

Parking Issues in Woodstock WTC meeting Tuesday 13th January 2026

Since the parking charges were introduced in Woodstock Town Centre areas the displaced parking has been causing great difficulty for the streets on the outer part of Woodstock.

Although there has been a great many complaints, it seems OCC have chosen not to take any notice of the plea for a full and proper review of the parking as a whole in Woodstock.

There is no doubt that some of the problem comes from visitor to Blenheim for the purpose of avoid car park charges actually within Blenheim grounds but by no means all. The parking issues for fulltime and part time employees plus the voluntary sector has become a big problem as the paid parking times do not accommodate the need.

Hensington Road Car Park

Original Proposals

Changing 101 parking bays from 12 hour maximum parking stay to:-

Only 35 x 12 hour maximum stay

66 x 4 hour maximum stay

The correspondence received below seems to only change the 12 hour max stay parking time to 10 hours.

From: Parking Manager WODC

Sent: 19 December 2025 09:06

A meeting was held on the 3rd December 2025 where all feedback from the consultation was considered.

The West Oxfordshire Parking Survey data demonstrates high demand for spaces in three of the districts' car parks. There are competing demands for spaces for different users and the data indicates a mixture of long and short stay spaces at these car parks will better meet customer demand in Woodstock, Burford and Charlbury.

A public consultation took place in October and November 2025 to introduce a number of short stay parking spaces at each of the three car parks. The proposal included a reduction in the 12-hour maximum stay to discourage commuter parking and protect spaces for local workers in the area.

All comments, concerns and supporting feedback was discussed, and as a result the proposals have been adjusted to address these.

The feedback included concerns and comments around the proposed long stay of 8 hours for Charlbury as this was not considered sufficient for many local workers. The decision was made to change the long stay at each of the three car parks to 10 hours.

The feedback also included concerns that the proposed changes did not retain a sufficient number of long stay spaces to accommodate local workers and others at each location particularly Charlbury and Woodstock. The decision was to create a fair balance between short and long stay restrictions. The number of long stay spaces to be retained at Charlbury and Woodstock was therefore increased. The balance at Burford was considered however, the comprehensive data gathered at this site strongly supports that 60% of users stay less than 4 hours.

There will be increased enforcement of the three car parks which will include monitoring of use.

The Notice of Making will be made in the New Year; we will formally write to you when the new order has been adopted.

M Wheatley
Parking Manager

Although the decision by WODC is received with great relief this doesn't address the problem for all fulltime workers. Once the Hensington Road Car Park is full (often very early in the day with workers purposely arriving early to secure a parking place) the streets on the outskirts of Woodstock such as Glyme Close, Brook Hill, Green Lane and Barn Piece

Estate in Old Woodstock that to say nothing of the recent practice of parking in Manor Road on the A44 are crammed with parked cars

The claim seems to be that not enough of the residents have complained. This should not be the case as Councillors are voted in to be the voice of the Town many Councillors have been approached by residents regarding Parking issues and should be listened to not informed they have no proof. Why would Councilors make things up? Despite carrying out 2 parking survey and submitting them to OCC they chose to ignore them claiming these Surveys were not carried out under OCC

With the prospect of a new Drs Surgery being sited on the redundant Owen Mumford site and the claim of Cllr Graham he will oversee feasibility and access with regard to traffic volume and accommodating possible public transport access surely now it the time for a full traffic survey to be carried out and not just piecemeal action. The volume of need for parking and control is upper most for the success of a happy community all of whom pay taxes and should be treated equally.

Unfortunately there has been no action regarding unacceptable parking such as over or very close to residents access from their property, parking with half the vehicle on a public path, (causing no disability access or push chairs access) opposite road junction, on corners, grass verges and even across access to Thames Water facilities for should something go wrong they have no chance of immediate access.

In November 2021 at a Woodstock Council meeting Cllr Graham stated 'The new Town Centre Parking Proposal will not work without enforcement' never a truer word spoke except the enforcement has not covered all areas of Woodstock nor does Woodstock benefit from any revenue generated by the parking charges.

Motion: Proposed by Cllr Grant Seconded by Cllr

- a) WTC calls for Oxfordshire Council to carry out a full parking survey together with face to face consultation with residents at times to suit work timetable so accessible to as many residents as possible and to use the outcome to relieve the unacceptable pressure of displaced parking causing unacceptable congestion and inconvenience to all who are involved.*
- b) Alternatively to give guidance to how they would like the information collected by WTC and give Assurance that the findings will be given full consideration to improve all parking issues in Woodstock*

Recent Information to date

Woodstock Town Council meeting Tuesday 9th December 2025

Item 7. To receive an oral report from Cllr Andy Graham

Cadogan Park: I have been working with the residents a considerable amount of time, you will remember that were a lot of complaints about Blenheim Events and particularly the Christmas Events which were impacting on that area particularly. At the moment there has been some arrangements but they are not enforceable but they look enforceable but at the moment it does state there is no parking and it seems to be working.

If the proves not to work then there is another set of proposals that will come forward if this not the case. The other thing the parking generally down there, there are some public safety issues, particularly in Princes Ride and onto Flemings Road, bends around there are very dangerous people are parking on those corners and it makes it very difficult to navigate, the bus going round there overtaking parked cars on a bend is just not acceptable and a consultation that was done with the residents there is a scheme hat s coming forward in January 2026 as a result of that.

Its not going to be everything for everyone but the most important thing is that if you address **some of the public safety issues** and is overall an improvement, I'm all for it, but having said that lets not get complacent because there may still be issues that we may need to look at again. I think it is progress.

Cllr Grant: said I know you said to me that you had seen the letter WTC are going to talk about later, and you mentioned just now public safety issues, most of Brook Hill has not got a footpath and neither has Green Lane it's a public hazard with all the cars that park there.

25/12/09 WTC	Double Yellow Line Consultation To receive a report from Cllr Parnes Motion: Proposed by: Cllr S Parnes Seconded by: Cllr Grant <i>a) Woodstock Town Council RESOLVES to request Oxfordshire County Council suspend the closing date of the open consultation on double yellow lines depicted as for being for the Cadogan Park estate (which is mis-depicted and not commonly recognised in the town), and requests that OCC subsequently extend or restart the consultation after addressing the perceived consultation flaws described in the 10 bullet points of the attached paper (to be provided to OCC for public response) and rectifying the consultation and its associated public materials accordingly.</i> Councillor Grant suggested the following amendment <i>b) For a full parking review for the whole of Woodstock especially concerning the problem with displaced parking causing public hazards</i> Cllr Parnes agreed the amendment. The full motion was put to the vote The Council unanimously agreed the full motion
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From: Civil Parking Enforcement Enquiries <cpeenquiries@oxfordshire.gov.uk>

Date: 8 December 2025 at 16:49:59 GMT

Subject: RE: Unacceptable situation in Woodstock

Reply to Resident of Green Lanes Letter from

Jim Whiting

Parking Schemes and Traffic Orders Team Leader MCIHT

Copied in were OCC Cllr Andy Graham, D Cllr Julian Cooper

Thank you for sharing your concerns with us. Your local county councillor has sent your complaint to our team, and we're looking into the issues you raised. We'll do our best to answer your questions and suggest possible solutions.

You will be aware that following a public consultation exercise, new parking controls were introduced in the centre of Woodstock in the summer of 2023. Concerns regarding displacement were raised at the time and as part of the scheme residents parking controls were introduced in some of the surrounding roads.

Prior to the schemes introduction the County Council conducted parking beat surveys to establish a baseline and repeated these surveys after the scheme was in place. The comparative analysis revealed a measurable increase in parking activity on sections of Brook Lane, while other areas did not experience significant changes which including Glyme Close and Green Lane. At the time, the changes did not pose concerns around safety or access, over and above what would normally take place in a rural village location. Also to note, these surveys were taken over the summer months and their maybe seasonal variations where there is more demand for parking.

The County Council maintains a responsive approach to resident complaints, investigating issues as they arise. However, since the scheme's introduction, there have been relatively few complaints from residents in Brook Lane, Glyme Close, or Green Lane. This suggests that, overall; the scheme has not generated widespread dissatisfaction in these areas.

The use of resident's surveys and engagement exercises can be useful to gage local views on an issue, but we have found that often the initial complaints we receive, don't always translate to a consensus view across an area on what should the solutions.

The surveys recently undertaken on the Cadogan Park are a good example of this, where following persistent complaints and at the request of the local County Councillor, we did carry out a survey of residents living on the Cadogan Park estate. The feedback from the majority of residents was that they didn't support any changes or the introduction formal parking restrictions on the residential roads (e.g. residents parking). The only restrictions that are being taken forward are mainly on the access road to the estate, where parking for residents is not directly impacted.

We are currently working on the provision list of potential schemes for 2026/27, and we will include the areas mentioned in your email for further investigation. Please note that our ability to take forward any consultations or proposals is subject to budgets being agreed and resources available.

With regards your points around obstruction of driveways, you are correct that there are laws around this, and the police do have powers to enforce wilful obstruction of the highway. Under civil powers, at present the County Council does not enforce dropped kerb obstructions, but we will pass your comments on to the parking team. One option could be the use of access protection markings, which takes the form a white line. More information is available on our website: <https://www.oxfordshire.gov.uk/transport-and-travel/street-maintenance-z/private-access-markings>. These act as a deterrent for motorists parking in the vicinity of private accesses.

In addition, councils don't currently have powers to enforce footway/ verge parking and parking at a junction unless there is a traffic regulation order, signage and road markings in place. To introduce formal restrictions there first must be a public consultation exercise and as mentioned public consensus on these types of measures is not always straightforward, especially where it impacts on residential parking.

With regards to the events management for events at Blenheim Palace, each year our Network Management team works with the estates department at Blenheim to agree the traffic management arrangements for activities throughout the year. We can confirm that these do not currently extent to any kind of temporary permits systems for residents as we are limited in what can be undertaken under a Temporary Traffic Regulation order. However, we will pass on your concerns to team liaising with the palace so your feedback can be taken on board.

Once again, thank you for reporting these issues to us. We will continue to work with Cllr Graham on the local issues in your area and as mentioned the roads highlighted in your correspondence will be included for consideration as part of a future review of the area.

If you remain dissatisfied with this response, more information is available on our website on how to raise a complaint:

<https://www.oxfordshire.gov.uk/council/about-your-council/have-your-say-about-council-services/complaints-about-oxfordshire-county-council/complaints-and-comments>

Regards

Jim Whiting
Parking Schemes and Traffic Orders Team Leader MCIHT

[Original Letter from resident presented at the Meeting 09.12.25 and deferred to January 2026](#)

I am writing to raise a formal complaint regarding the worsening parking situation affecting residents in Brook Hill, Green Lane, and Glyme Close. The introduction of residents-only parking zones in the town centre has displaced a significant volume of vehicles into the surrounding non-residents areas, creating serious safety issues, access problems, and substantial inconvenience for residents.

1. Obstruction of Driveways and Dropped Kerbs

Residents are frequently being blocked into their own driveways, as vehicles park across dropped kerbs.

This is a clear contravention of:

- Highway Code Rule 243, which states that drivers must not park where the kerb has been lowered to facilitate access.
- Traffic Management Act 2004, under which parking across a dropped kerb used for access is a civil enforcement penalty.
- Road Traffic Regulation Act 1984, which empowers the council to regulate and restrict dangerous or obstructive parking.

Despite these legal protections, little to no enforcement is occurring in these streets.

2. Road Safety Concerns

Due to displaced parking:

- Long stretches of road have effectively become one-way, preventing safe two-way traffic flow.
- Cars are routinely parking opposite junctions, on corners, and on verges—damaging green space and creating blind spots that put pedestrians and drivers at risk.
- Verges along Brook Hill, Green Lane, and the surrounding area are being churned up by vehicles mounting the kerb, worsening visual amenity and causing avoidable maintenance costs.

This contravenes general safety obligations under the Highway Code (Rules 242–247) and defeats the purpose of the council’s duty under the Traffic Management Act 2004 s.16 to ensure “the expeditious movement of traffic” and maintain safety for all road users.

3. Seasonal Parking Pressures (Blenheim Palace Christmas Events)

The situation is significantly exacerbated during Blenheim Palace’s Christmas season, which now runs for nearly three months.

When on-site parking is chargeable, the town experiences a surge in visitors seeking free parking. This directly impacts the streets mentioned above, yet only the Hensington Gate area has been offered any mitigation—temporary residents-only signage and a consultation for permanent residents’ parking zones.

4. Inequitable Treatment of Neighbouring Residential Streets

It is unacceptable that only one area (Hensington Gate) has received support and consideration, while the residential streets—equally affected—have been completely overlooked. Residents in Brook Hill, Green Lane, and Glyme Close are enduring the same or worse problems with no consultation, no temporary measures, and no enforcement presence.

This unequal treatment does not align with the council’s obligations under the Local Government Act 1972 and Equality Act 2010, which require fair and consistent service provision across communities.

Requested Actions

I am requesting the council urgently:

1. Extends temporary residents-only restrictions (or other effective protective measures) to
 - Brook Hill
 - Green Lane
 - Glyme Close
 - And any other streets experiencing displacement.
2. Initiates a formal proactive consultation for residents-only parking zones in these streets, not just Hensington Gate.
3. Increases parking enforcement, specifically targeting dropped-kerb obstruction, corner parking, and verge parking.
4. Reviews seasonal parking arrangements with Blenheim Palace to prevent chronic displacement every winter.

The current situation is unsafe, unsustainable, and unfair, and it requires immediate intervention.

I look forward to your prompt response and to seeing urgent action taken to address these issues.

END

AG January 2026

Appendix 1

Woodstock Town Council Meeting of 9 December 2025

Report by Cllr Sharone Parnes

Perceived Potential Flaws of OCC Parking Restrictions Consultation Survey

A paper (attached as Appendix to this paper) was tabled for Noting at the November 25th town council budget meeting, in respect of an Oxfordshire County Council (OCC) launch of a “consultation survey (available online since 13 2025, 06:08 AM at https://letstalk.oxfordshire.gov.uk/woodstock_cadoganpark_parking2025) .”

Several categories of perceived flaws have been noted and no further clarifications or corrections appear to have been notified or published by OCC.

Motion: Proposed by Cllr S Parnes

Woodstock Town Council RESOLVES to request Oxfordshire County Council suspend the closing date of the open consultation on double yellow lines depicted as for being for the Cadogan Park estate (which is mis-depicted and not commonly recognised in the town), and requests that OCC subsequently extend or restart the consultation after addressing the perceived consultation flaws described in the 10 bullet points of the attached paper (to be provided to OCC for public response) and rectifying the consultation and its associated public materials accordingly.

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Woodstock Town Council (“Budget” meeting) of 25 Nov 2025

Report by Cllr Sharone Parnes

Perceived Potential Flaws of OCC Parking Restrictions Consultation Survey

Oxfordshire County Council (OCC) has launched a consultation survey (available online since 13 Nov 2025, 06:08 AM at https://letstalk.oxfordshire.gov.uk/woodstock_cadoganpark_parking2025) .

The opening page online states “Please read the detailed information provided on this consultation, and take the time to complete the survey as your views and opinions matter. Your response should be completed and returned by **5pm on Friday 12 December 2025.**” The survey is titled “Woodstock: Cadogan Park - proposed parking restrictions”.

Early review of the draft documents highlights several potential weaknesses and possible fundamental flaws in the consultation:

- The **Statement of Reasons** is minimal, citing only resident complaints and asserting safety improvements, without evidence, consideration of alternatives, or assessment of likely effects or causes, whether displacement from the most recent implementations of parking charge and resident/hotel permit holder areas, or from events which effects may be ameliorated.
- The **consultation survey** publication text refers to “detailed information provided” but the contents are not detailed (per above bullet point) and does not allow residents to comment meaningfully on the proposals or their wider impacts.
- Prospects of further **Parking displacement** to neighbouring streets and the adjacent bowls and tennis club car park is not acknowledged.
- The consultation **does not indicate how the works and/or enforcement will be funded**, limiting residents’ understanding of feasibility.
- The consultation **title is misleading**, as it does not reflect that additional streets may be included.
- The **Town Council was not consulted in advance** to provide local knowledge, input or possible support.
- There is no indication of consideration or consultation involving the Bowls and Tennis Club in Cadogan Park, which has its own car park.
- While the **Draft TRO text** seems standard, its lawfulness depends on the adequacy of accompanying materials.
- The consultation may not fully comply with the **Gunning Principles**, which require sufficient information for consultees to give an informed response, including foreseeable effects and consequences.
- Oxfordshire County Council refers to the consultation being about new double yellow lines on parts of the Cadogan Park estate; yet there is no contemporary community recognition or common references to any area in the Town as “Cadogan Park estate.”

The Council is advised to note this Report and the issues listed above, and monitor whether OCC addresses them or restarts the consultation to disclose foreseeable impacts, funding, scope, and alternatives to ensure the consultation meets legal fairness standards. The Council is encouraged to consider any further follow-up or decision that it considers appropriate.

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