarding permit payments have been addressed in the section a) General Feedback to the proposals.

138. If the scheme were to be approved, enforcement would be undertaken by our current provider Trellint who will work with officers at the county council to ensure that adequate coverage of the restrictions would be provided. Where new restrictions are introduced, it's typical that a higher level of enforcement is provided in the initial months of the scheme, both in terms of providing visibility, but also to drive compliance with the restrictions.

s) Old Parr Close – Introduction of ‘Residents permit holders parking only’ area

139. 12 comments were received by 8 respondents. There was support for the scheme (3 comments) but concern that vehicles would move into private car parks (2 comments).

140. Some respondents state that permits are a way to raise money and don't feel they should have to pay to park (3 comments). 2 respondents also indicate that there is no problem with parking currently. A further comment was received suggesting that double yellow lines at strategic points would be preferable to a residents parking area. Another comment suggested that double yellow lines should be extended at the junction with Old Parr Road to allow safe visibility.

Officer response:

141. 7 responses were received from residents of Old Parr Close. 3 respondents supported the proposal, 3 objected and 1 partially supported with concerns.

142. Comments regarding permit payments have been addressed in the section a) General Feedback to the proposals.

143. Vehicles moving into private car parks is a valid concern. Whilst Oxfordshire County Council has no control over the use of car parks on private property, the scheme will be closely monitored through parking beat surveys and the uptake of permits with a full review taking place approximately 12 months after implementation.

144. As per paragraph 43 of section a) General Feedback to the proposals, we recommend that 'Residents permit holders parking only' on all days at all times with an amendment to include Shared-use Permit holders or general 1 hour waiting No return within 1 hour' bays outside the rear of The Close Nursery (recommendation h) and to extend the No Waiting at Any Time restriction at the junction with Old Parr Road as detailed in the plan on **Annex 5** is approved.

t) Old Parr Road – Introduction of 'Residents permit holders parking only' area, introduction of "Residents permit holders parking only' bays and introduction of 'No Waiting at Any Time' parking restrictions (Double yellow lines).

145. Comments were received by 3 respondents for Old Parr Road. 1 respondent was supportive; another referenced the need to keep single yellow line parking in the evenings to act as a traffic calming solution. Another respondent was in objection.

146. A local care provider submitted feedback expressing concerns about the implications of parking restrictions on staff, employers, and visitors. They indicated a desire for more direct engagement during the consultation process

and have requested the publication of an Equality Impact Assessment (EQIA). Additionally, they would like the introduction of exemptions to restrictions for regulated care homes, or a dedicated permit scheme tailored to multi-resident care facilities.

Officer response:

147. If implemented, the scheme will be subject to ongoing monitoring. Should any issues relate to speeding traffic arise, they will be assessed accordingly.

148. Permits for employers and staff – Where businesses operate and employ staff the council has a strict policy not to allow concessions to allow staff to park outside their place of work as it would undermine the principles of the scheme in place.

149. Impact on visitors – In the immediate vicinity, there are few options to provide dedicated short stay parking for visitors, however if the scheme is approved officers would continue to monitor parking in the area and consider amendments as required. It should be noted that care homes operating in the area do have access to their own off-street parking and it is for them to determine how this is managed. Blue badge holders are able to park in resident permit parking only bays and areas for an unlimited time. They are also able to park for a maximum of 3 hours on double yellow lines.

150. The EQIA was undertaken and is published alongside this report.

151. Where councils make changes to traffic regulations they are required to publish notices in the local press and on site. In addition to this, the council has written to 1,670 properties within the area to inform them of the proposals and invite the opportunity to comment. Further information was available online throughout the consultation period and officers were contactable to provide further details if required. Officers believe that the consultation meets the requirements for this type of amendment and a fair and robust consultation has taken place.

152. Given the central location close to Banbury Town, there are increased transport options for staff, visitors and tradespeople including use of off street car parking, limited waiting on street and public transport.

u) Prospect Road – Introduction of ‘Residents permit holders parking only’ bays and introduction of ‘No Waiting at Any Time’ parking restrictions (Double yellow lines).

153. 14 comments were received from 8 respondents. Some respondents expressed support for the scheme (3 comments) with one adding that they would like to see increased parking provision. This comment was echoed by another respondent stating there is no guarantee that parking near properties will be possible, as any person with a BCS permit can park throughout the area.

154. Concerns have been raised regarding the drop-off and pick-up arrangements at the Nursery School (2 comments) whilst another comment mentions that a household has three vehicles, including two personal cars and one work van so they would like to see an increase in the number of permits allowed per person.
155. One respondent would like the cost of permits to be reduced (1 comment) and another respondent suggests the need for traffic calming measures. (1 comment).
156. One respondent perceives the scheme as damaging to local businesses and community vitality. They attribute parking congestion to irresponsible planning decisions. The respondent feels residents will be penalised by having to pay to host visitors, with only 50 permits available, which they believe will restrict social lives. The respondent also feels that the consultation period was inadequate and unfair due to it taking place during the summer holiday season.

Officer response:

157. The online consultation survey received responses from 8 residents. Of those responding, 6 supported the proposals, 1 partially supported with concerns and 1 objected. A further objection was received via email.
158. During the informal consultation in November 2024, we received feedback from 10 residents of Prospect Road. Of these, 9 supported the idea of a controlled parking zone and 1 objected.
159. Comments regarding permit payments, capacity, the effect on local businesses, the consultation and planning decisions have been addressed in the section a) General Feedback to the proposals. Regarding the specific concern about the timing of the consultation, the feedback has been noted, and we will aim to improve the timing of future consultations accordingly.
160. Under the rules of the permit scheme, residents are only permitted to have one residents permit in their name. This can be a vehicle associated with their work or business, but evidence is required from the employer to demonstrate that it is kept at the property. Where a resident has a personal vehicle and a works vehicle, they have the option of transferring the keepers details to another person or seeking alternative parking nearby, e.g district council car parks.
161. Comments regarding The Close Nursery School have been noted. To support safe drop-off and pick-up arrangements, we are proposing an amendment to the plans for Old Parr Close. This includes the introduction of shared-use bays (designated for either permit holders or general parking limited to 1 hour with no return within 1 hour) outside the rear entrance of The Close Nursery School. This proposal is outlined under recommendation h and detailed in the plan provided in **Annex 5**.

162. Traffic calming schemes are beyond the scope of this consultation. The comment will be passed to the relevant team.

v) St John's Road – Introduction of 'Residents permit holders parking only' bays, introduction of 'Shared-use Permit holders or 2 hours and introduction of 'No Waiting at Any Time' parking restrictions (Double yellow lines).

163. 6 comments were received from 6 respondents. Of these comments, there is some support for the proposals (4 comments). One respondent supports the scheme but suggests that free permits should be available for anyone at State Pension age, not just those aged 70 and above. (1 comment)

164. There is a concern that the scheme will put parking pressure on areas outside of the scheme or unrestricted areas. (1 comment)

Officer response:

165. 6 residents of St John's Road participated in the formal consultation. Of these, 5 supported and 1 objected the introduction of 'Residents Permit Holders Parking Only' bays. Regarding the proposed 'Shared-Use Permit Holders or 2 Hours' parking bays, 3 supported, 2 objected, and 1 had no objection/no opinion. For the 'No Waiting at Any Time' restrictions (double yellow lines), 2 residents supported the measures and 4 objected.

166. St John's Road received a greater number of objections than expressions of support regarding the proposed 'No Waiting at Any Time' restriction (double yellow lines). Due to the limited road width, it is not feasible to accommodate parking on the opposite side of the road when implementing 'residents permit holders only' parking. The inclusion of double yellow lines is essential to ensure safe and unobstructed carriageway access.

167. Charges for permits are set annually by the County Councils cabinet. Currently there are no plans to offer free parking permits to residents over state pension age, but there may be plans in the future to review the wider policies for permit schemes.

168. The potential displacement resulting from any new parking control measures is a legitimate concern. Should the proposals be implemented, further consideration will be given to additional or reduced restrictions if issues arise. If the scheme is approved, officers will conduct pre-and post-implementation parking beat surveys to identify areas where further measures may be beneficial.

w) West Bar Street – proposed amendment of the location of the Disabled Persons Parking Place and removal of 30m of existing

parking bays and introduction of waiting restrictions (Double yellow lines).

169. No comments were received referring to West Bar Street.

Monitoring and Evaluation

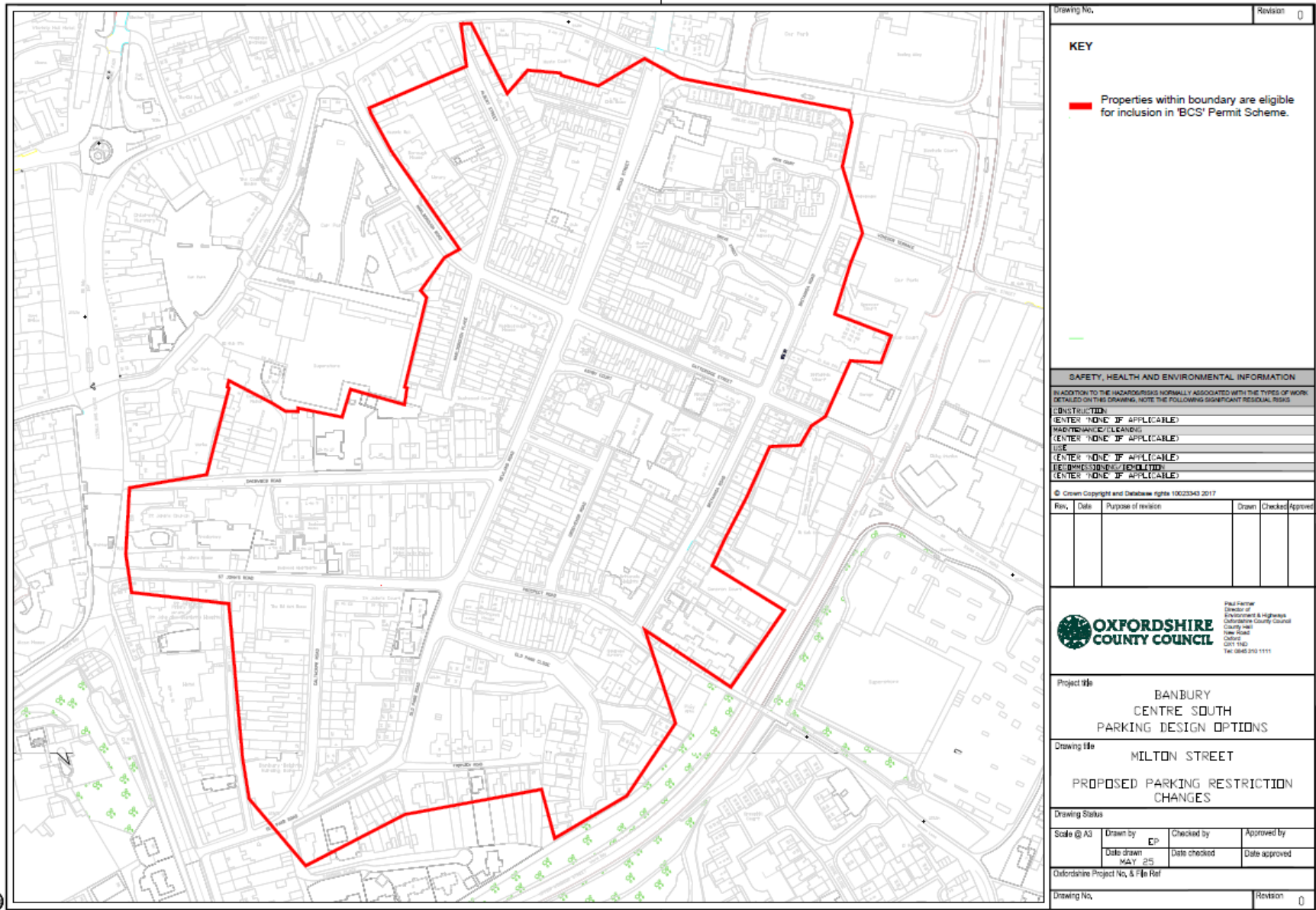
170. It is suggested that if approved, a review of the scheme is carried out approximately 12 months after implementation.

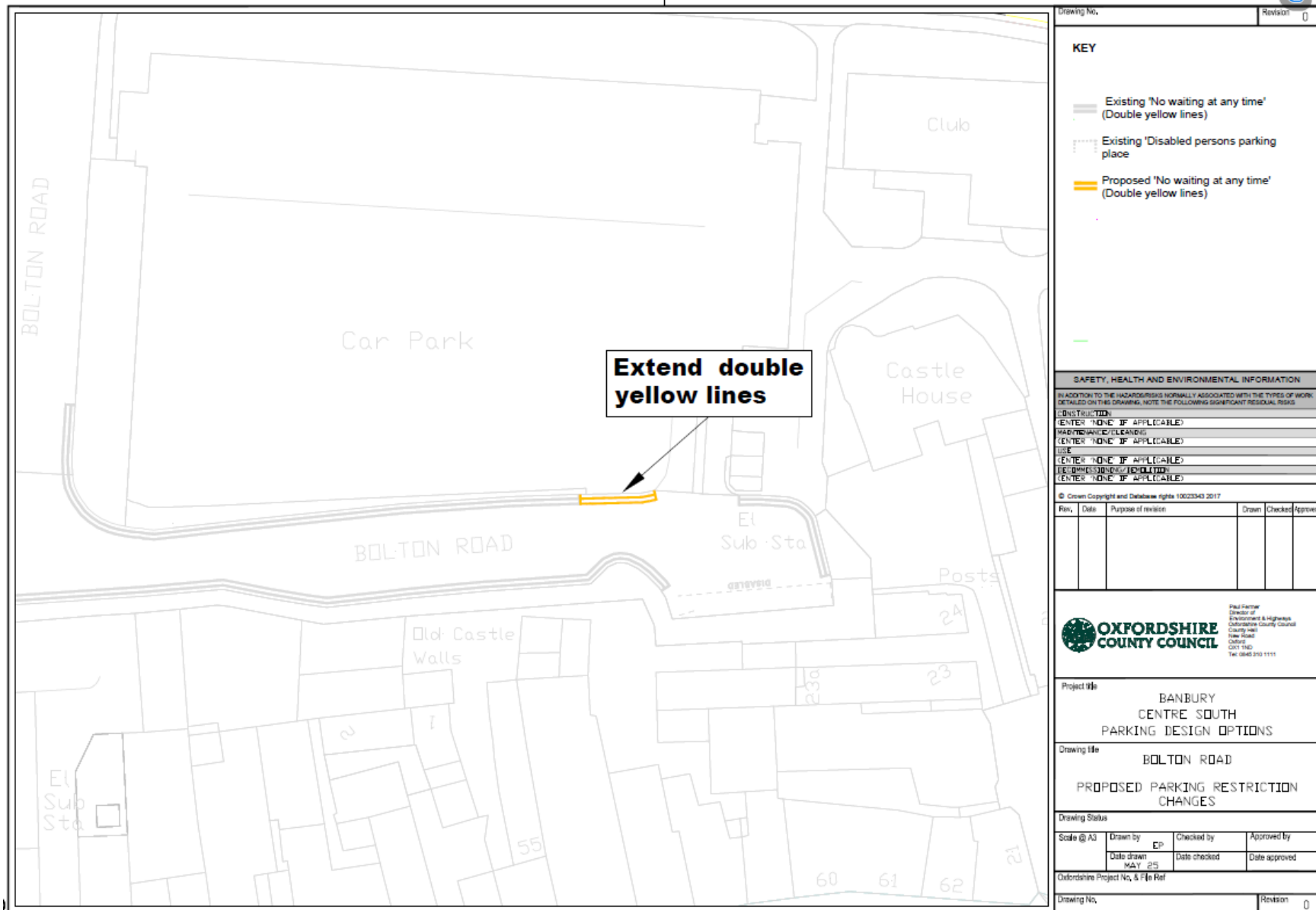
Paul Fermer
Director of Environment and Highways

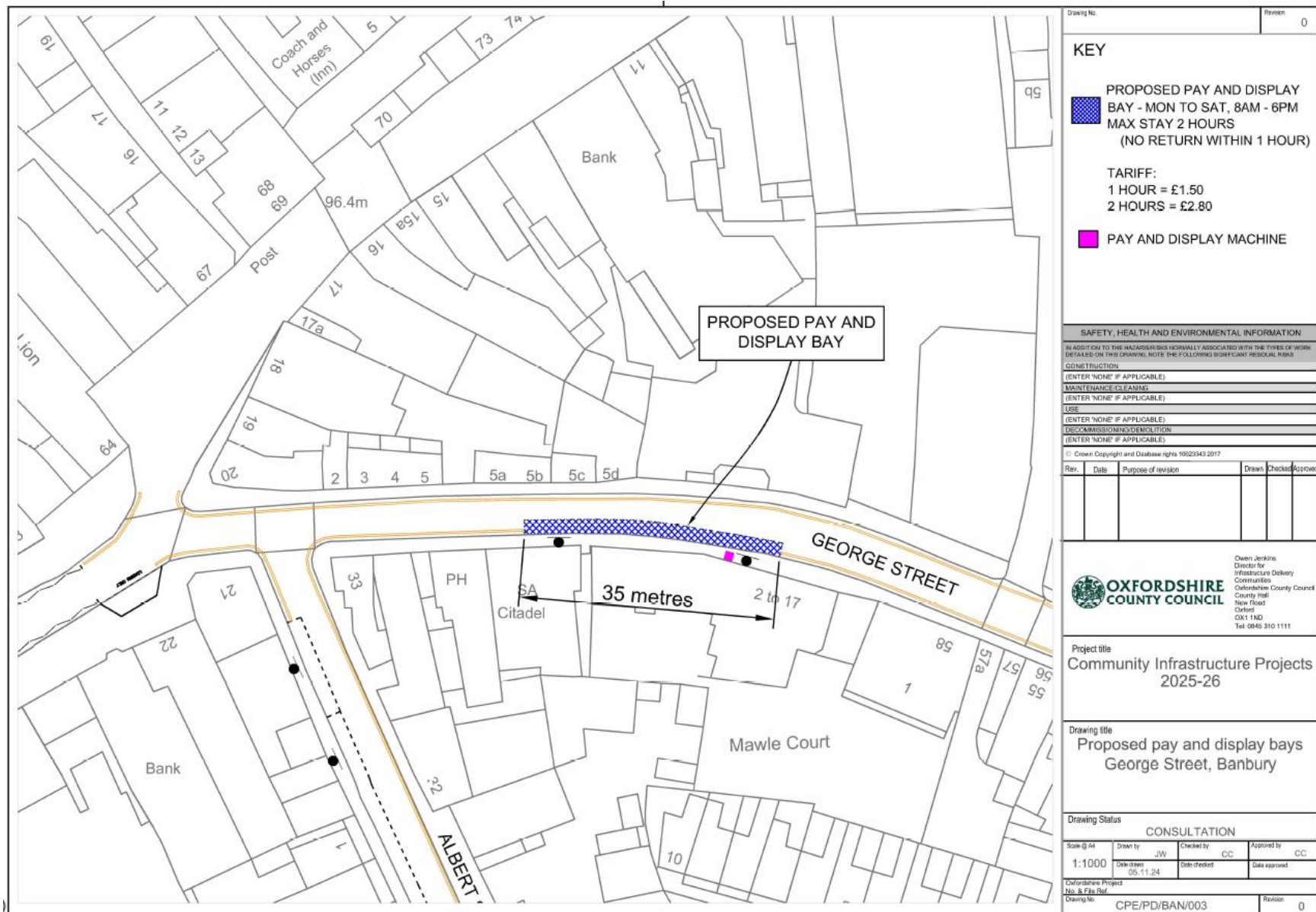
Annexes	Annex 1: Consultation plans
	Annex 2: Response charts
	Annex 3 (<i>separate document</i>): Consultation responses
	Annex 4: Response summary tables
	Annex 5: Amended proposal plans
	Annex 6 (<i>separate document</i>): Equality Impact Assessment

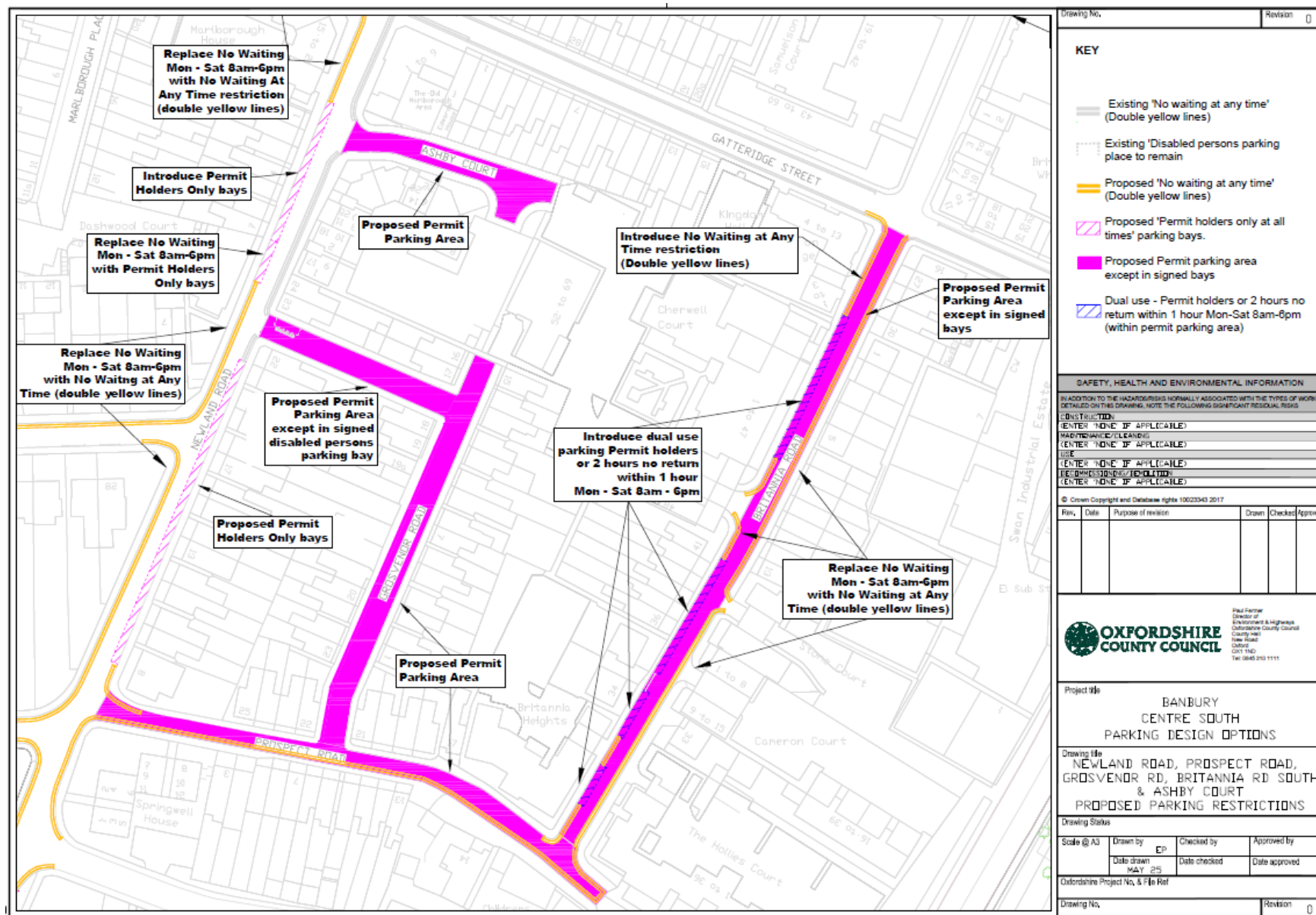
Contact Officers:	Emma Palmer (Senior Officer – TRO and Schemes, West and Cherwell)
	James Whiting (Team Leader – TRO and Schemes)

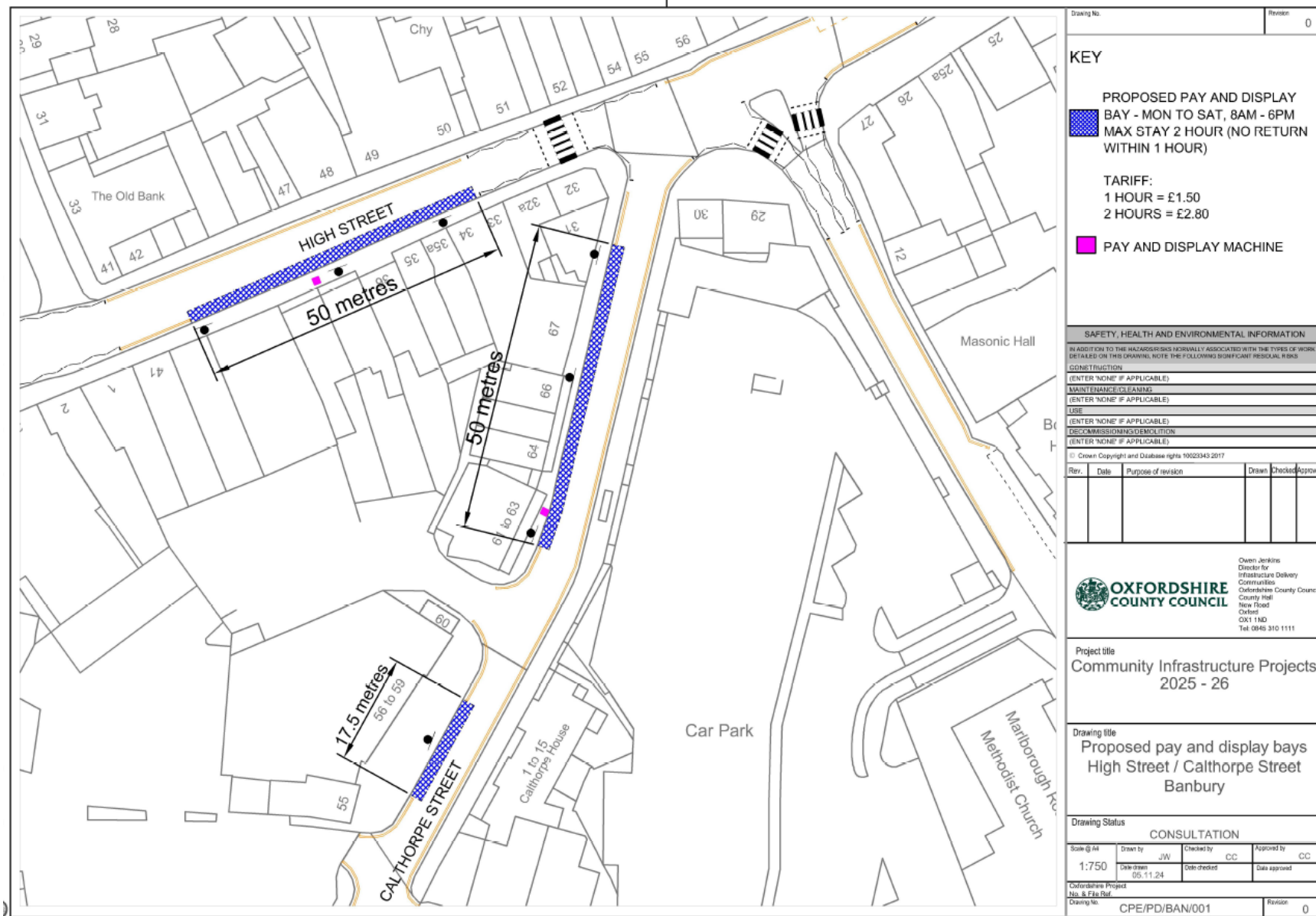
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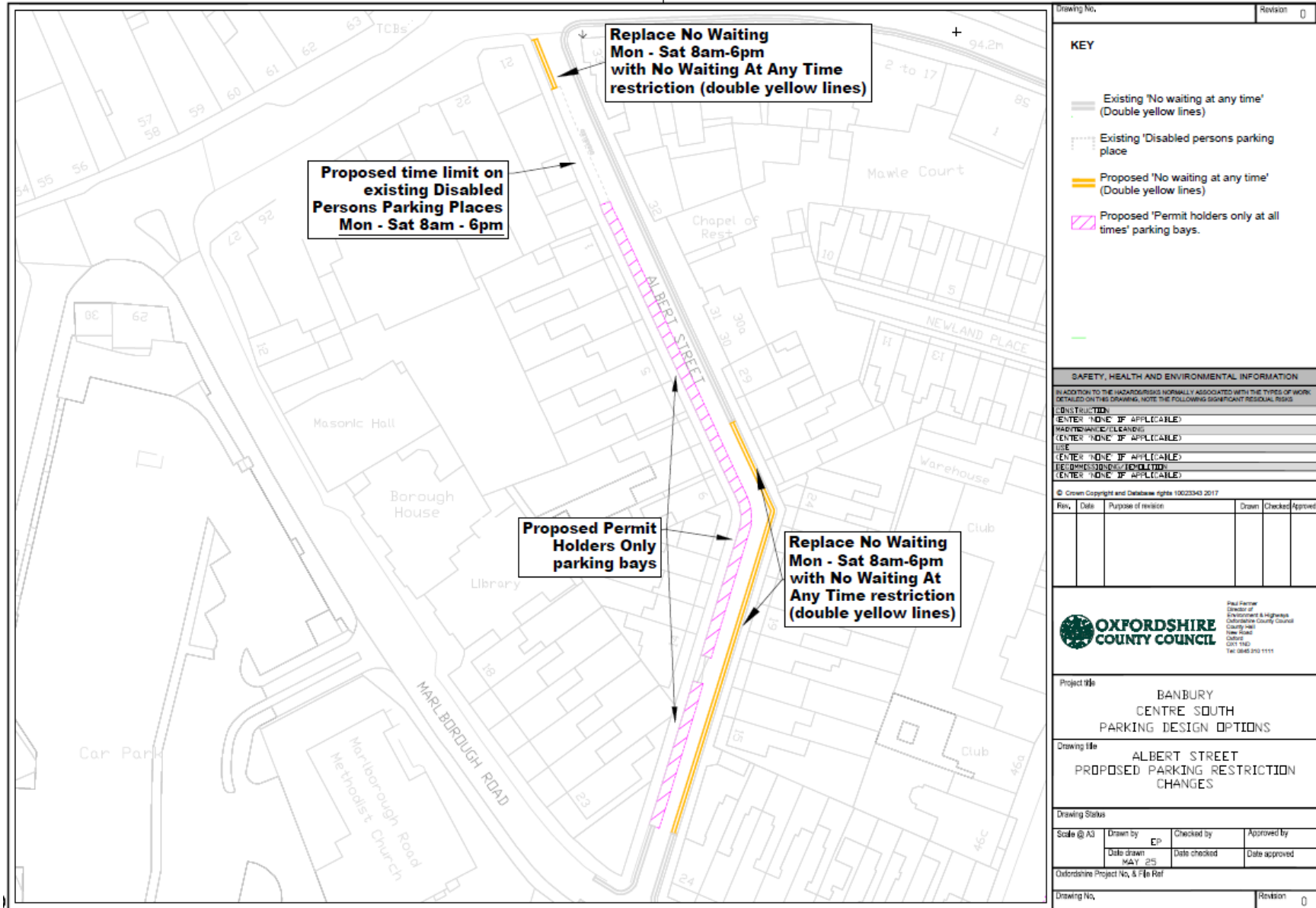




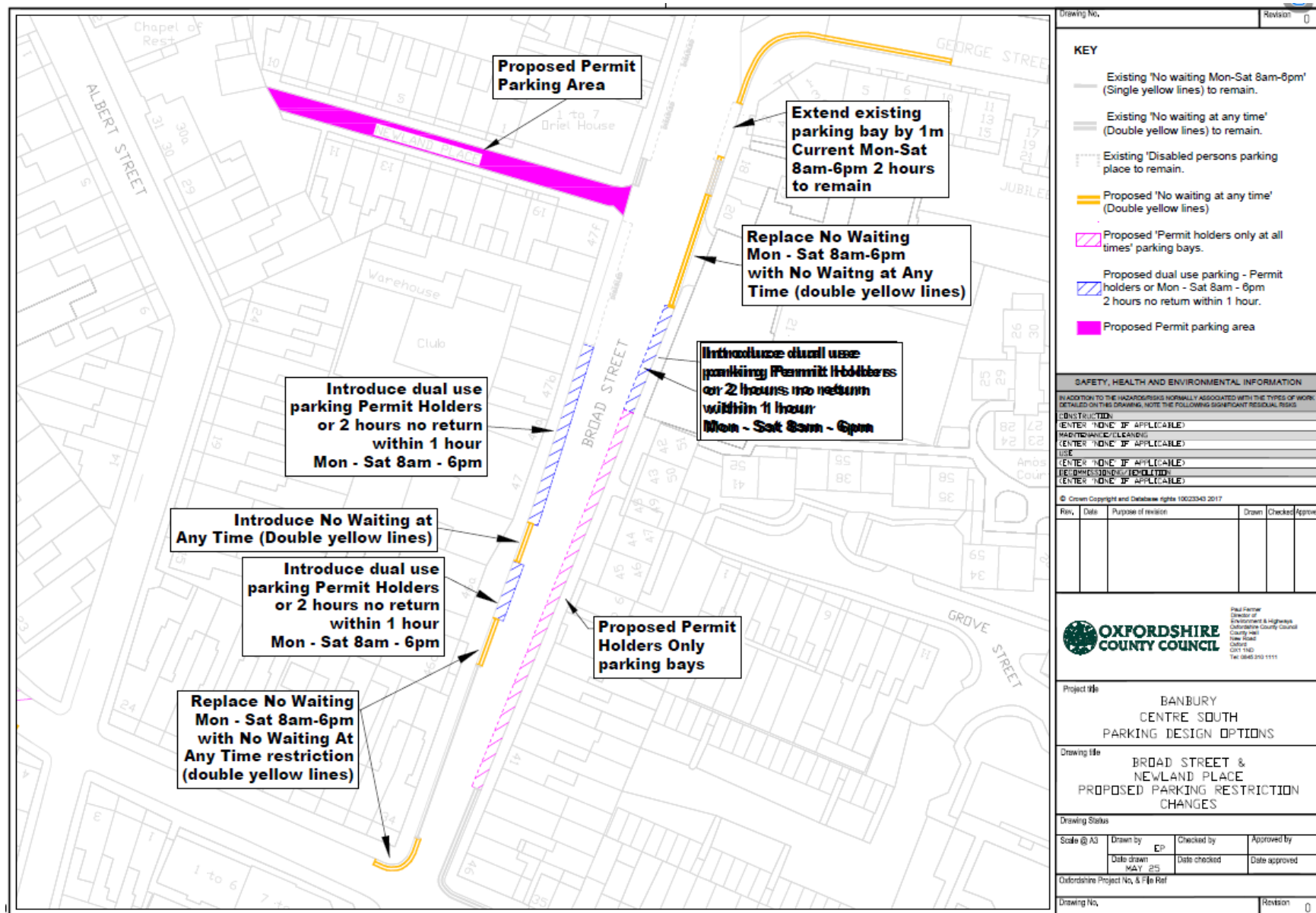


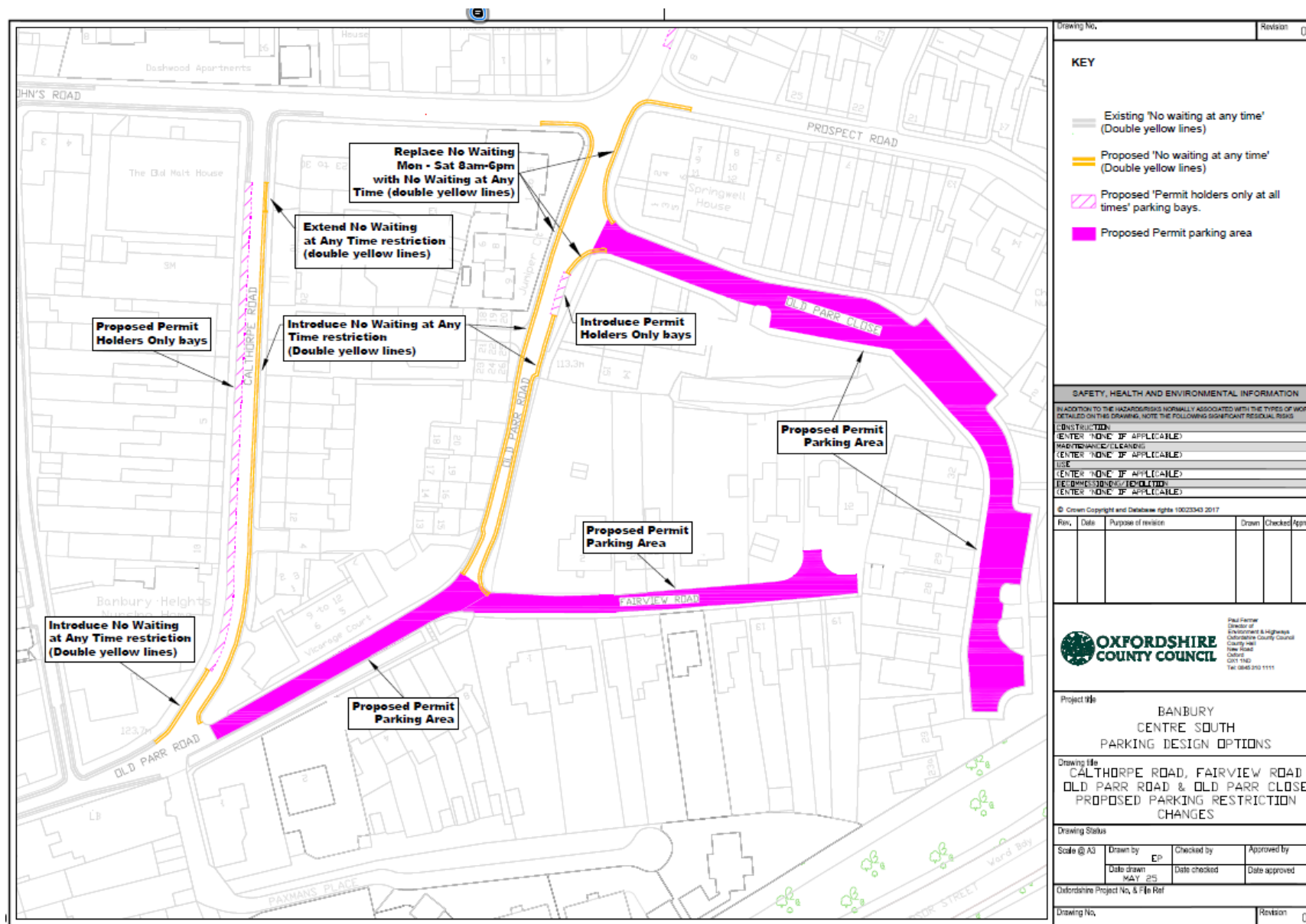


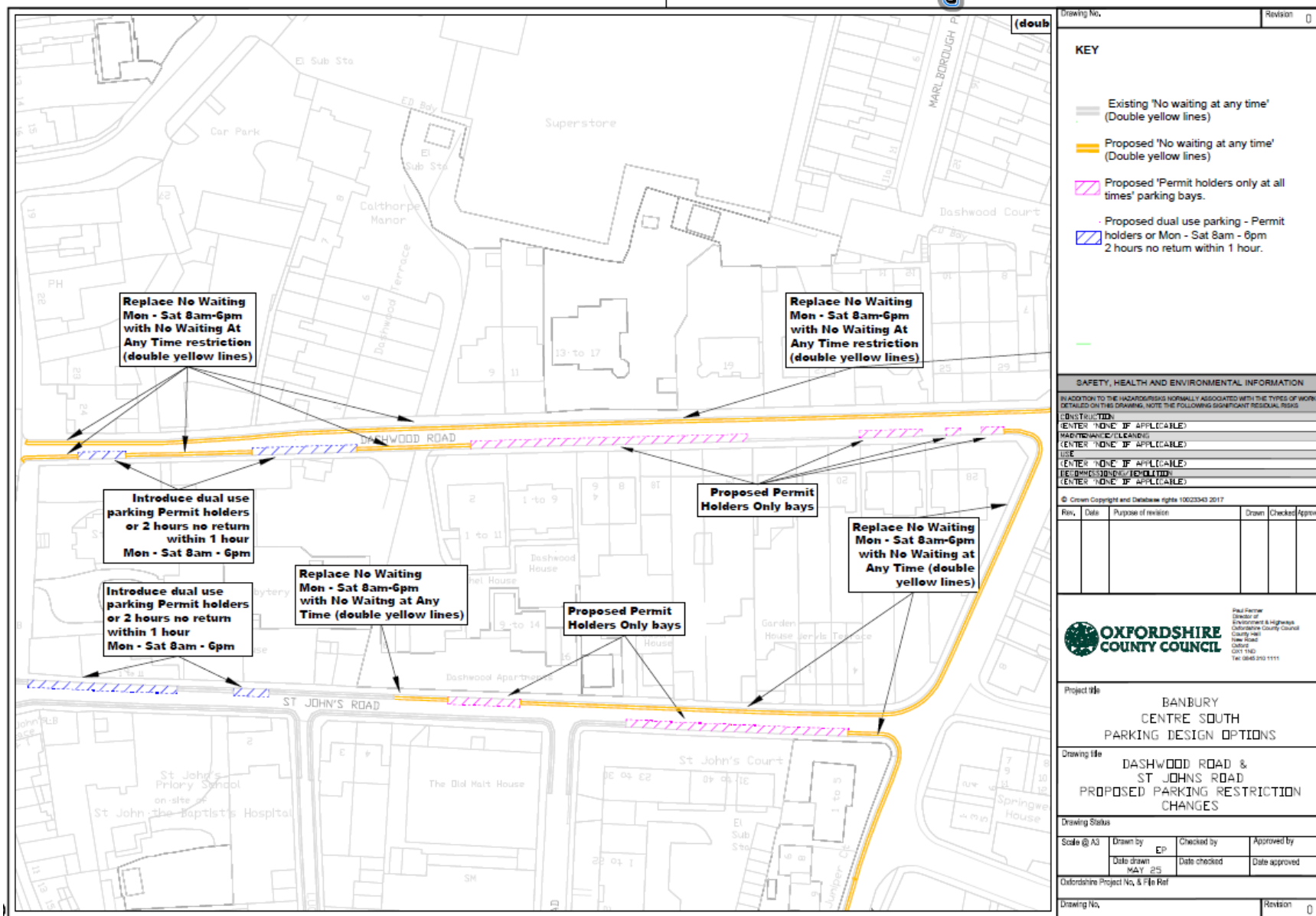


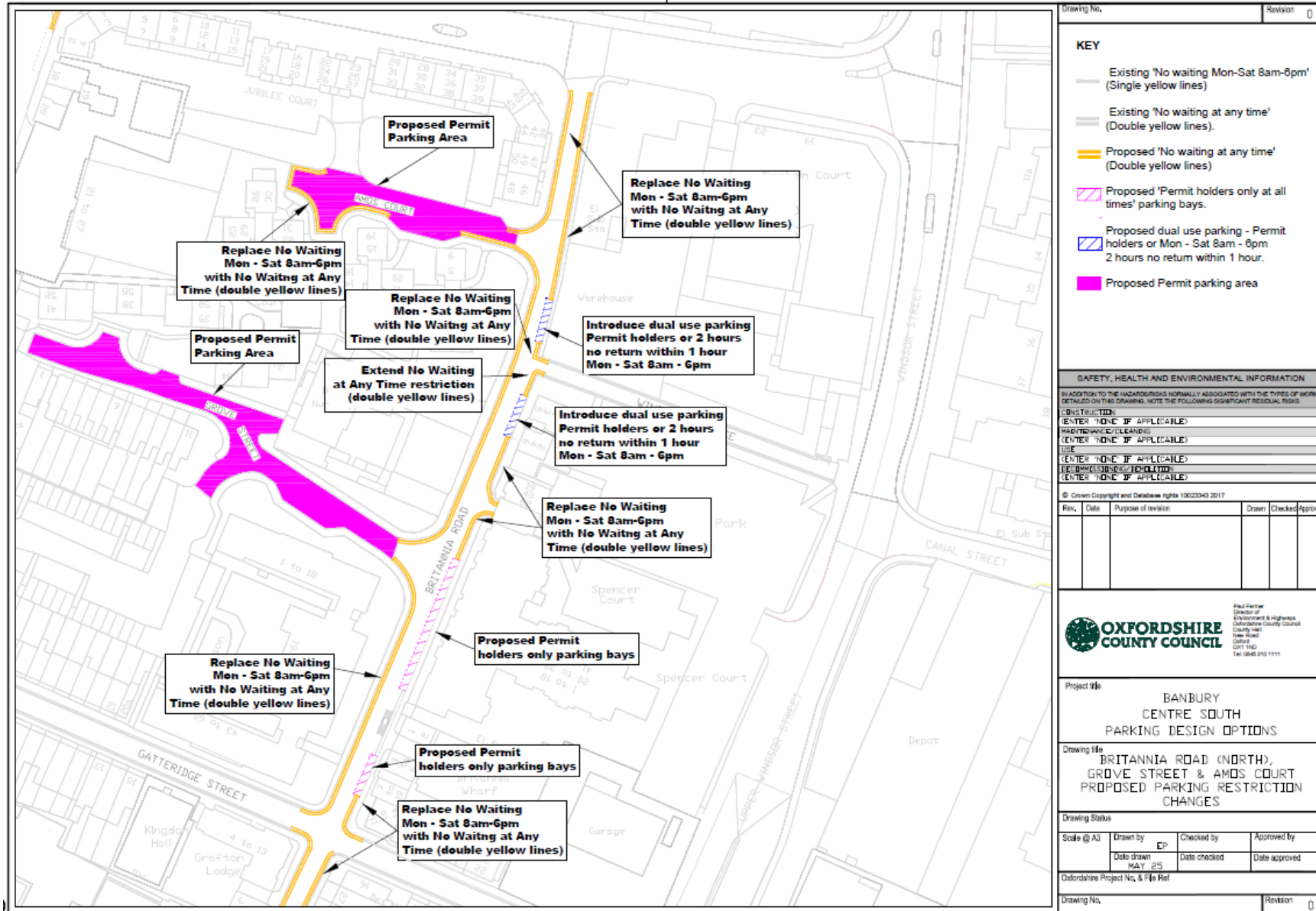


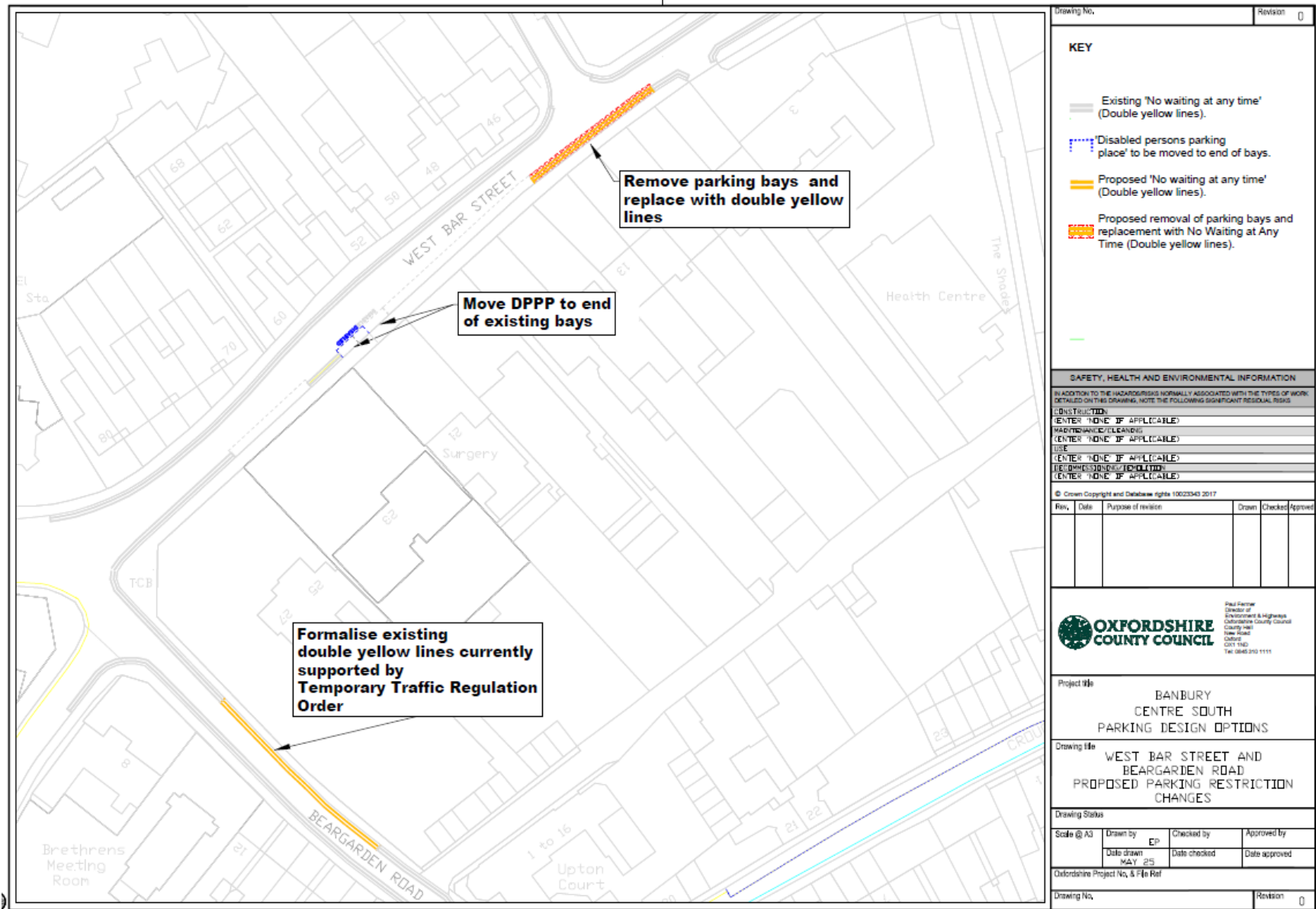
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Project title BANBURY CENTRE SOUTH PARKING DESIGN OPTIONS											
Drawing title ALBERT STREET PROPOSED PARKING RESTRICTION CHANGES											
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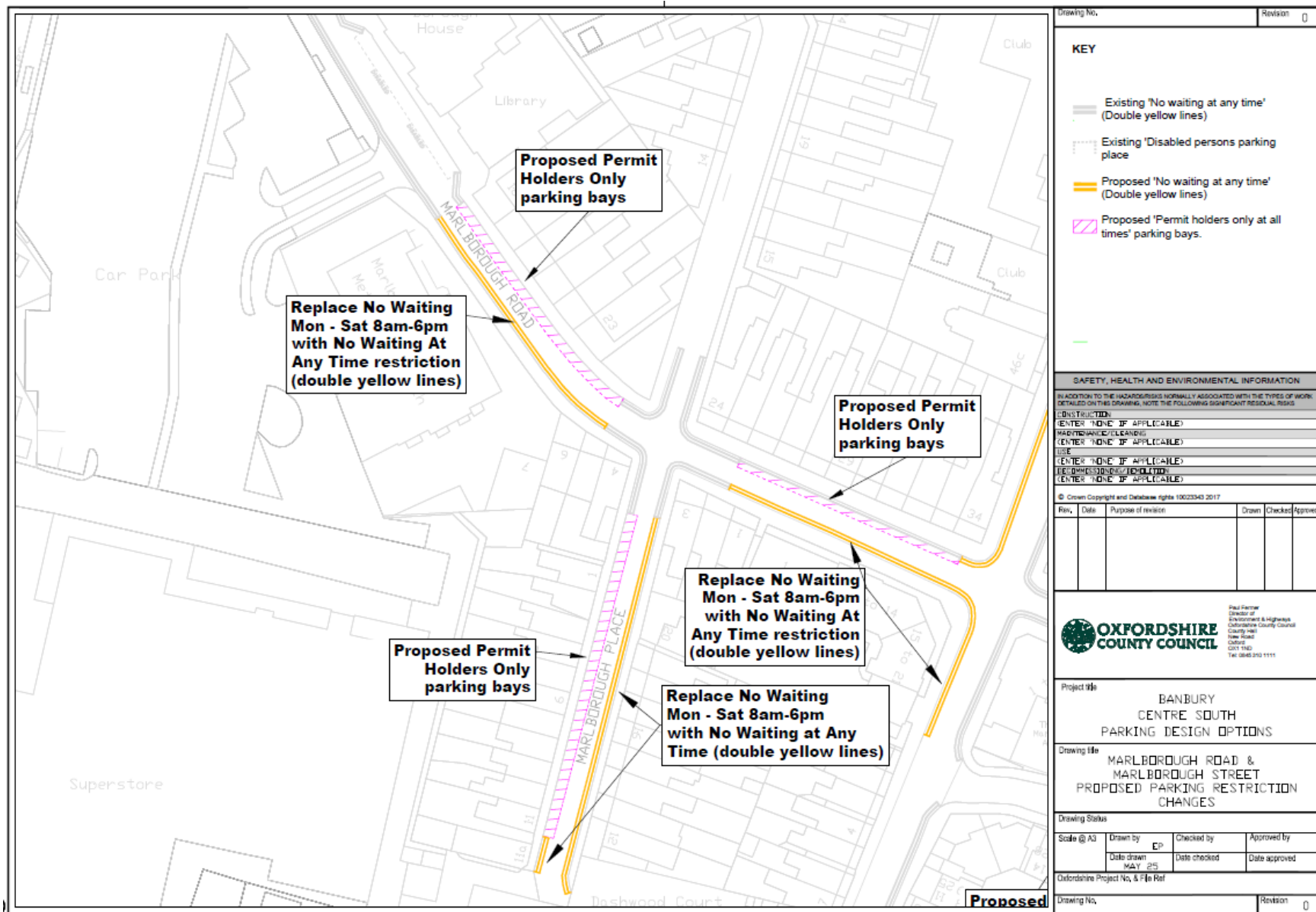




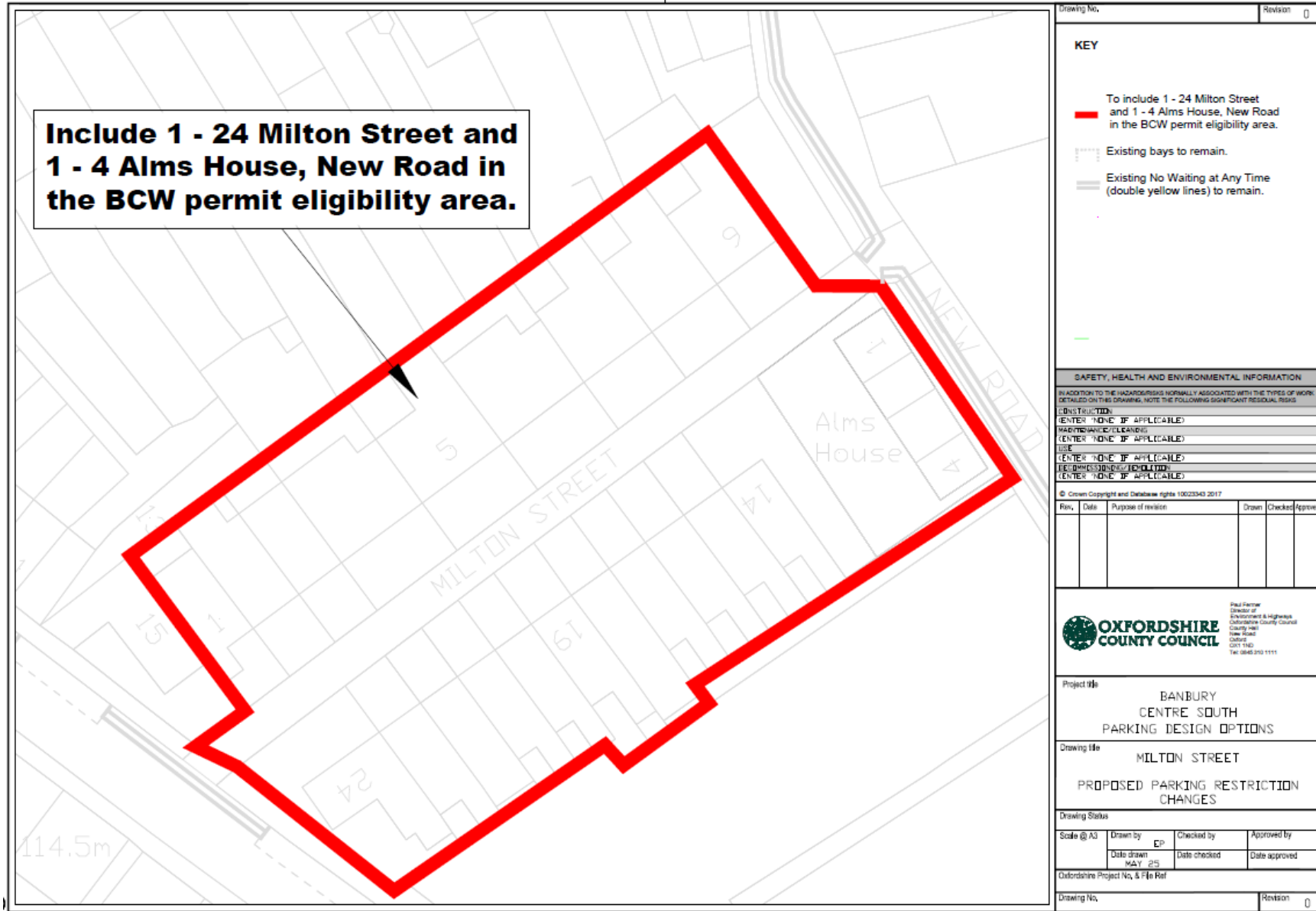




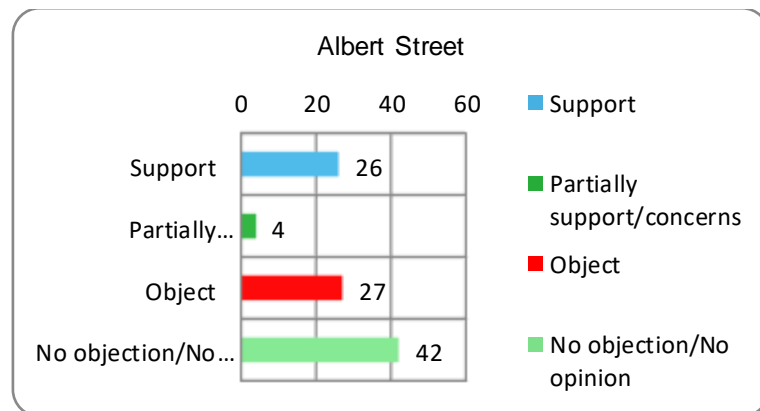




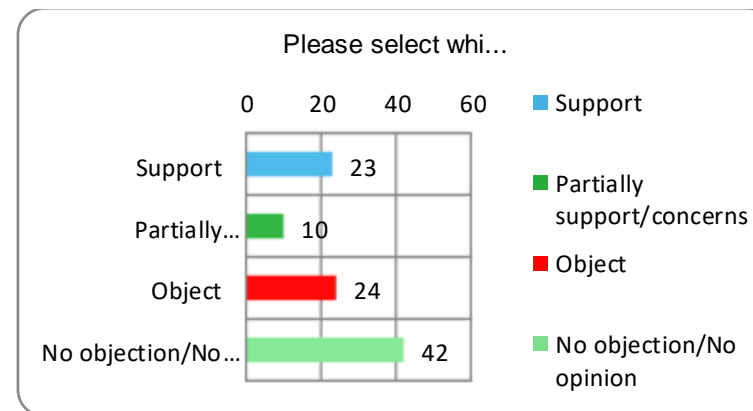
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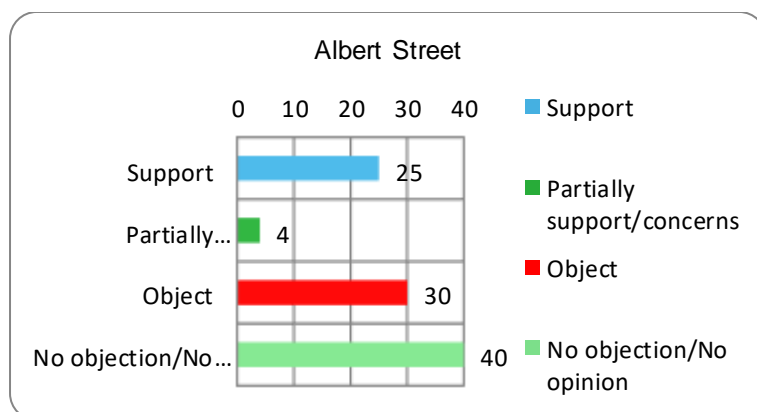
A1) Albert Street - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



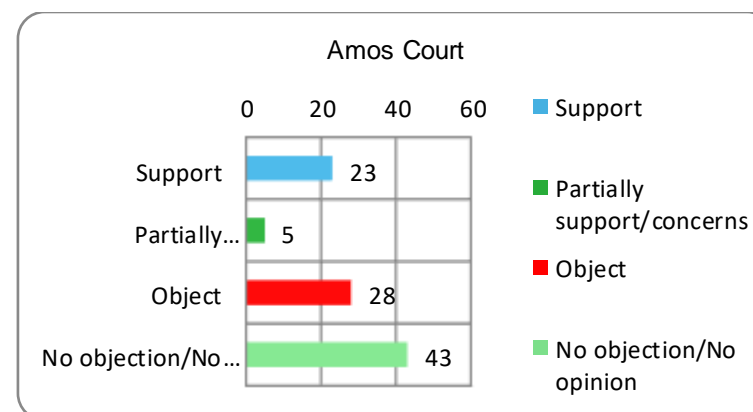
A2) Albert Street - Introduction of a time restriction ('Monday to Saturday, 8am–6pm) on the Disabled Persons Parking Places:



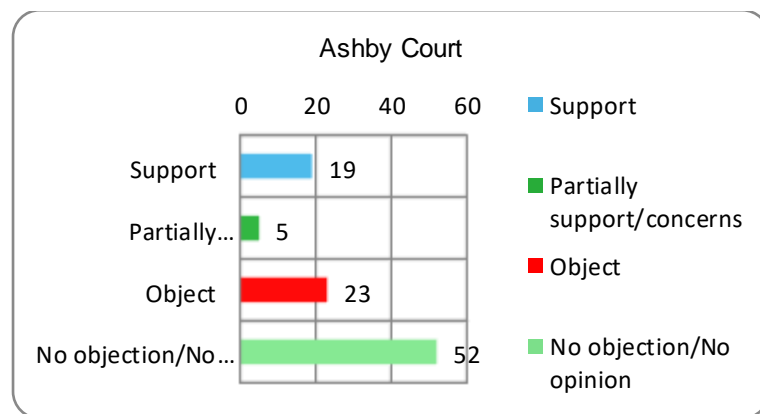
A3) Albert Street - Introduction of 'No Waiting at Any Time' parking restrictions:



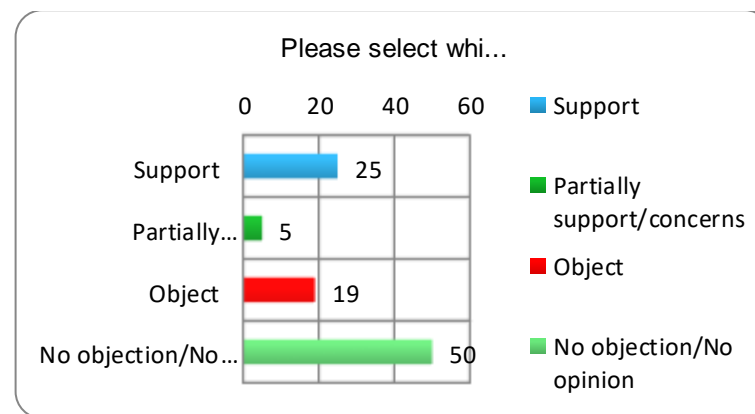
B1) Amos Court - Introduction of 'Residents permit holders parking only' (All days at all times)' parking area:



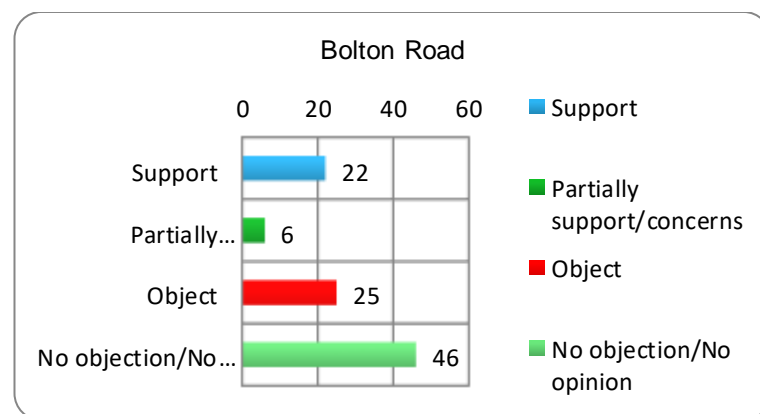
C1) Ashby Court - Introduction of 'Residents permit holders parking only' (All days at all times)' parking area:



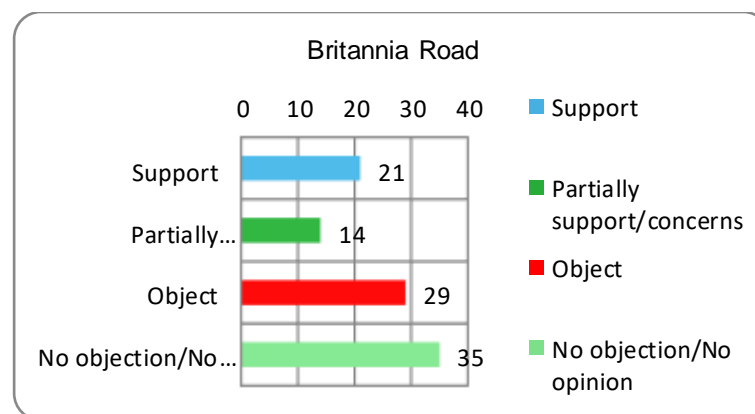
D1) Beargarden Road - Formalisation of the existing waiting restrictions (Double Yellow Lines):



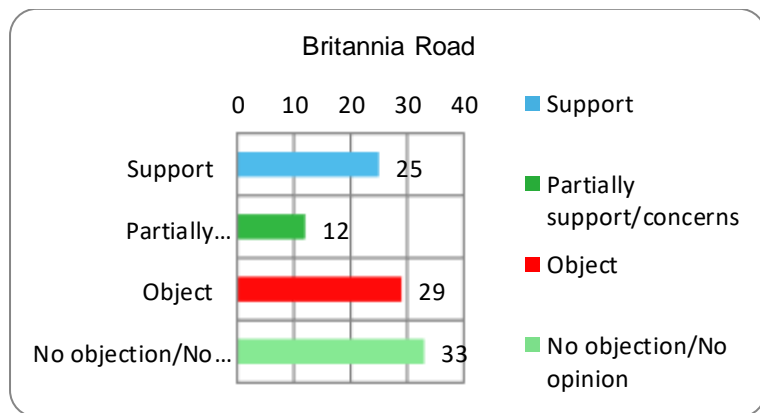
E1) Bolton Road - Introduction of 'No Waiting at Any Time' parking restrictions:



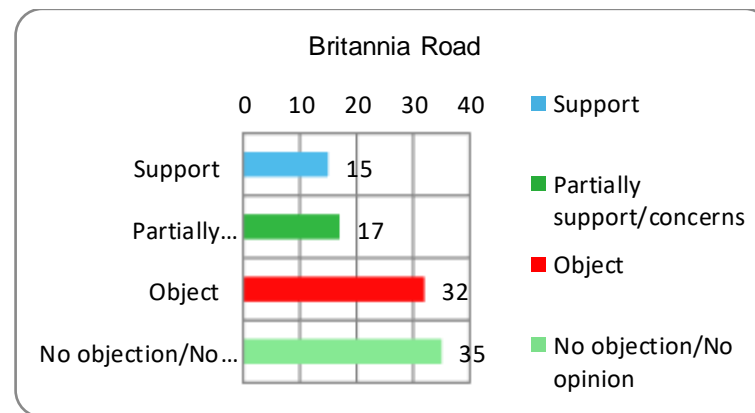
F1) Britannia Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking area:



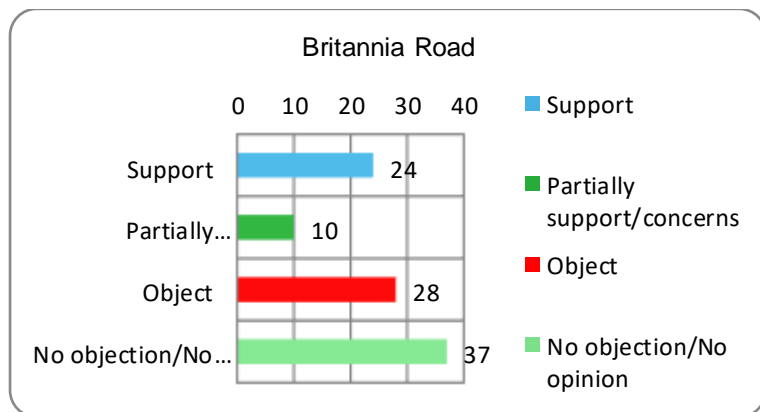
F2) Britannia Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



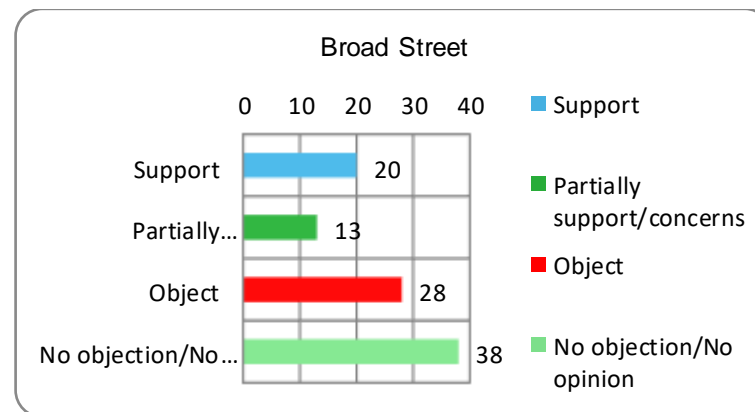
F3) Britannia Road - Introduction of 'Shared-use permit holders or 2 hours no return within 1 hour (Mon-Sat 8am-6pm)' parking bays:



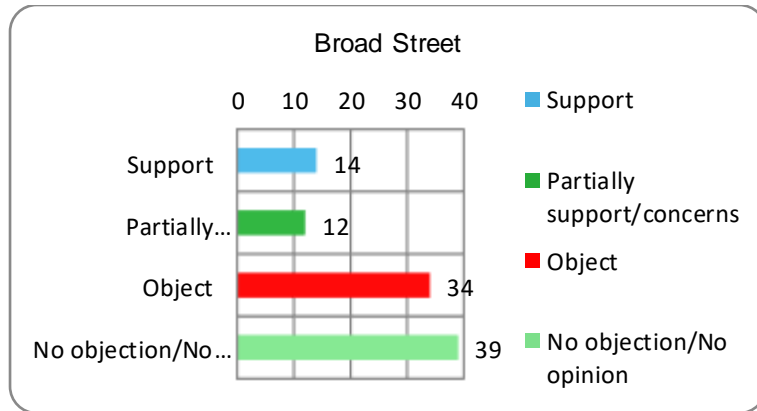
F4) Britannia Road - Introduction of 'No Waiting at Any Time' parking restrictions:



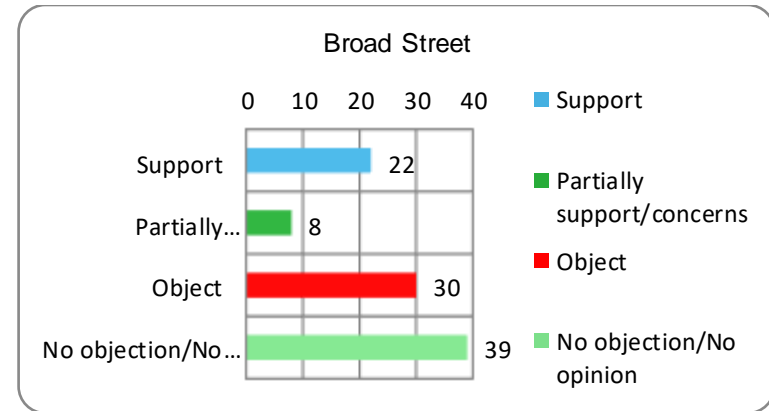
G1) Broad Street - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



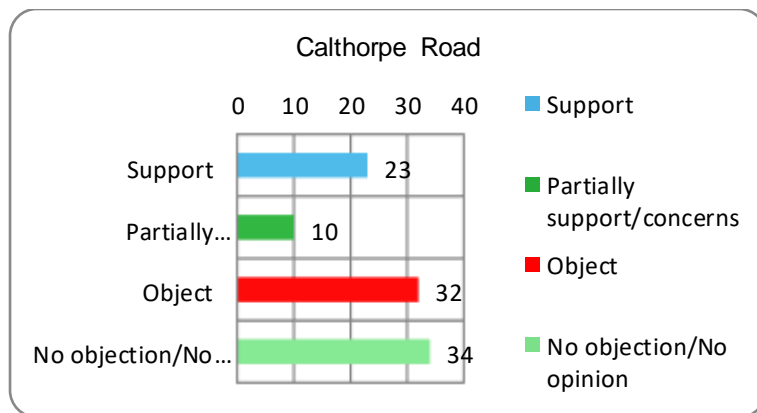
G2) Broad Street - Introduction of 'Shared-use permit holders or 2 hours no return within 1 hour (Mon-Sat 8am-6pm)' parking bays:



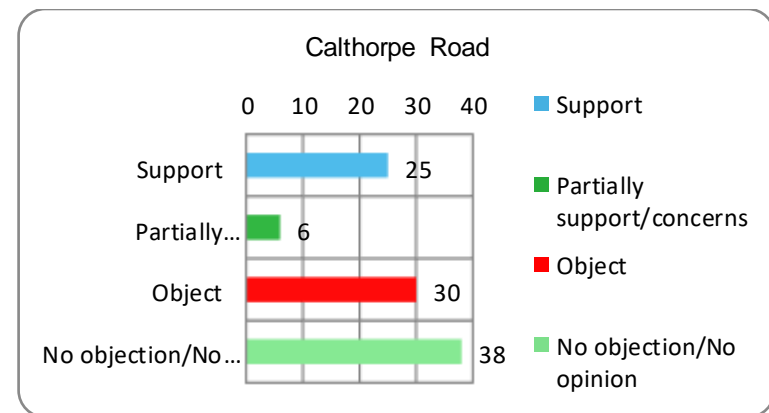
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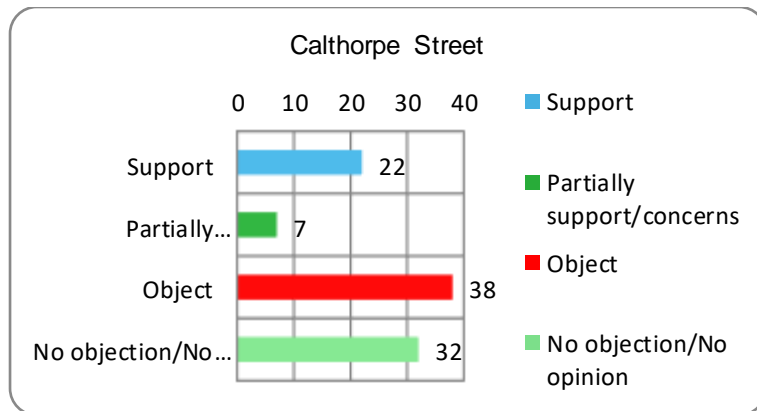
H1) Calthorpe Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



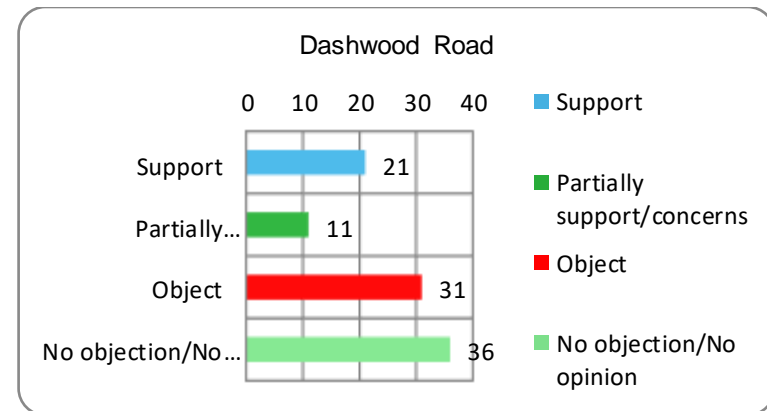
H2) Calthorpe Road - Introduction of 'No Waiting at Any Time' parking restrictions:



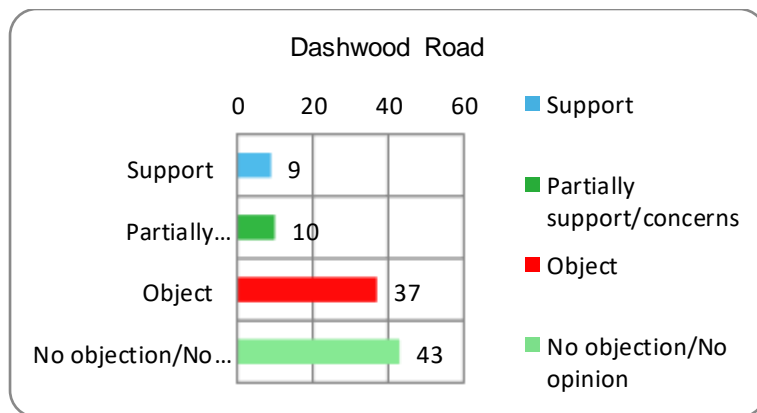
I1) Calthorpe Street - Introduction of 'Pay and Display' parking bays (Monday to Saturday, 8am-6pm, Max stay 2 hours)



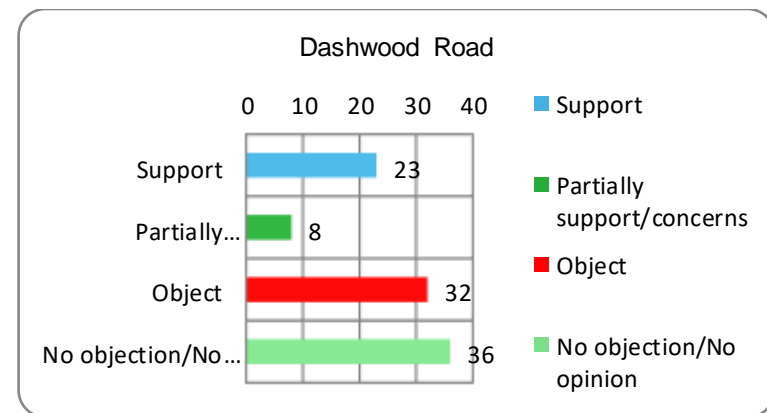
J1) Dashwood Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



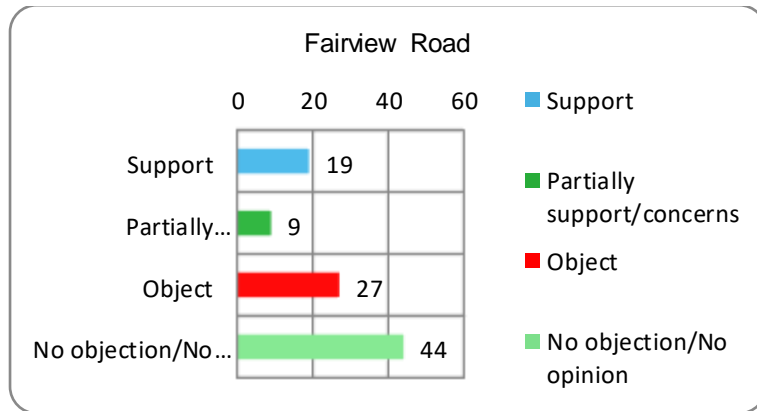
J2) Dashwood Road - Introduction of 'Shared-use permit holders or 2 hours no return within 1 hour (Mon-Sat 8am-6pm)' parking bays:



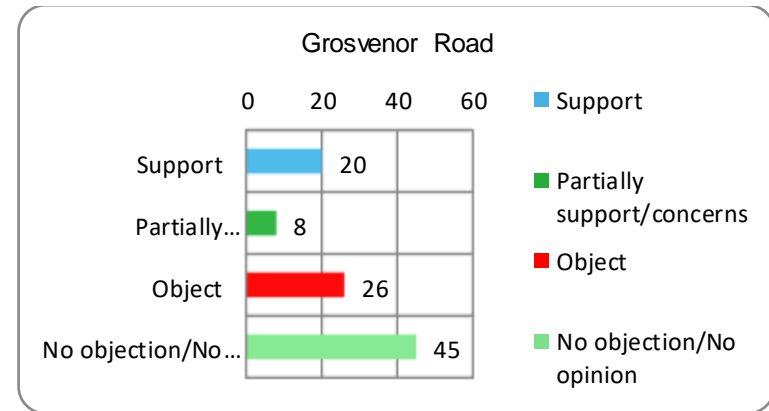
J3) Dashwood Road - Introduction of 'No Waiting at Any Time' parking restrictions:



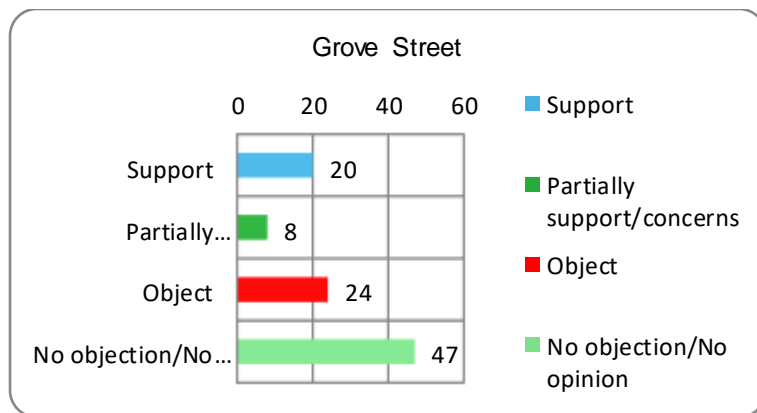
K1) Fairview Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking area:



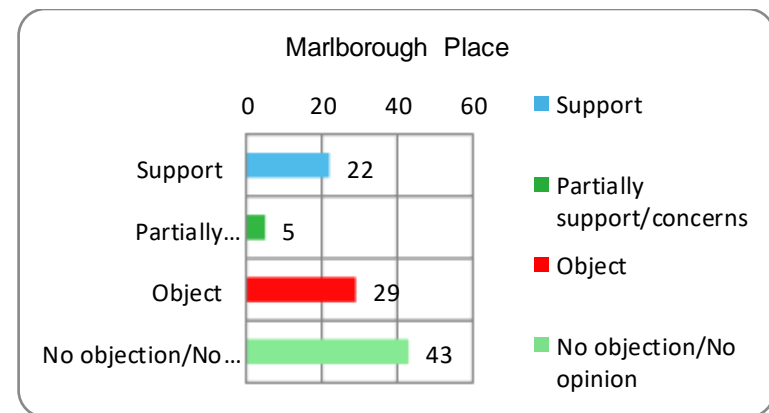
L1) Grosvenor Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking area:



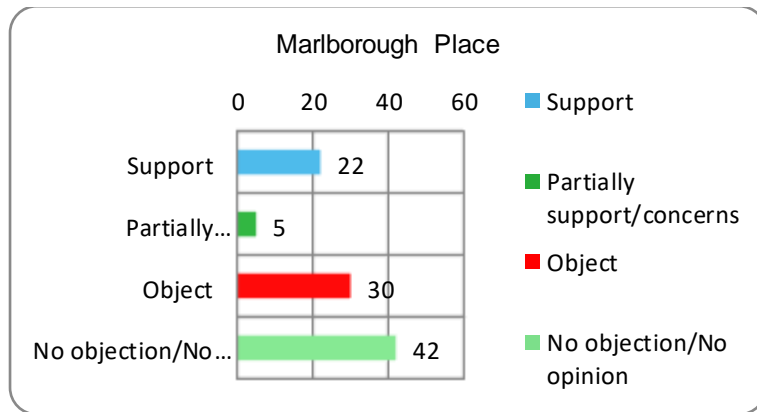
M1) Grove Street - Introduction of 'Residents permit holders parking only' (All days at all times)' parking area:



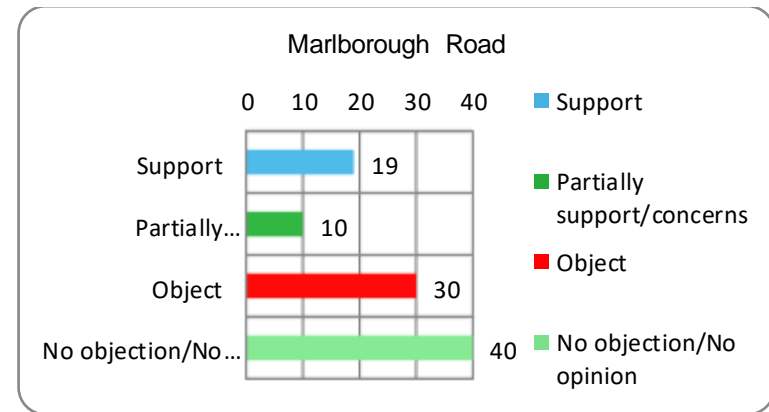
N1) Marlborough Place - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



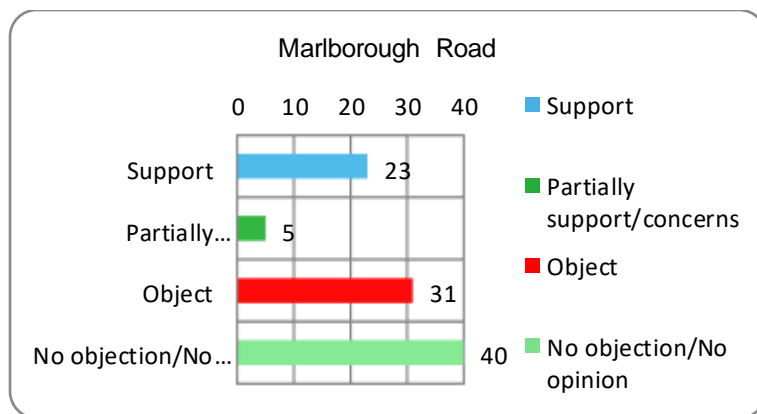
N2) Marlborough Place - Introduction of 'No Waiting at Any Time' parking restrictions:



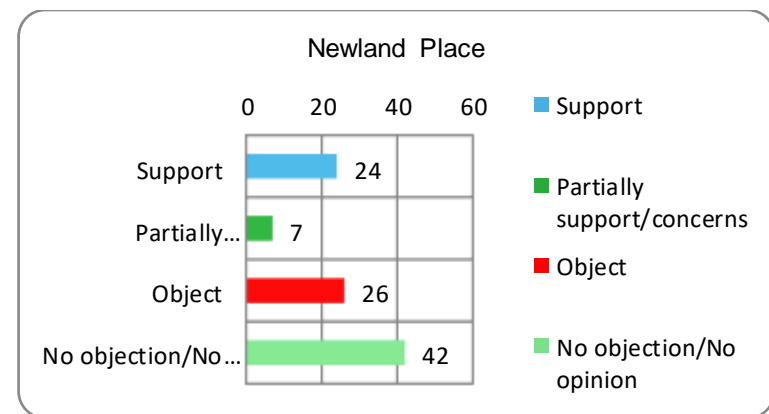
O1) Marlborough Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



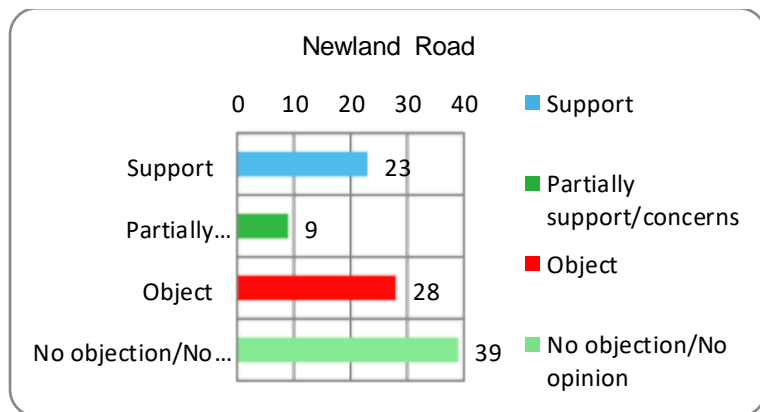
O2) Marlborough Road - Introduction of 'No Waiting at Any Time' parking restrictions:



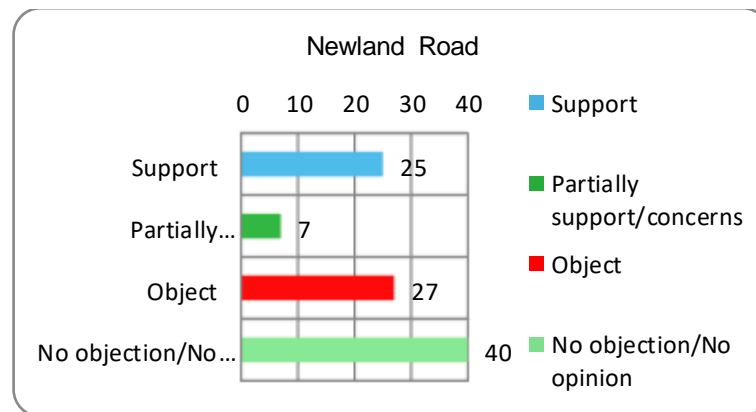
P1) Newland Place - Introduction of 'Residents permit holders parking only' (All days at all times)' parking area:



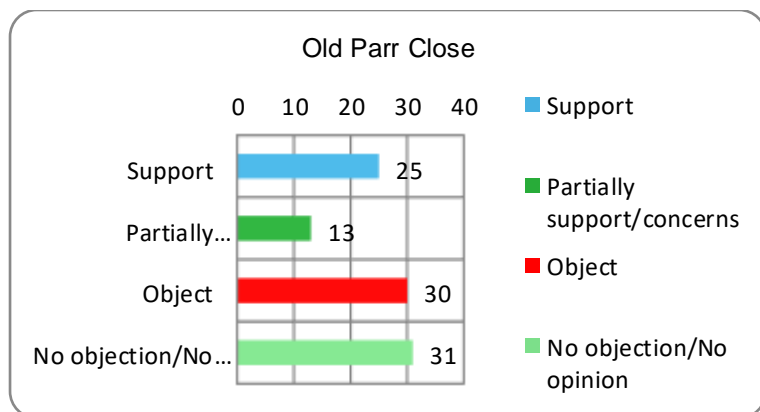
Q1) Newland Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



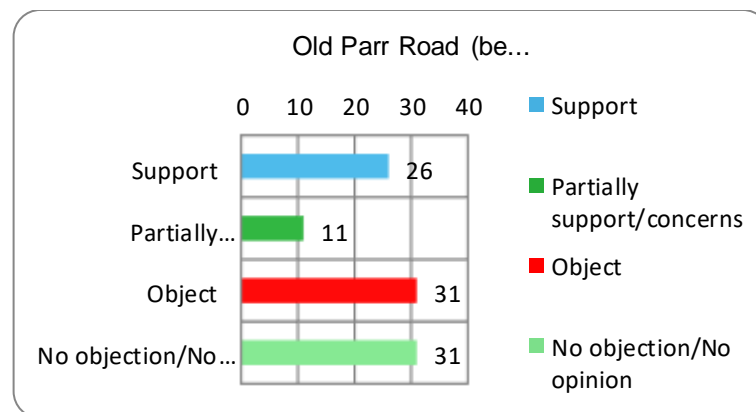
Q2) Newland Road - Introduction of 'No Waiting at Any Time' parking restrictions:



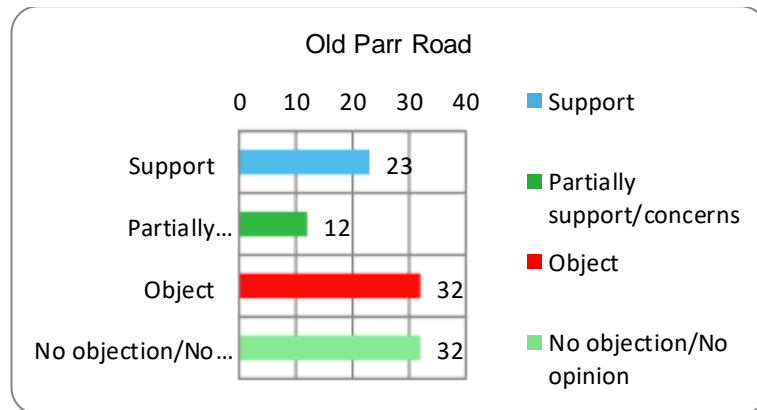
R1) Old Parr Close - Introduction of 'Residents permit holders parking only' (All days at all times)' parking area:



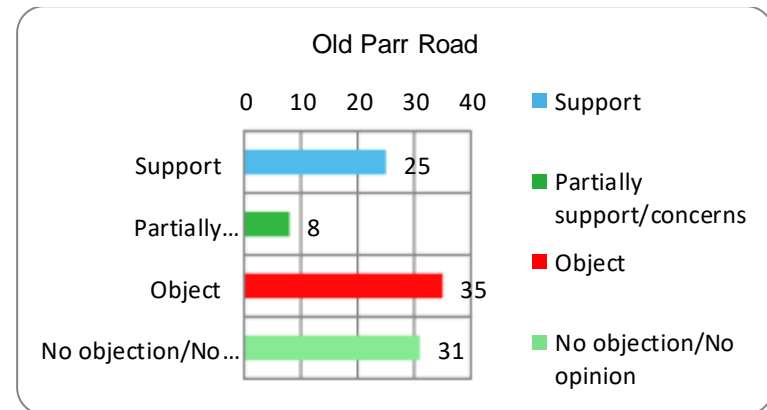
S1) Old Parr Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking area:



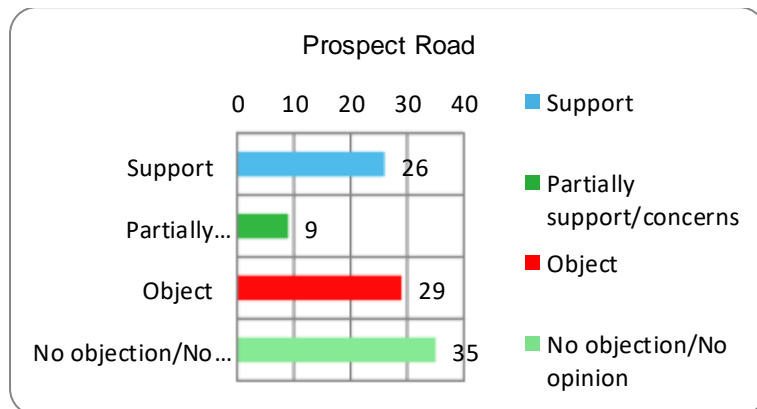
S2) Old Parr Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



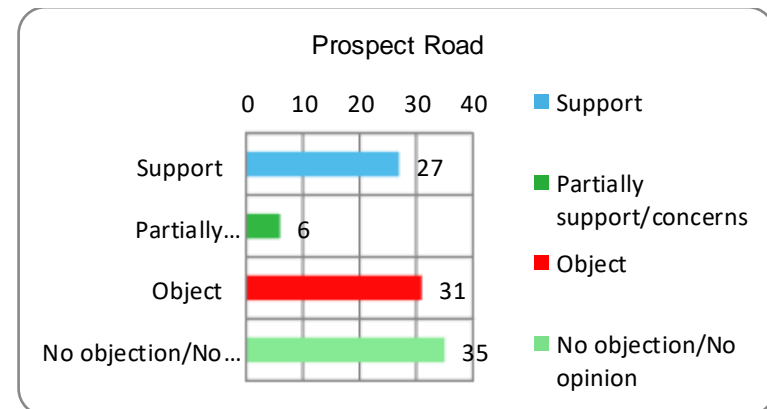
S3) Old Parr Road - Introduction of 'No Waiting at Any Time' parking restrictions:



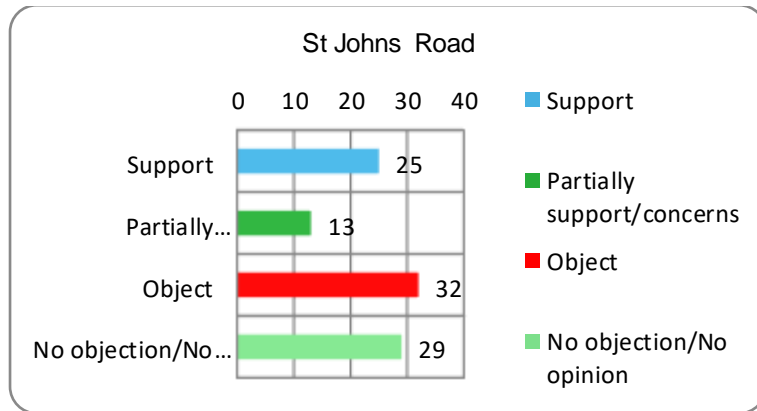
T1) Prospect Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



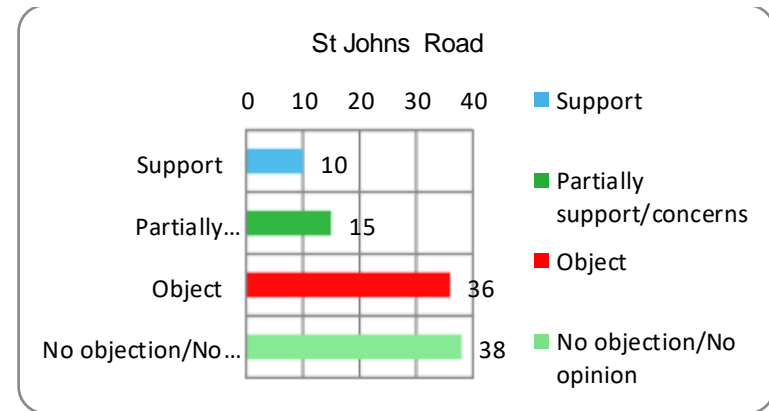
T2) Prospect Road - Introduction of 'No Waiting at Any Time' parking restrictions:



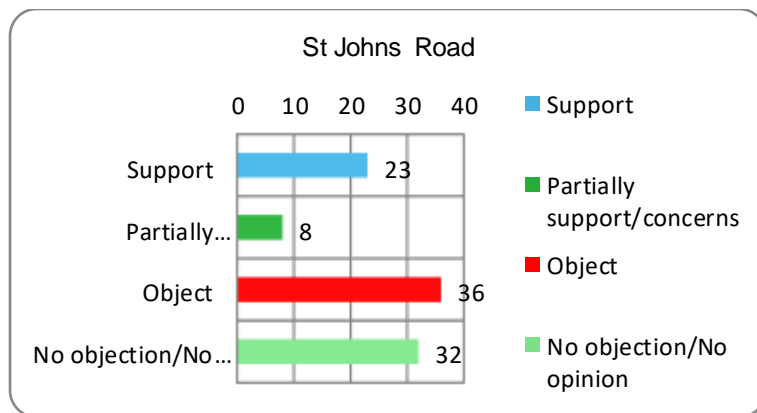
U1) St Johns Road - Introduction of 'Residents permit holders parking only' (All days at all times)' parking bays:



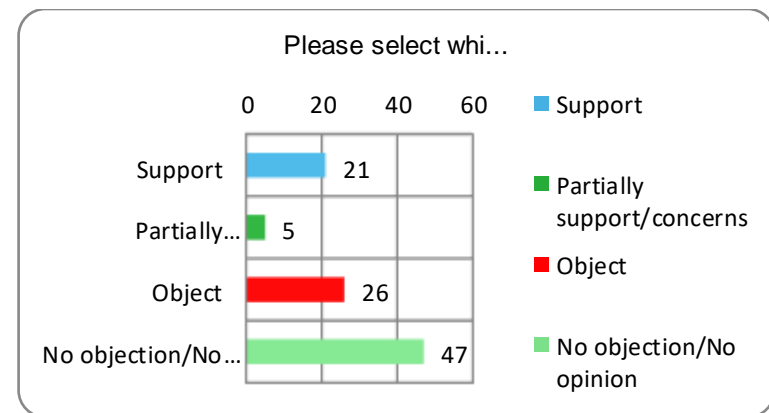
U2) St Johns Road - Introduction of 'Shared-use permit holders or 2 hours no return within 1 hour (Mon-Sat 8am-6pm)' parking bays:



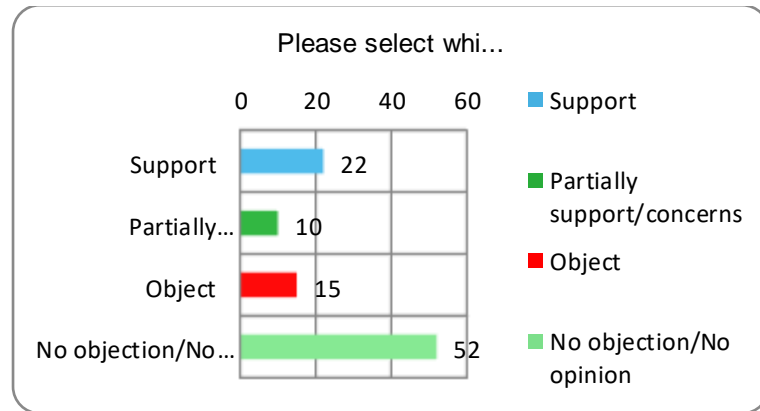
U3) St Johns Road - Introduction of 'No Waiting at Any Time' parking restrictions:



V1) West Bar Street - Removal of 30m of existing parking bays and introduction of waiting restrictions (Double yellow lines):



V2) West Bar Street – Amendment of the location of the Disabled Persons Parking Place



a: General comments for the proposed parking scheme

COMMENT	No. COMMENTS
In support of parking restrictions, particularly resident permit parking.	35
There is no problem with current parking arrangements.	16
Residents shouldn't have to pay for permits.	13
This is just a money-making scheme	11
Questions regarding permit rules	11
Would like to be included in the area eligible for resident permits.	10
The scheme would be detrimental to shoppers or employees. Where will they park?	9
The cost of permits is too high.	9
The scheme would negatively affect specific businesses.	6
There is insufficient capacity for a permit scheme.	6
Would like more restrictions.	3
Would like less restrictions.	3
Concerns that people would start parking in private residential car parks	3
Restrictions will only make the parking worse.	2
The consultation was inadequately run.	2
The proposed parking restrictions will need to be enforced to be effective.	2
Council planning decisions are a significant cause of the current parking shortage.	2
The scheme would be a waste of money.	1
Do not want parking bays outside property.	1
Do I need a permit for parking on my private property?	1

b: Comments regarding Albert Street proposals:

COMMENT	No. COMMENTS
In support of resident permit parking.	3
My one concern is there is no mention of visitor permits for residents to give tradesmen for short periods, or family and friends each household should be allowed to purchase a number of visitors permits each year or no one will be able to visit us in our homes.	2
Concern that charity volunteers will have nowhere close to park.	1
Parking already works well. A reasonable parking situation at the moment is going to be made ten times and we are expected to pay for it.	1
More cars than bays particularly in regards to Albert Street especially if the permits are street specific.	1
I don't think disabled parking in Albert Street should be time restricted. Those bays should be available to disabled drivers 24 hours.	1
I live in high street and the only parking I can use is on Albert street. I can never get parking.	1

c: Comments regarding Amos Court proposals:

COMMENT	No. COMMENTS
In support of resident permit parking.	2
Concerns regarding Amos Court supported living for the elderly.	3
You may like to consider permits for those who work within the proposed residents only areas. Contractors, members of staff, cleaners. With all the people who come to site, to work or visit the elderly residents, the limit on visitor permits would be an issue.	2
Concern that vehicles will start parking in nearby Jubilee Court car park.	1

d: Comments regarding Amos Court proposals:

COMMENT	No. COMMENTS
Generally in support of resident permit parking. Concern about Keep Clear sign outside property not being included, would like double yellow lines.	1

e: Comments regarding Britannia Road proposals:

COMMENT	No. COMMENTS
Residents of Britannia Road should not have to pay for parking	3
Concern regarding visitors and carers to Spencer Court, Britannia Road.	2
No issue currently, particularly on Britannia Road. This is a way for the council to make money.	1
Concerns about delivery to Spencer Court, Britannia Road	1
We have a cleaner for 10 residents in Spencer Court. We would not like her walking far in a cold winter. The car park behind Spencer Court would be ideal and safe.	1

f: Comments regarding Broad Street proposals:

COMMENT	No. COMMENTS
In support of residents parking	3
Concern regarding business which needs parking on many roads within the proposed scheme.	1
Would also like a 20mph speed limit.	1
Would like permits for businesses.	1

g: Comments regarding Calthorpe Road proposals:

COMMENT	No. COMMENTS
No issue with parking currently	1
Financial and social implications.	1
Should not have to pay for a permit.	1
Food deliveries would be restricted if no waiting at any time restrictions are introduced.	1

h: Comments regarding Calthorpe Street proposals:

COMMENT	No. COMMENTS
The Counting House, Calthorpe Street should be included in the eligibility area.	1
I would not like any parking bays outside of my flats as more people will park and cause pollution.	1
You are just generating revenue.	1

i: Comments regarding Dashwood Road proposals:

COMMENT	No. COMMENTS
Yellow lines would mean we wouldn't be able to pull up and get shopping out of the car before moving it.	1
Resident permits should not go to houses with off-road parking as there will not be enough capacity in the road.	1
We shouldn't have to pay to park outside our houses.	1
Concerns that vehicles will move into private car parks such as the church, nursing home and flats. What will be done to mitigate this?	1

j: Comments regarding Fairview Road proposals:

COMMENT	No. COMMENTS
You are trying to fix a problem that does not exist.	10
This is simply a money grabbing/stealth tax	2
This is a waste of time and money.	2
We object to paying to park on our own street.	2
How would it be policed? How much would it cost the tax payer?	2
The road is too narrow for restrictions.	2
Views were not sought from residents in the informal consultation.	2
Comments of support – ‘Support – horrendous parking issues in Fairview Road’, ‘Parking in the area has been problematic for a number of years’	2
On informal consultation I said I did not think Fairview Road needed a scheme however with proposed restrictions in the area this may be needed.	1
Object but If a parking problem is created in the future could put a parking scheme in be considered?	1
My views were not sought during the informal consultation in November 2024.	1
My property has off street parking, would I still need a permit?	1
Many elderly residents require frequent visits of family and carer so a scheme would inconvenience these visits.	1

k: Comments regarding George Street proposals:

COMMENT	No. COMMENTS
George Street is too narrow for parking of any sort.	1

l: Comments regarding Grosvenor Road proposals:

COMMENT	No. COMMENTS
There is no problem with parking currently.	3
We shouldn't have to pay to park outside our houses – worst affected will be the poorest.	3
Resident parking permits don't guarantee a space – how far an area will the permit allow me to park in?	2
Support but would like marked resident parking bays.	2
Not enough visitor permits for those who would depend on them i.e single parents and elderly.	1
Concerned about contractors having to apply for permits and possibly choosing not to work in permit areas.	1
This is a way of levying tax	1
Would like the restriction to be 81m-6pm.	1
Would like the existing double yellow lines to be retained to protect accesses and deter inappropriate parking.	1
Currently there are not enough parking spaces in the road to cover car ownership of the residents. Please can you explain how this will make a positive impact for residents.	1
I am unhappy not to have been part of the 'informal consultation' back in November.	1
The letters to residents and businesses about the consultation are helpful, though some don't seem to have received them. However, the letter does not tell readers that if they follow the online link they will find a survey they can complete.	1

m: Comments regarding Grove Street proposals:

COMMENT	No. COMMENTS
Concern over respondent having a company car as well as a personal vehicle and permits.	1
It would be marvellous to enjoy permit parking and the price proposed seems totally reasonable.	1

n: Comments regarding Marlborough Place proposals:

COMMENT	No. COMMENTS
In support of residents parking	2
Would like assurance that restrictions are enforced.	1
Concerns regarding capacity. Demand from residents already surpasses what the street can accommodate.	1

o: Comments regarding Newland Place proposals:

COMMENT	No. COMMENTS
Because we are residents of Newland Place and would like to be able to park at any time.	1

p: Comments regarding Newland Road proposals:

COMMENT	No. COMMENTS
In support of residents parking but would like to see free parking in the town centre.	1
Object to being asked to pay to park outside home.	1
No enforcement exists at the moment so what would we be paying for?	1

q: Comments regarding Old Parr Close proposals:

COMMENT	No. COMMENTS
Money grab by council. Why should I pay to park here?	3
Support	3
No problem with parking here.	2

Concern that vehicles will move into private car parks.	2
Would like double yellow lines at strategic points instead of permit parking.	1
Double yellow lines should be extended into Old Parr Close to protect visibility at the junction.	1

r: Comments regarding Old Parr Road proposals:

COMMENT	No. COMMENTS
Support	1
Publish and review EQIA	1
The road can become like a race track in the evening and local residents parked on the single yellows in the evening can have a traffic calming effect.	1
Permits for employers and staff	1
Impact on visitors	1
Engagement with public and care providers	1
Care home exemption	1

s: Comments regarding Prospect Road proposals:

COMMENT	No. COMMENTS
Support.	3
Concerns in relation to drop off and pick ups at Nursery School.	2
Would like permits to be cheaper.	1
We have 3 vehicles, 2 personal and one work van.	1
Would like increased parking provision.	1
Would like traffic calming.	1
The scheme is damaging to local businesses and community vitality.	1
Parking congestion is caused by irresponsible planning decisions.	1

Inadequate and unfair consultation period due to summer holidays.	1
Residents will be penalised by having to pay to host visitors, with only 50 permits available it will restrict social lives.	1
No guarantee that parking near property will be possible as people with a BCS permit can park throughout.	1

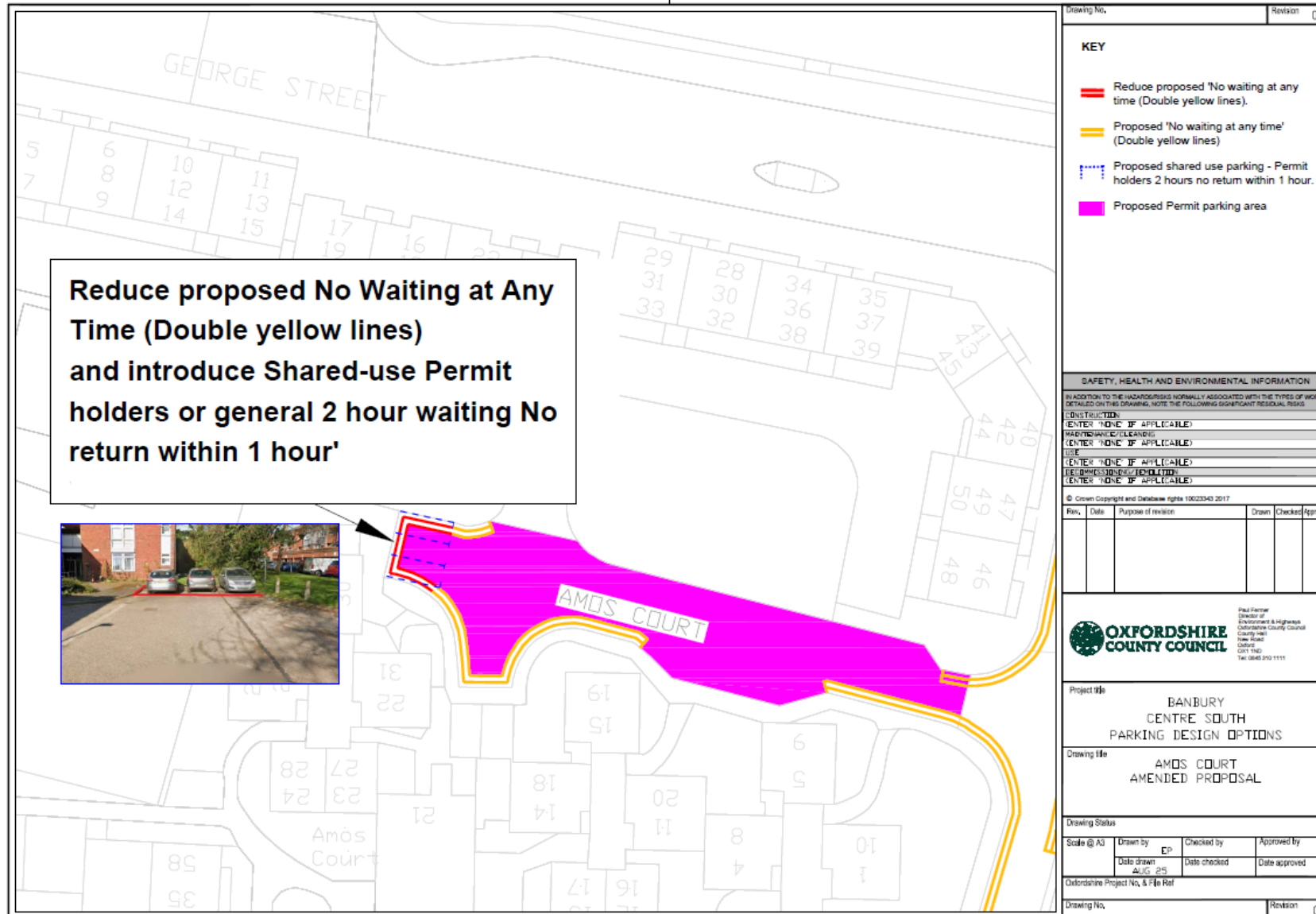
t: Comments regarding St John's Road proposals:

COMMENT	No. COMMENTS
Support	4
Support but would like free permits for anyone at State Pension age and not 70.	1
Concern that vehicles will put parking pressure on areas outside of the scheme/unrestricted.	1

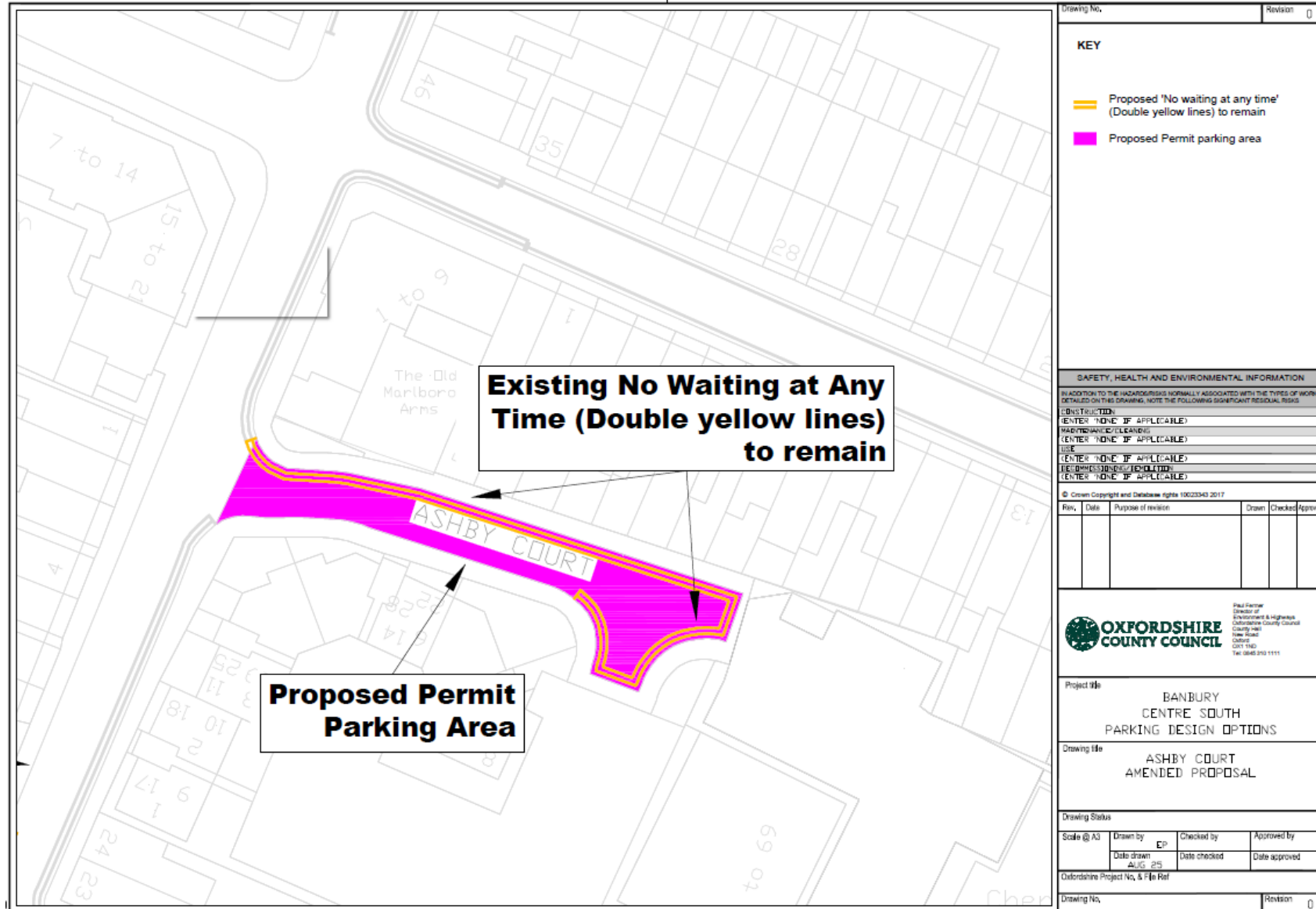
u: Comments from respondents outside of the permit scheme (general):

COMMENT	No. COMMENTS
The condition of the counties roads need to be better first before any restrictions. Waste of money.	1
This will stop shoppers/visitors coming into town.	2
Patients and staff use some of these roads to park on to attend work and appointments.	1
Parking costs are too high to afford for park for work 5 days a week.	1
Agree with some kind of parking controls but not at a disadvantage to genuine visitors/carers.	1
I am a registered carer for my son, what proof will you need of this for a carers permit?	1

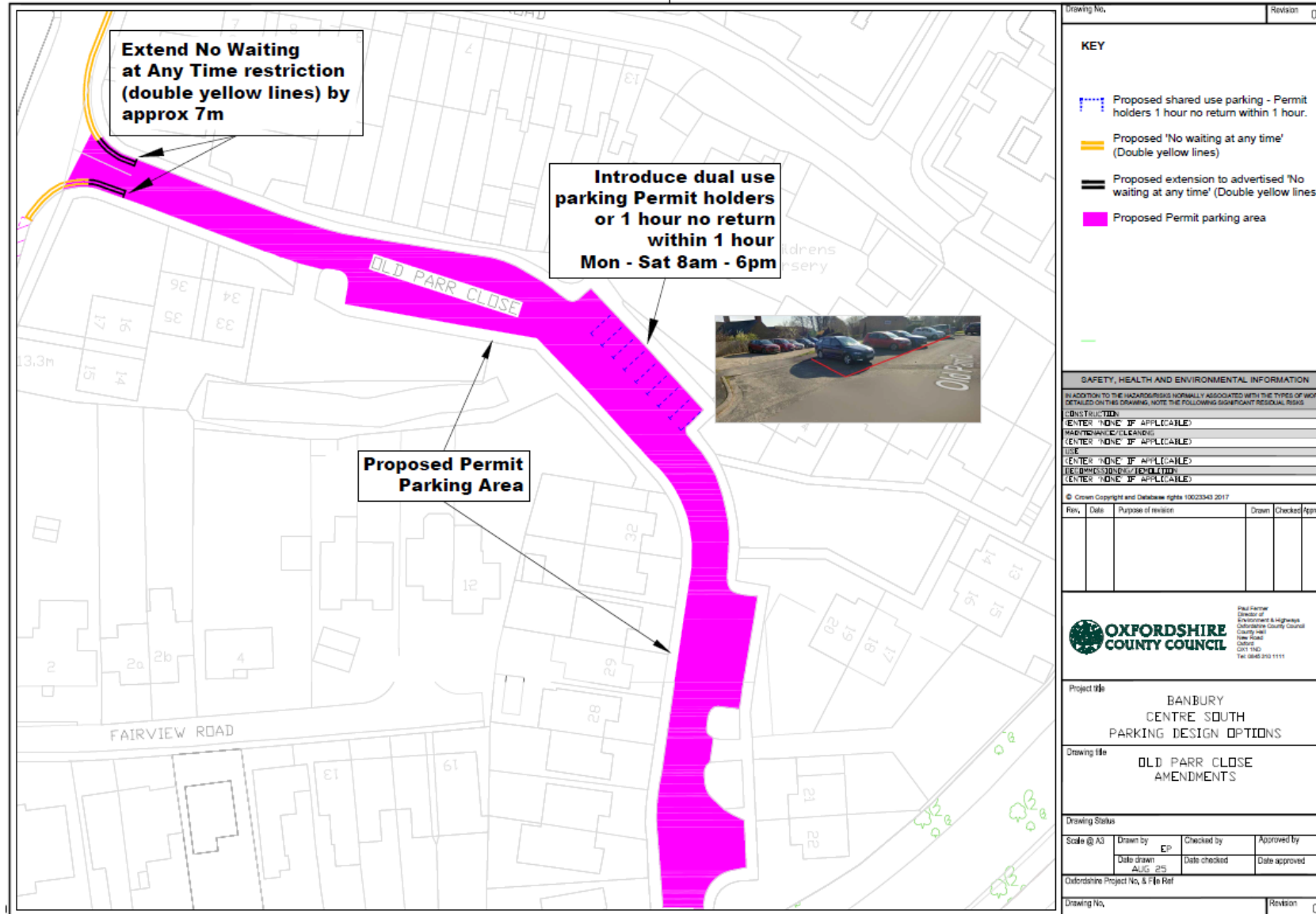
Amos Court – amended proposal



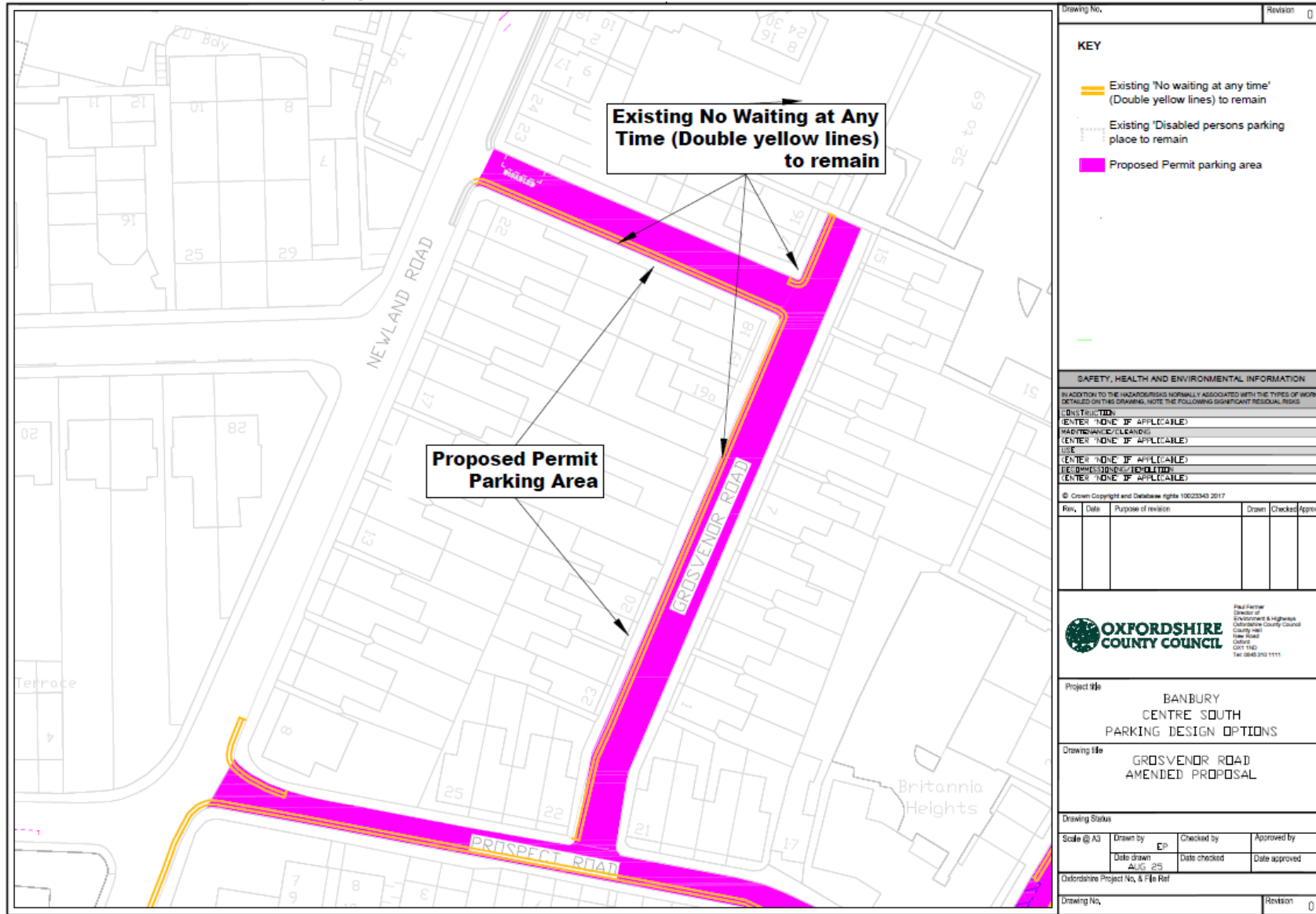
Ashby Court – amended proposal



Old Parr Close – amended proposal



Grosvenor Road – amended proposal



This is a detailed street map of a residential area in San Francisco, outlined in red. The map shows a grid of streets including Divisadero Street, Francisco Street, and various residential streets. A large area in the lower-left is shaded red, and a large area in the upper-right is outlined in red. The map includes labels for streets, buildings, and landmarks.

Drawing No. Revision																			
<h2 style="margin: 0;">KEY</h2>																			
<div style="display: flex; align-items: center; margin-bottom: 10px;"> <div style="width: 20px; height: 20px; background-color: red; margin-right: 10px;"></div> <p>Properties within boundary are eligible for inclusion in 'BCS' Permit Scheme.</p> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 20px; background-color: red; margin-right: 10px;"></div> <p>Proposed additional addresses eligible for inclusion in 'BCS' Permit Scheme.</p> </div>																			
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THE DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:</p> <p>CONSTRUCTION: (ENTER 'NONE' IF APPLICABLE) HAZARD/RISK/LEVEL/ID: (ENTER 'NONE' IF APPLICABLE) ID#: (ENTER 'NONE' IF APPLICABLE) (E-DWARDS) ID#(S) (E-DWARDS) (ENTER 'NONE' IF APPLICABLE)</p>																			
© Crown Copyright and Database rights 10002040 2017																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;">Rev.</th> <th style="width: 10%;">Date</th> <th style="width: 50%;">Purpose of revision</th> <th style="width: 10%;">Drawn</th> <th style="width: 10%;">Checked</th> <th style="width: 10%;">Approved</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>		Rev.	Date	Purpose of revision	Drawn	Checked	Approved												
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<h1 style="margin: 0;">OXFORDSHIRE COUNTY COUNCIL</h1>																			
<p>Project title</p> <p style="text-align: center; font-size: 1.2em;">BANBURY CENTRE SOUTH PARKING DESIGN OPTIONS</p>																			
<p>Drawing title</p> <p style="text-align: center; font-size: 1.2em;">PERMIT SCHEME ELIGIBILITY</p>																			
<p>Drawing Status</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 20%;">Scale @ A3</th> <th style="width: 20%;">Drawn by</th> <th style="width: 10%;">CP</th> <th style="width: 20%;">Checked by</th> <th style="width: 30%;">Approved by</th> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td>Date drawn AUG 25</td> <td> </td> <td>Date checked</td> <td>Date approved</td> </tr> </table>		Scale @ A3	Drawn by	CP	Checked by	Approved by							Date drawn AUG 25		Date checked	Date approved			
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