

Divisions Affected – *Bicester East*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

11 DECEMBER 2025

BICESTER: NORTH STREET – PROPOSED PERMIT PARKING AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the extension of the existing ‘Permit Holders Only’ bay adjacent to Nos.65-67 North Street, as advertised.**
- (b) Approve the introduction of new permit bays on Crumps Butts, and the removal of ‘No Waiting at Any Time’ restrictions (Double Yellow Lines), as advertised.**
- (c) Approve the eligibility of residents of the following properties to be able to apply for annual Residents and Visitors permits (with permit identifier ‘BC’): Nos.15-25 (odd) Crumps Butts, Nos.5-10 Hailles Gardens, and Nos.10, 20, 22, 24, 31, 34, 34a, 56 & 58 North Street, as advertised.**

Executive Summary

- 2. This report presents responses received to a statutory consultation on proposals to make minor amendments to the Bicester permit parking schemes in and around North Street as shown in **Annex 1**.
- 3. The proposals have been developed in response to requests from residents to review properties that are eligible for parking permits. In addition, following officer assessments some minor changes have been proposed to the existing parking bays.
- 4. Changes have been developed with engagement of the local County Councillor who is in support of the proposed amendments.

Corporate Policies and Priorities

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

Financial Implications

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

Legal Implications

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
11. The scheme has been promoted by the Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

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Staff Implications

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'Infrastructure Delivery' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

12. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.
13. 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.
14. 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

15. 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

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

Formal Consultation

17. 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.
18. Letters were sent directly to approximately 120 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.

19. During the course of the formal consultation, five responses were received via the online survey, where all identified as local residents. For all elements of the proposals, respondents either supported, or partially supported the changes. One respondent objected to the changes to permit eligibility.
20. Thames Valley Police submitted a non-objection.
21. A single email response was received from a local business requesting consideration for additional parking for other areas of North Street to support their business.
22. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

23. In 2021, the County Council took over parking enforcement from the Police which at the time, led to some complaints from local residents from Crumps Butts, as they had become accustomed to parking in an area behind double yellow lines. The proposals, formalise the off-carriage area for permit holder parking and make it clearer to motorists where they can park.
24. When permit holder parking was introduced in North Street, rules around which properties would be eligible for permits was selective to limit the number of permits issued. However, following requests for a review officers have determined that proposals to harmonise and simplify the eligible properties would benefit the community.
25. Some concerns have been raised through the consultation that increasing the number of properties available for permits would lead to an oversubscription of the available parking. When considering extending the permit eligibility, officers have carried out assessments and currently there are only 7 residents permits in operation for use in 19 parking spaces (estimated). With the creation of additional parking spaces, officers believe that there will be sufficient parking for permit holders within the area.
26. It is important to note that theoretical numbers of potential permits, often does not translate to actual permit take up as eligible properties may not choose to apply for permits.
27. One resident raised concerns around how the proposals would impact on properties currently eligible to apply for parking permits. Officers can confirm that there are no changes to the rules for existing permit holders who will

continue to be able to apply for both residents and visitor permits and the allocations will remain unchanged.

28. In response to the respondent who raised concerns about the loss of an allocated space outside their property, officers would advise that on a public highway, no road space can be allocated to an individual or property. The principle of a permit parking scheme is that permit parking places are available for use by any permit holder.
29. In response to the consultation, a business of North Street has taken the opportunity to highlight that short stay parking is needed at the southern end of North Street, near to the junction of St. John's Street. This area is covered by no waiting restrictions (double yellow lines) and there is little scope to introduce on-street parking without compromising road safety or traffic flows/ movements for different users. The area is outside the scope of the proposals but will be logged for future consideration should a further review come forward.

Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

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

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

December 2025

Drawing No.

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KEY

EXISTING RESTRICTIONS

EXISTING DOUBLE YELLOW LINES

EXISTING PERMIT HOLDER BAYS

EXISTING PROPERTIES ELIGIBLE FOR PARKING PERMITS

PROPOSED CHANGES

PROPOSED REMOVAL OF DOUBLE YELLOW LINES

PROPOSED NEW PERMIT HOLDER ONLY BAYS

PROPOSED PROPERTIES TO BE INCLUDED IN ELIGIBILITY FOR PARKING PERMITS.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION
(ENTER 'NONE' IF APPLICABLE)


MAINTENANCE/CLEANING
(ENTER 'NONE' IF APPLICABLE)

USE
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title

Parking projects 25/26
Cherwell & West Oxon

Drawing title

Proposed permit parking amendments
North Street / Crumps Butts
Bicester

Drawing Status

CONSULTATION

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Revision

0

P:1.2. Network Management\Parking Control\SCHEMES & MAINTENANCE\2. District Areas\2. Cherwell\1. Live Projects\Bicester\Bicester North Street permit review\North Street proposal plan v1.dwg

ANNEX 2

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Business Owner (Bicester)	No comment/objection – I am writing to you about proposed permit parking amendments. I have a have takeaway shop. Chinese takeaway we both have issue about parking. Because our customers can't park. Therefore in front our shops customers can park they cars at list 30 minutes. Because my business rely on customers come to collect the food.

B. Online responses:

RESPONDENT	COMMENTS
(o1) Local resident, (Bicester, North Street)	Live within North Street? – Yes Extend permit parking on North Street – Support New permit parking on Crumps Butts – Support Remove Double Yellow Lines – Support Permit eligibility – Object You are planning to add five parking bays which is great but at the same time you want to make 21 address eligible to apply which is a disgrace. If you want to make 21 addresses eligible you will need to add at least 21 parking bays which is possible with a little of good intention if you would like to make parking situation better

<p>(o2) Local resident, (Bicester, North Street)</p>	<p>Live within North Street? – Yes</p> <p>Extend permit parking on North Street – Partially support/concerns New permit parking on Crumps Butts – Support Remove Double Yellow Lines – Partially support/concerns Permit eligibility – Partially support/concerns</p> <p>I live at 65a North street, one of the new residents' parking bays will be directly outside my house. I am broadly supportive of this change (though I do not have a car myself) but I have a concern about the wording of the proposal. It states "Residents of the following properties will be able to apply for annual Residents and Visitors` Parking Permits, and a local identifier of `BC` will be shown on permits and on road signage where restrictions apply: Nos.15-25 (odd) Crumps Butts, Nos.5-10 Hailles Gardens, and Nos.10, 20, 22, 24, 31, 34, 34a, 56 & 58 North Street".</p> <p>Currently we are eligible to apply for residents' (and visitors') parking permits, but it is unclear from the wording of this proposal whether the numbers you are listing above are the only ones eligible to apply for permits after the change, or if they are now being included in addition to the existing eligible addresses. If the latter, and we can still apply for visitors permits, I have no objections to the proposals, but they should be worded more clearly. If we are losing the right to park on our street outside our house, I have strong objections. If you could please clarify, that would be helpful.</p>
<p>(o3) Local resident, (Bicester, North Street)</p>	<p>Live within North Street? – Yes</p> <p>Extend permit parking on North Street – Support New permit parking on Crumps Butts – Partially support/concerns Remove Double Yellow Lines – Partially support/concerns Permit eligibility – Partially support/concerns</p> <p>I live on a property facing Crumps Butts. While I appreciate parking needs to be better managed in the town, the parking in the close has always been largely for local residents. There have been times that this is difficult with non residents parking in an unthoughtful manner which the bays would assist with. However, our property has always has a bay outside the house which was assigned to the house (after I last spoke to the TRO for Bicester) so leaves me wondering whether we will now be competing for parking outside our own property. In addition, the flats in Crumps Butts have lots of vulnerable residents needing support from carers and healthcare staff - this would need to be communicated well to care agencies and local healthcare providers to ensure they carry exemption from the permit</p>

	<p>scheme. This also means the parking ends up being limited for those who need best access to their properties or for care needs.</p> <p>Lastly, the change of the scheme increases the bays by 5 in North Street and Crumps Butts, but there is a proposal to add 21 properties to the scheme. Averaging a minimum of 1 vehicle per property, there simply won't be enough parking along these 2 areas. You also seem to have elected to miss that 31, 56 and 58 North all already have their own off street parking available to their properties.</p>
(o4) Local resident, (Bicester, North street)	<p>Live within North Street? – Yes</p> <p>Extend permit parking on North Street – Support New permit parking on Crumps Butts – No objection/No opinion Remove Double Yellow Lines – No objection/No opinion Permit eligibility – Support</p> <p>This would benefit us as at the moment we cannot have visitor permits and this would allow us to. Also our parking situation is changing and we're concerned about parking especially for visitors.</p>
(o5) Local resident, (Bicester, St John's Street / Hailles Gardens)	<p>Live within North Street? – No</p> <p>Extend permit parking on North Street – Support New permit parking on Crumps Butts – Support Remove Double Yellow Lines – Support Permit eligibility – Support</p> <p>We currently live in Hailles Gardens and have no access to parking. Our house has no off street parking and also fronts St John Street which has double yellow lines and we are unable to park in the permit bays on north Street. The other Hailles Gardens properties do benefit from parking permits so it is only fair if the permits are extended to our properties.</p> <p>The closest we can park to the house is a 5 minute walk away, and this is not guaranteed depending on spaces available.</p>

	Allowing our property to benefit from parking permits to north street would greatly benefit us and the other Hailles Gardens occupants and would also alleviate stress on the other non-permit streets by freeing up parking demand and stress in those areas
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