

Delegated Decisions by Cabinet Member for Transport Management

***Thursday, 26 February 2026 at 10.00 am
Room 2&3 - County Hall, New Road, Oxford OX1 1ND***

If you wish to view proceedings, please click on this [Live Stream Link](#).
However, that will not allow you to participate in the meeting.

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf and the related reports are attached. Decisions taken will become effective at the end of the working day on 3 March unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public



Martin Reeves
Chief Executive

February 2026

Committee Officer: **Democratic Services**
email: committeesdemocraticservices@oxfordshire.gov.uk

Note: *Date of next meeting: 26 March 2026*

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

See guidance below.

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am three working days before the meeting, ask a question on an item on the agenda.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to committeesdemocraticservices@oxfordshire.gov.uk

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet

4. Minutes of the Previous Meeting (Pages 11 - 24)

To confirm the minutes of the meeting held on 22 January to be signed by the Chair as a correct record.

5. Proposed Permit Parking Area - Hightown Road, Banbury (Pages 25 - 158)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/245

Contact: Emma Palmer, Senior Officer – TRO and Schemes
(Emma.Palmer@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- (a) Approve the proposed ‘Residents permit holders parking only’ (Monday to Saturday, 8am – 6pm) areas on Dexter Close, Green Lane, Ridge Close, and Windmill Close, as advertised.**
- (b) Approve the amended proposals from proposed ‘Residents permit holders parking only’ (Monday to Saturday, 8am – 6pm) areas, to instead ‘Shared-use parking bays (Mon to Sat 9am-6pm Permit Holders or 2 hours, no return within 1 hour)’ on Foscoote Rise, Lodge Close, and Valley Road.**
- (c) Not approve the proposed ‘No Waiting at Any Time’ (double yellow lines) restrictions on Dexter Close, Foscoote Rise, Green Lane, Lodge Close, Ridge Close, Valley Road, and Windmill Close.**

6. Proposed Permit Parking - Broughton Road & Gilkes Yard, Banbury (Pages 159 - 214)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/247

Contact: Emma Palmer, Senior Officer – TRO and Schemes
(Emma.Palmer@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- a) Approve the proposed ‘Residents permit holders parking only’ (at all times) area on the entire length of Gilkes Yard, as advertised.**
- b) Approve the proposed ‘Residents permit holders parking only’ (at all times) parking bays on Broughton Road, as advertised.**
- c) Approve the proposed 'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road, as advertised.**
- d) Approve the amended proposal to include Nos.32 & 34 Broughton Road within the permit eligibility area.**

7. West End, Witney - Proposed Permit Parking Bays (Pages 215 - 250)

Cabinet Member: Transport Management
Forward Plan Ref: 2025/246
Contact: Emma Palmer, Senior Officer – TRO and Schemes
(Emma.Palmer@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM**).

The Cabinet Member is **RECOMMENDED** to:

- a) Approve the proposed 'Permit holders only' parking bays on the north side of West End, as advertised.
- b) Approve the Shared use parking bays, 'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times) on the south side of West End, as advertised.
- c) Not approve the proposed 'No Waiting at Any Time' (double yellow line) restrictions on West End.

8. Proposed Amendments to Oxford & Didcot CPZ's Parking Permit Eligibility (Pages 251 - 282)

Cabinet Member: Transport Management
Forward Plan Ref: 2025/244
Contact: James Whiting, Team Leader – TRO's and Schemes
(James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM**).

The Cabinet Member is **RECOMMENDED** to approve the following amendments to permit eligibility, as advertised:

- (a) Exclude the following properties in Oxford from eligibility to apply for resident's parking permits & residents' visitors parking permits:
 - (i) Marston North – No.44 Arlington Drive,
 - (ii) Marston South – the Flats at Friar Court, No.2 Old Marston Road (30 student rooms),
 - (iii) North Oxford – the new properties at the 'University College Annexe' development at No.115 Banbury Road/No.98 Woodstock Road/Staverton Road, and
 - (iv) Wood Farm – No.59 & No.67 Masons Road.
- (b) Include property Nos.1-44 Rymans Court (Didcot) in the list of those eligible to apply for resident's parking permits & residents' visitors parking permits.

9. Proposed Disabled Persons Parking Places (DPPP's) South and Vale 2025 (Pages 283 - 374)

Cabinet Member: Transport Management
Forward Plan Ref: 2025/139

Contact: James Whiting, Team Leader – TRO's and Schemes
(James.Whiting@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- (a) **Approve the introduction of new Disabled Persons Parking Places on: Swinburne Road, Abingdon; Aston Street, Aston Tirrold; Colwell Road, Berinsfield; Dibley's, Blewbury; Winter's Field, Crowmarsh Gifford; Champion Hall Drive, Didcot; Manor Close, Drayton; Coulings Close, East Hendred; Ludbridge Close, East Hendred; Boucher Close, Grove; Hawksworth Close, Grove; St. Ives Road, Grove; Bell Street, Henley on Thames; Wilson Avenue, Henley on Thames; Poplar Grove, Kennington; Littleworth Road, Littleworth; Duke of York Avenue (No.7), Milton; Priest Close, Nettlebed; Foxborough Road, Radley; Allnatt Avenue, Wallingford; Orchard Way, Wantage; Stockham Park, Wantage, as advertised.**
- (b) **Approve the removal of Disabled Persons Parking Places on: Northcourt Road, Abingdon; Swinburn Road, Abingdon; Boucher Close, Grove; Park Road, Henley on Thames; Lea Road, Sonning Common; Peppard Road, Sonning Common; Churchill Crescent, Thame; Park Street, Thame (outside No.26); Newbury Street, Wantage; Manor Road, Whitchurch on Thames, as advertised.**
- (c) **Approve the relocation of Disabled Persons Parking Place on: Luker Avenue, Henley on Thames, as advertised.**
- (d) **Approve the formalisation of Disabled Persons Parking Place on: Hawksworth Close, Grove, as advertised.**
- (e) **Not approve the Disabled Persons Parking Places on:; Duke of York Avenue (outside No. 5), Milton; Sunningwell Road, Sunningwell (St. Leonards Church), as advertised.**
- (f) **Not approve the removal of the Disabled Persons Parking Place on Berkeley Road, Thame, and Park Street outside No.34, Thame.**

10. Proposed Speed Limit Amendments - B4047, Minster Lovell (Pages 375 - 386)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/239

Contact: Anthony Kirkwood, Vision Zero Team Leader
(Anthony.Kirkwood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- (a) **Approve the introduction of the following 30mph speed limits, as advertised:**
 - (i) **B4047 Burford Road – from its junction with the A40 Asthall roundabout, for 325 metres,**
 - (ii) **The unnamed road (running north towards Asthall) – from its junction with the B4047 Burford Road, for 140 metres.**
- (b) **Approve the introduction of the 40mph speed limit on the B4047 Burford Road for 300 metres, as advertised.**
- (c) **Approve the introduction of the following 50mph speed limits on the B4047 Burford Road, as advertised:**
 - (i) **between the proposed 40mph ‘buffer’ limit at Asthall & the existing 30mph speed limit at Minster Lovell,**
 - (ii) **between the existing 30mph speed limit at Minster Lovell & the existing 40mph speed limit at Witney.**

11. Proposed 20mph Speed Limit - Upper Milton (Pages 387 - 394)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/234

Contact: Anthony Kirkwood, Vision Zero Team Leader

Anthony.Kirkwood@oxfordshire.gov.uk

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- a) **Approve the extension of the existing 20mph speed limit at Upper Milton, as advertised.**

12. Proposed Experimental Order - Nelson Street, Thame - One Way Street (Pages 395 - 412)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/254

Contact: Lee Turner, Team Leader – Traffic and Road Safety

Lee.Turner@oxfordshire.gov.uk

Report by Director of Environment and Highways (CMDTM).

The Cabinet Member is RECOMMENDED to:

- (a) **Approve the introduction of an Experimental Traffic Regulation Order (ETRO) to create a northbound one-way traffic restriction on Nelson Street, Thame,**
- (b) **To continue to allow southbound cycling, following consultation feedback,**

- (c) To give delegated authority to the Director of Environment and Highways to make changes to the ETRO, if required, in consultation with the Cabinet Member for Transport Management.

13. Proposed Pedestrian Crossings - Ladygrove, Didcot (Pages 413 - 436)

Cabinet Member: Transport Management

Forward Plan Ref: 2025/172

Contact: Rosie Wood, Senior Engineer (Rosie.Wood@oxfordshire.gov.uk)

Report by Director of Environment and Highways (**CMDTM**).

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of two new 'Toucan' crossings to be located on the A4130 (East) & the B4016 Lady Grove in Didcot, as advertised.

Councillors declaring interests

General duty

You must declare any disclosable pecuniary interests when the meeting reaches the item on the agenda headed 'Declarations of Interest' or as soon as it becomes apparent to you.

What is a disclosable pecuniary interest?

Disclosable pecuniary interests relate to your employment; sponsorship (i.e. payment for expenses incurred by you in carrying out your duties as a councillor or towards your election expenses); contracts; land in the Council's area; licenses for land in the Council's area; corporate tenancies; and securities. These declarations must be recorded in each councillor's Register of Interests which is publicly available on the Council's website.

Disclosable pecuniary interests that must be declared are not only those of the member her or himself but also those member's spouse, civil partner or person they are living with as husband or wife or as if they were civil partners.

Declaring an interest

Where any matter disclosed in your Register of Interests is being considered at a meeting, you must declare that you have an interest. You should also disclose the nature as well as the existence of the interest. If you have a disclosable pecuniary interest, after having declared it at the meeting you must not participate in discussion or voting on the item and must withdraw from the meeting whilst the matter is discussed.

Members' Code of Conduct and public perception

Even if you do not have a disclosable pecuniary interest in a matter, the Members' Code of Conduct says that a member 'must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself' and that 'you must not place yourself in situations where your honesty and integrity may be questioned'.

Members Code – Other registrable interests

Where a matter arises at a meeting which directly relates to the financial interest or wellbeing of one of your other registerable interests then you must declare an interest. You must not participate in discussion or voting on the item and you must withdraw from the meeting whilst the matter is discussed.

Wellbeing can be described as a condition of contentedness, healthiness and happiness; anything that could be said to affect a person's quality of life, either positively or negatively, is likely to affect their wellbeing.

Other registrable interests include:

- a) Any unpaid directorships

- b) Any body of which you are a member or are in a position of general control or management and to which you are nominated or appointed by your authority.
- c) Any body (i) exercising functions of a public nature (ii) directed to charitable purposes or (iii) one of whose principal purposes includes the influence of public opinion or policy (including any political party or trade union) of which you are a member or in a position of general control or management.

Members Code – Non-registrable interests

Where a matter arises at a meeting which directly relates to your financial interest or wellbeing (and does not fall under disclosable pecuniary interests), or the financial interest or wellbeing of a relative or close associate, you must declare the interest.

Where a matter arises at a meeting which affects your own financial interest or wellbeing, a financial interest or wellbeing of a relative or close associate or a financial interest or wellbeing of a body included under other registrable interests, then you must declare the interest.

In order to determine whether you can remain in the meeting after disclosing your interest the following test should be applied:

Where a matter affects the financial interest or well-being:

- a) to a greater extent than it affects the financial interests of the majority of inhabitants of the ward affected by the decision and;
- b) a reasonable member of the public knowing all the facts would believe that it would affect your view of the wider public interest.

You may speak on the matter only if members of the public are also allowed to speak at the meeting. Otherwise you must not take part in any discussion or vote on the matter and must not remain in the room unless you have been granted a dispensation.

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 22 January 2026 commencing at 10.00 am and finishing at 1.50 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair
Councillor Liz Leffman – in the Chair (Agenda Item 5)

Other Members in Attendance: Councillor Dan Levy (Agenda Item 6)
Councillor Emma Garnett (Agenda Item 8)
Councillor Emily Kerr (Agenda Item 8 & 9)
Councillor Roz Smith (Agenda Item 9)
Councillor Andy Graham (Agenda Item 10)

Officers: Jack Ahier (Senior Democratic Services Officer), Steve Blackmore (Technical Support Officer – Regulatory Planning Enforcement), Hanaii Faour (Transport Planner), Paul Fermer (Director of Environment and Highways), Robert Freshwater (Infrastructure Development Lead), Manjinder Jutla (Senior Officer – Parking), Vicki Neville (Senior Officer – Civil Enforcement), Mike Smith (Team Leader – Highway Agreements), Kim Sutherland (Senior Transport Planner), James Whiting (Team Leader – TRO's and Schemes).

The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.

117/26 DECLARATIONS OF INTEREST

(Agenda No. 1/26)

The Chair declared an interest in respect of agenda item 5, as the matter had attracted keen interest from residents in his own division who had approached him in that capacity and although he had not in any way pre-determined his position on the matter, to avoid any perception of bias or conflict between his responsibilities as a division councillor and his role as the Cabinet Member for Transport Management, he recused himself from taking the decision. The Leader of the Council, Councillor Liz Leffman, would make that decision on his behalf as per the Constitution.

118/26 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2/26)

There were none.

119/26 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3/26)

There were 20 registered speakers, with some speakers speaking on multiple items. A list of speakers can be seen below:

Item 5: Woodstock Road Bus Lane Experimental Traffic Regulation Order (ETRO) and St Giles' Waiting Restrictions ETRO

- Danny Yee
- Matthew Broadway
- Christine St Cox
- Robin Tucker

Item 6: Eynsham Area Local Cycling and Walking Infrastructure Plan

- Cllr Dan Levy
- District Cllr Lidia Arciszewska
- Danny Yee
- Robin Tucker

Item 7: Sheep Street ETRO – Review of Consultation and Traffic Data on Cycling Access:

- Danny Yee
- Paul Troop
- Robin Tucker
- Kevin Hickman

Item 8: East Oxford CPZ Review 2025

- Cllr Emily Kerr
- Cllr Emma Garnett
- Danny Yee
- Aeron Buchanan
- Siobhann Mansell-Pleydell (Items 8 & 9 combined)
- Robin Tucker (Items 8 & 9 combined)

Item 9: Headington Central CPZ Review 2025

- Cllr Emily Kerr
- Cllr Roz Smith
- Danny Yee
- William Cooke
- Hannah Kirby

Item 10: Proposed No Waiting Restrictions – Cadogan Park, Woodstock

- Cllr Andy Graham
- Michael Trumper

Item 11: Abingdon Centre East – Proposed Waiting Restrictions

- Tim Moose

- Jonathan Gayther
- Robin Tucker

Item 12: Abingdon Town Centre – Parking Amendments

- Robin Tucker

Item 13: Proposed Pedestrian Crossing & Bus Stops – Twelve Acre Drive, Abingdon

- Robin Tucker

Item 14: Blackthorn Road, Ambrosden – Traffic Calming and Speed Limits

- Robin Tucker

120/26 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4/26)

The minutes of the meeting held on 12 December 2025 were approved and signed by the Chair as a correct record.

Cllr Andrew Gant left the meeting at this stage and Cllr Liz Leffman, Leader of the Council, assumed the Chair for the duration of item 5.

121/26 WOODSTOCK ROAD BUS LANE EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO) AND ST GILES' WAITING RESTRICTIONS ETRO

(Agenda No. 5/26)

The Leader of the Council, now in the Chair, introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair invited officers to introduce the proposals. Officers noted there were two separate proposals relating to the Woodstock Road bus lane and St Giles' waiting restrictions.

The Chair reflected on issues raised, such as objections from Woodstock Road residents and the safety for school children going to school.

The Chair noted the impact of the Botley Rd closure on this scheme as it had delayed the introduction of the traffic filters scheme. The Chair asked for monitoring to be undertaken after the Botley Rd opened, which was expected to be in August 2026.

The Chair noted that not approving the scheme would undermine other transport schemes in other areas in Oxford.

The Chair asked officers to monitor traffic on the Woodstock Road after the Botley Road reopened; monitor traffic out of First Turn that could perhaps lead to new signage; and also monitoring air quality and cycle routes after the reopening of the Botley Road.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) **Approve the making permanent of the following measures as part of the current Experimental Traffic Regulation Order (ETRO);**
 - i. **bus lane for northbound buses, from a point 61 metres north of Blenheim Drive for 707 metres towards the Wolvercote Roundabout,**
 - ii. **remove section of the previous southbound bus lane from the Wolvercote Roundabout down to the junction with Field House Drive,**
 - iii. **`No Waiting at Any Time` (double yellow lines) to replace the previous `No Waiting 8am-6.30pm` (single yellow lines) on the northwest arm of St Giles at a point opposite 12 metres southeast of the junction with Little Clarendon Street.**

Cllr Liz Leffman left the meeting at this stage and Cllr Andrew Gant assumed the Chair for the rest of the meeting.

122/26 EYNESHAM AREA LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

(Agenda No. 6/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair echoed public speakers in their thanks to officers for creating the LCWIP in Eynsham.

The Chair noted that the delivery of these individual schemes was dependent on resources and funding.

Officers confirmed the County Council's LCWIP programme followed standard criteria which were managed so schemes could be compared objectively.

The Chair noted that A & B roads speed limits were undergoing review and that policies overlapped, so reduction in speed limits on the B4044 would be considered through the Vision Zero review.

The Chair confirmed that the LCWIP was a live document, which would be kept under review. Officers noted that the purpose of LCWIP's was to capture the aspirations of the community and the Bablock Hythe bridge was captured as such.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) **Approve the Eynsham Local Cycling and Walking Infrastructure Plan (LCWIP).**

123/26 SHEEP STREET ETRO – REVIEW OF CONSULTATION AND TRAFFIC DATA ON CYCLING ACCESS

(Agenda No. 7/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair noted that the ETRO was still ongoing, with the recommendation outlined to amend the ETRO to allow disabled users, relying on cycles as mobility aids, to cycle during the market-hours restriction. Officers confirmed that the delegation to the Director of Environment and Highways as requested was to allow thorough working through of the details.

Officers commented that the visibility of exemptions was important and the scheme was intended to make the space safe for all users.

The Chair noted that this was a specific intervention, rather than wider changes to the ETRO.

Officers stated that programmes in the market were planned with the Resilience teams to educate users.

The Chair referenced the equalities impact assessment completed as part of the scheme, which demonstrated the importance of cyclist confidence and pedestrian safety.

Officers confirmed that evidence came from feedback from users via emails and responses to the consultation.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) Amend the ETRO to enable disabled users, relying on cycles as mobility aids, to cycle during the market-hours restriction**
- b) Delegate to the Director of Environment and Highways the setting up of a permit or exemption scheme to allow access by disabled individuals, who have been negatively impacted by the market-hours restriction.**

124/26 EAST OXFORD CPZ REVIEW 2025

(Agenda No. 8/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair noted concerns that the proposals were not compliant with County Council transport policies or the Oxford City Local Plan and stated that these proposals centred on the demand for increased permits within CPZ's.

Officers noted the justification within the Central Oxfordshire Travel Plan was to review the eligibility and parking permits per property in CPZ's and that in East Oxford, spaces had been lost to the LTN's; which these proposals sought to restore. It was made clear that the hierarchy within the Local Transport and Connectivity Plan needed to be adhered to and that the design of streets needed to cater for pedestrians and cyclists first and foremost.

The Chair noted that the proposals to create additional permit holder bays would increase the number of cars on the roads, which would impact cyclists and pedestrians. Officers noted that less space for permit holder bays could potentially lead to unsafe car parking, which would also be to the detriment of safe walking and cycling.

The Chair stated that it was not for the Council to mitigate illegal parking through policies, as CPZ's entitled residents to a number of permits but not the guarantee of a parking space. Officers confirmed, over the last 4 years as part of LTCP initiatives, a reduction of 56 spaces within the East Oxford CPZ, with an additional 9 spaces proposed with these amendments.

The Chair noted the safety concerns raised in the report, but that Thames Valley Police did not mention that in their consultation response. Officers noted the safety elements of the report came about as a result of guidance and reports by West Midlands Combined Authority, commissioned by the Department for Transport, as well as cross-governmental Home Office directives.

Officers noted that the East Oxford and Headington Central CPZ reviews were slightly behind the curve in terms of alignment with other schemes. Future reviews into CPZ's were more closely aligned.

The Chair appreciated the discussion but felt he agreed with the point made by several speakers that the proposed increase in car parking would lead to an increase in volume of car traffic, which would be contrary to the Council's policies.

The Chair noted that some of the proposals to increase cycle parking were welcome, but asked officers to re-think some of the proposals to increase parking along with other schemes.

The Chair stated that he was minded to approve recommendations: a; c; f; g; h; i; j and k, defer recommendation b and reject recommendations d and e.

The Chair thanked officers for their work, speakers for their contributions and agreed to the following decisions.

RESOLVED to:

Agree the following recommendations:

a) Approve the proposed new Cycle parking bay and amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders in Bath Street, as advertised.

(c) Approve the proposed parking bay and yellow line changes in Jeune Street, as advertised.

(f) Approve the proposed new Cycle parking bay in York Place, as advertised.

(g) Approve the amendment of the existing Permit Holders Parking to Shared-use parking (Permit holders & non-permit holders in Boulter Street, as advertised.

(h) Defer a decision on the proposed new Cycle Parking Bay in Boulter Street.

(i) Not approve/withdraw the proposed extension of an existing short stay parking bay in Caroline Street

(j) Not approve/withdraw the proposed new Shared-use parking bay outside Nos.1-4 Nye Bevan Close.

(k) Not approve/withdraw the proposed new Shared-use parking bay in York Place.

***Defer* the following recommendation:**

b) Approve the proposed new Permit Holder parking bay and amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders) in Cave Street, as advertised.

***Reject* the following recommendations:**

(d) Approve the proposed extension of existing Short-stay parking bays in Leon Close, as advertised.

(e) Approve the proposed extension of the existing Shared-use parking bay near No.39, and the proposed new Shared-use parking bay near No.30 in Nye Bevan Close, as advertised.

125/26 HEADINGTON CENTRAL CPZ REVIEW 2025

(Agenda No. 9/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair noted that the rationale for the scheme has been discussed under item 8. Most of the overarching County Council transport policies referred to the Headington Central CPZ as well, so the Chair felt those points had already been made and applied to both proposals (agenda item 8 & 9).

The Chair thanked the local County Councillor for her detailed comments, which provided useful community insight.

Officers confirmed that the proposal for Kennett Road was as a result of detailed feedback from residents living in the road.

The Chair stated that he was minded to approve recommendations b; c; e; f; g; j; l; m and n, defer recommendation i and reject recommendations a; d; h and k.

The Chair thanked officers for their work, speakers for their contributions and agreed to the following decisions.

RESOLVED to:

Approve the following recommendations:

- b) Approve the proposed Double yellow lines in Bateman Street, as advertised.**
- c) Approve the proposed extension of the existing Permit holders parking bay in Kennett Road, as advertised.**
- e) Approve the proposed No Loading restriction and proposed removal of an existing taxi rank (to be replaced with double yellow lines) in London Road, as advertised**
- f) Approve the proposed new Disabled parking bay and Motorcycle parking bay in Stephen Road, as advertised.**
- g) Approve the proposed extension of existing Double yellow lines (reducing a permit holders bay) in Stile Road, as advertised.**
- j) Approve the proposed Double yellow lines in Langley Close, as amended.**
- l) Approve the proposed extension of double yellow lines and reduction of existing Permit holders parking bay in St Andrews Lane, as amended.**
- m) Defer a decision on the proposed extension of Permit holders parking bay outside No.35-37 in New High Street.**

n) Not approve/withdraw the proposed extension of the Shared-use parking bay on the northern side in All Saints Road.

Defer the following recommendation:

i) Approve the proposed permit holders parking bay in Gardiner Street, as amended.

Reject the following recommendations:

a) Approve the proposed extension of the shared use parking bay on the southern side of All Saints Road, as advertised.

d) Approve the proposed shared use parking bay in Lime Walk, as advertised.

h) Approve the proposed shared use parking bays in York Road, as advertised.

(k) Approve the proposed Shared-use parking bay outside Standon Court in New High Street, as amended.

126/26 PROPOSED NO WAITING RESTRICTIONS - CADOGAN PARK, WOODSTOCK

(Agenda No. 10/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers confirmed that, following complaints from residents in the Cadogan Park estate, an open consultation was carried out with the support of the local County Councillor. The feedback from the consultation supported the proposed introduction of parking restrictions.

Officers noted that the bus operators supported the recommendations.

The Chair noted consultation responses particularly from residents of Princes Rise and Flemmings Drive.

The Chair noted calls for increased school travel via bus to Yarnton but was outside the scope of these recommendations.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) Approve the introduction of new waiting at any time restrictions (double yellow lines) in Woodstock on sections of Cadogan Park, Crecy Walk, Oxford Road (service road), Park Side and the junctions of Princes Rise/ Flemmings Road/ Plane Tree Way.**

127/26 ABINGDON CENTRE EAST - PROPOSED WAITING RESTRICTIONS

(Agenda No. 11/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers confirmed that concerns were raised through the formal consultation about vehicles parking down the Radley Road, leading to delays for bus services. Vehicles parking on the Radley Road presented risks to pedestrians and cyclists.

The justification for the inclusion of Saturday in the restrictions was because there was no material difference on other days of the week and Saturday. Officers commented that the original request for action came from the bus companies.

The Chair noted that all schemes were kept under review and asked officers to carefully monitor the changes.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

a) Approve the introduction of 'No Waiting at Any Time' (Double Yellow Lines) on sections of Audlett Drive, Jackman Close, Magnette Close, Penlon Place, and Quakers Court in Abingdon, as advertised.

b) Approve the amended proposals for Radley Road, from 'No Waiting at Any Time' (Double Yellow Lines) to instead introduce 'No Waiting Monday to Saturday 8am-6pm' (Single Yellow Lines).

128/26 ABINGDON TOWN CENTRE - PARKING AMENDMENTS

(Agenda No. 12/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers confirmed that discussions were ongoing with streetlighting teams within the Council and Historic England on where signs on the Abingdon Bridge would be placed.

The Chair asked why increases in CPZ parking was proposed at St Helen's Wharf. Officers confirmed that this section was currently 'Pay & Display' and unrestricted. It was being recommended to change that to residents parking, protecting resident amenity by restricting commuter parking.

Officers suggested amending recommendation i) to approve the recommendation, subject to deliverability; rather than deferring the decision, given the high level of support through the consultation.

The Chair confirmed he was minded to agree with an amended recommendation i).

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations as amended.

RESOLVED to:

a) Approve the formalisation of the existing 'No Loading - Mon to Sun, 7.30am-9.30am & 4.30pm-6.30pm' restriction on Drayton Road (Both sides) – between its roundabout junctions with Marcham Road/Ock Street & Caldecott Road/Suffolk Way, as advertised.

b) Approve the introduction of new 'No Waiting at Any Time' (Double Yellow Lines) parking restrictions on sections of Lombard Street, St Edmunds Lane, St Helens Court, West St Helen Street and St Helens Wharf, as advertised.

c) Approve the introduction of new 'Resident Permit Holders Only' parking bays (with 'AB' prefix) in St Edmunds Lane, as advertised.

d) Approve the amendment that residents of Nos.1-16 St. Edmunds Lane, Nos.1-3 & Nos.1-4 Twitty Almshouses, Nos.1-7 Long Alley Almshouses. and Nos.1-8 Brick Alley Almshouses to apply for annual Residents and Visitors` Parking Permits, with a local identifier of `AB'.

e) Approve the introduction of a new '30-minute Limited Waiting Parking Bay, Mon-Sat 8am-6pm, No Return Within 1 Hour' parking bay on a section West St Helen Street, as advertised.

f) Approve the introduction of new '2-hour Limited Waiting Parking Bays, Mon-Sat 8am-6pm, No Return Within 1 Hour' parking bays on sections of Manor Court, as advertised.

g) Approve the introduction of new 'Pay & Display' Parking Place, Mon to Sat, 8am-6pm, Max Stay 2 Hours, No Return Within 1 Hour' parking bay (Resident Permit Holders exempt) on St Helens Wharf, as advertised.

h) Approve the existing 'Pay & Display' & 'Resident Permit Holders Only' parking bays within the Town Centre area will remain, but their associated signage will be updated to show/confirm that permit holders with the 'AB' prefix remain eligible to park, with no change to provisions, as advertised.

i) ~~Defer~~ Approve the introduction of new 'No Loading - Mon to Sat, 7am-10am & 4pm-7pm' restriction on the A415 Bridge Street (Both sides), *subject to deliverability.*

129/26 PROPOSED PEDESTRIAN CROSSING & BUS STOPS - TWELVE ACRE DRIVE, ABINGDON
(Agenda No. 13/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair noted that this was a Section 106 obligation as part of planning conditions and had support from the local County Councillor.

The Chair asked about bus operations on Twelve Acre Drive and officers stated they'd find out whether contributions were being given to support bus services along this route.

The Chair stated that the decision before him was about the infrastructure for buses, rather than the routes themselves.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

a) Approve the introduction of a new Toucan crossing to be located on Twelve Acre Drive east of the eastern junction of Russel Avenue, as advertised:

b) Approve the introduction of two new Bus stop clearways (with associated 'No Stopping except local buses' restrictions) on both sides of Twelve Acre Drive either side of the junctions with Russel Avenue, as advertised.

130/26 BLACKTHORN ROAD, AMBROSDEN - TRAFFIC CALMING AND SPEED LIMITS
(Agenda No. 14/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair asked officers why the speed limit was recommended to reduce to 40mph rather than 30mph, given consultation responses. Officers clarified that the speed limit was not being reduced, but the 40mph speed limit was being extended.

Officers stated recommendation a) could be amended to clarify that reviewing a 30mph speed limit would take place before the 40mph speed limit was introduced. The Chair stated that he was minded to agree that amendment.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations as amended.

RESOLVED to:

a) Approve the extension of the existing 40mph speed limit by 90 metres on Blackthorn Road, as advertised, *subject to reviewing a potential 30mph speed limit on that stretch of road:*

b) Approve the introduction of new raised table traffic calming features on Blackthorn Road at its junctions with Ploughley Road & Quintan Avenue, as advertised.

c) Approve the introduction of new raised Side Road Entry Treatments (SRETs) on Blackthorn Road at its junctions with & Quintan Avenue & Allectus Avenue, as advertised.

..... in the Chair

Date of signing

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

BANBURY: HIGHTOWN ROAD AREA (PHASE 2) – PROPOSED PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the proposed 'Residents permit holders parking only' (Monday to Saturday, 8am – 6pm) areas on Dexter Close, Green Lane, Ridge Close, and Windmill Close, as advertised.
- (b) Approve the amended proposals from proposed 'Residents permit holders parking only' (Monday to Saturday, 8am – 6pm) areas, to instead 'Shared-use parking bays (Mon to Sat 9am-6pm Permit Holders or 2 hours, no return within 1 hour)' on Foscoote Rise, Lodge Close, and Valley Road.
- (c) Not approve the proposed 'No Waiting at Any Time' (double yellow lines) restrictions on Dexter Close, Foscoote Rise, Green Lane, Lodge Close, Ridge Close, Valley Road, and Windmill Close.

Executive Summary

- 2. This report presents the consultation responses to the proposed permit parking area for Phase 2 the Hightown Road area of Banbury as shown in Annex 1 and recommends the introduction of controls to deliver a resident's parking scheme.
- 3. 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).
- 4. Further to requests from residents, an informal consultation exercise was carried out in July - August 2025, which aimed to gauge the views of local communities on the potential for new permit parking schemes to be brought

forward. 44 supported the idea of a controlled parking scheme, with 23 not supporting, and 17 undecided. 54 felt the existing no waiting at any time restrictions were appropriate whilst 30 did not.

5. The responses and feedback provided from the informal consultation have aided in the development of a proposed permit parking scheme for Phase 2 of the 'Hightown Road' area, Banbury – which has been done in collaboration with the County Councillor.
6. These proposals have been put forward in accordance with parking policy, for road safety reasons to protect visibility and turning at junctions, to secure resident parking, reduce congestion and improve traffic flows and ensure that the correct restrictions are in the correct places.

Corporate Policies and Priorities

7. 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).
8. 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.
9. 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.

Financial Implications

10. 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.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

11. 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.

12. 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:

Nicole Olavesen – Solicitor (Regulatory)

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

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

Equality & Inclusion Implications

14. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. If required, Blue-badge holders are allowed to park on double yellow lines (providing a loading/unloading ban is not in force) for up to a maximum of three hours and without time limit or restriction within permit holder only areas. Equality Impact Assessment is provided in **Annex 5**.

Sustainability Implications

15. 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.

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 03 December 2025 and 09 January 2026. 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 Cllr's, Banbury Town Council, and the local County Councillor representing the Banbury Calthorpe division.

18. Letters were sent directly to approx. 406 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
19. Relevant parish/town Councils, and local Councillors (including County, District, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary
20. 142 responses were received via the online survey during the course of the formal consultation, and tables showing the overall level of objection/support by road for those respondents that stated they lived within the proposed permit parking area can be found below.

table1. Do you support the introduction of the proposed permit parking area?

Road	Object	Partially support / concerns	Support	No objection / No opinion	Total
Dexter Close	3	2	4	1	10
Foscote Rise	36	2	14	-	52
Green Lane	5	1	1	-	7
Lodge Close	3	2	4	1	10
Ridge Close	5	2	3	1	11
Valley Road	16	3	2	-	21
Windmill Close	3	-	1	-	4
Total	71	12	29	3	115

table2. Do you support the introduction of 'no waiting at any time' (double yellow lines)?

Road	Object	Partially support / concerns	Support	No objection / No opinion	Total
Dexter Close	5	2	3	-	10
Foscote Rise	29	10	13	-	52
Green Lane	3	2	1	1	7
Lodge Close	5	2	1	2	10
Ridge Close	8	-	-	3	11
Valley Road	13	4	1	3	21
Windmill Close	3	-	1	-	4
Total	66	20	20	9	115

21. Additionally, a further eleven emails were received directly, with Thames Valley Police and Cherwell DC Planning not objecting and Oxford Bus having no objections however noted concern that displaced vehicles will not park on Hightown Road which is a bus route. The remaining eight emails were from local residents within the proposed scheme, and offered a mix of support, objection and comments.

** 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.*

22. Following the close of the consultation, officers contacted the County Councillor for the Banbury Calthorpe division to invite further comment, who provided the following statement:

“For a some time residents in High Town have raised issue with street parking, and informal consultation suggested strong support for the CPZ zone. Officers have taken on feedback of councillors for the area and residents, have changed things in the final CPZ zone including removing of the yellow lines and adding short term parking bays to help local residents be it childcare needs or to run their business. Having worked with officers to discuss this CPZ zone since elected in May, I am very happy to support the recommendations of the report as the local councillor and to ask officers to monitor the situation particularly in regards to the flats with private parking in the area”.

23. Charts summarising the responses are provided in **Annex 3**.
24. The full responses are shown in **Annex 4**, 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

A. General feedback to the proposals (Key themes and comments from respondents):

25. Consultation responses were mixed across the proposed scheme area, with certain roads generating a higher proportion of objections. The predominant themes related to resident and visitor permit arrangements, alongside a number of business-related concerns.

Financial concerns:

26. Financial concerns featured significantly within the feedback. Some respondents expressed the view that residents should not be required to pay for permits (32 comments). Others perceived the scheme as a revenue-generating initiative (13 comments). Additional concerns referenced the high cost of permits (7 comments) and the belief that the scheme represented poor value for money (3 comments). One respondent commented that they should not be required to pay for a permit as they park on a private driveway rather than on the public highway.

Unnecessary restrictions:

27. Across all areas, many respondents questioned the need for further 'no waiting at any time' (double yellow line) restrictions, particularly in turning heads. Residents generally felt these areas were sufficiently wide to accommodate parking without obstructing vehicle manoeuvres (18 comments).

Visitor permit allocation insufficient:

28. Objections also highlighted concerns that the proposed allocation of visitor permits would be insufficient (17 comments), that the scheme would disadvantage households with more than one vehicle (9 comments), and that reduced ability to host visitors could have adverse impacts on residents' mental health and wellbeing (12 comments). Some residents perceived the scheme to be overly restrictive, stating that it would effectively dictate the frequency and number of visitors permitted to a property (5 comments).

Home based businesses:

29. Concerns were raised regarding home-based businesses and their ability to receive clients under the proposed visitor permit allocations, which they felt would be inadequate for operational needs (13 comments). Further comments were received insisting that short stay parking should be made available (3 comments).

No issue to fix:

30. Some respondents expressed the view that there is currently no parking issue within the area (17 comments), while others felt that improved enforcement of existing restrictions would be more appropriate than implementing new measures. A small number of respondents queried whether enforcement activity would increase should the new restrictions be adopted (4 comments).

Property values:

31. A number of respondents raised concerns that the introduction of a residents' parking scheme could negatively affect property values within the area (8 comments).

Tradespersons:

32. Concerns were also raised that tradespersons may be discouraged from working locally if they are unable to park freely (8 comments).

Elderly or vulnerable residents:

33. Respondents highlighted potential impacts on carers and family members providing support to elderly or vulnerable residents (6 comments). Additional concerns were raised regarding childminder and family drop-off/pick-up arrangements (2 comments). There is also concern that residents with no internet access would struggle to purchase permits and that residents with

blue badges may need to park some distance away from their properties (2 comments)

Scheme is too restrictive:

34. Some residents perceived the scheme to be overly restrictive, stating that it would effectively dictate the frequency and number of visitors permitted to a property (5 comments).

Displacement:

35. Concerns were raised regarding the potential displacement of vehicles into private car parks within the scheme boundary (3 comments). A further 3 comments suggested that the Greenhill Court car park should be incorporated within the scheme.
36. Several respondents anticipated that residents may relocate their vehicles onto the road to free driveway space for visitors (7 comments), while others felt the scheme would lead to displacement parking in areas outside the proposed scheme boundary (2 comments).

Other solutions:

37. A number of respondents (15 comments) suggest alternative solutions to the parking issues, including the hospital and Morrisons car parks.

Noted additional concerns:

38. Specific comments were made concerning clarification on the description of health workers with the respondent concerned that this would include hospital employees, an offroad parking area between no's 54 and 64 Valley Road and whether the money raised by the implementation of a permit scheme will be used to fix roads and unblock drains.

B. Officer response:

39. The proposals have been developed in response to the feedback received from residents and the informal consultation carried out in July/August 2025. Of the responses submitted via the online consultation platform, 44 were supportive of the introduction of a controlled parking scheme, while 23 did not support the proposal and 17 were undecided. In relation to the existing No Waiting at Any Time restrictions, 54 respondents felt they were appropriate, whereas 30 did not.
40. Where informal consultation has taken place prior to a statutory consultation, there is an inherent potential for bias towards objections at the second stage. Individuals who opposed the scheme initially are more likely to submit further objections, whereas those who previously indicated support may not feel it necessary to respond again to subsequent consultations.

Financial concerns:

41. 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 on driveways or outside of the scheme. Permits are not necessary for those parking off street on private property.

Unnecessary restrictions:

42. Due to the feedback received regarding the proposed No Waiting at Any Time (double-yellow line) restrictions, it is recommended that these elements be withdrawn from the scheme, as per recommendation **c)**. It is anticipated that, if the residents' parking area is approved, residents will park responsibly within the scheme area, making these restrictions unnecessary.
43. The scheme will be closely monitored following implementation, with a full review scheduled approximately 12 months thereafter.

Visitor permit allocation insufficient:

44. In the immediate vicinity, options for dedicated short-stay visitor parking are limited. However, if the proposed amendment **b)** is approved, it will enable short-stay parking (up to 2 hours) within marked bays on Valley Road, Foscoote Rise, and Lodge Close. Residents will also be able to apply for visitor permits regardless of whether they hold a resident's permit. Visitors' permits will be issued free of charge to residents aged 70 or over. For all other residents, the first block of 25 visitor permits will be issued free of charge, with a second block available at a cost of £31.50, up to a maximum of 50 permits per annum. Visitor permits are available to all residents aged 17 and over.
45. Visitors may park without restriction outside the proposed permit zone hours of Monday to Saturday, 8am to 6pm
46. Blue Badge holders may park without time limit in resident-permit-only areas and may also park for up to 3 hours on double-yellow lines, provided that no loading restrictions apply.
47. Local bus services operate approximately every 10–20 minutes between Banbury town centre and Hightown Road.

Home based businesses:

48. It is recognised that a number of home-based businesses operate within the scheme area. To help address their parking needs, we are proposing an amendment to the residents' parking areas on Foscoote Rise, Lodge Close, and Valley Road to include a number of shared-use parking bays (Monday–

Saturday, 9am–6pm: permit holders or a maximum stay of 2 hours, no return within 1 hour), as outlined in recommendation **b**). Delivery drivers will continue to be permitted to park as usual, provided they are actively loading or unloading.

No issue to fix:

49. There are historic requests relating to this area. During the formal consultation for Phase 1 of the Hightown Road area, approved and implemented in March 2025, six residents from the Phase 2 area raised concerns regarding vehicles parked by commuters or hospital staff.
50. In response, an informal consultation was carried out with residents in July/August 2025. Of those who responded, 44 supported the introduction of a controlled parking scheme, 23 did not support it, and 17 were undecided. Additionally, 54 respondents felt that the existing No Waiting at Any Time restrictions were appropriate, while 30 did not.
51. As the findings indicated a clear need for a scheme, the design was subsequently developed.
52. 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.

Property values:

53. There is no evidence linking residents' parking schemes to changes (positive or negative) in property prices.

Tradespersons:

54. Contractors may apply for a permit to use a residents' parking place at a cost of £31.50 for any period of up to one week. In addition, to support short-term visits, we are proposing an amendment to the advertised scheme for the residents' parking areas on Foscoote Rise, Lodge Close, and Valley Road. This amendment would introduce a number of shared-use parking bays (Monday–Saturday, 9am–6pm: permit holders or a maximum stay of 2 hours, no return within 1 hour), in line with recommendation **b**).

Elderly or vulnerable residents:

55. Visitors' permits will be issued free of charge to residents aged 70 or over. For all other residents, the first block of 25 visitors' permits will be provided free of charge, with a second block available at a cost of £31.50, up to a maximum allocation of 50 permits per annum. Permits will also be available for Oxfordshire County Council registered care companies and Social/NHS healthcare professionals carrying out home visits, including relatives who provide informal

care. Residents who hold a Blue Badge may park within permit-controlled areas without time restriction and at no charge.

56. We are proposing an amendment to the resident parking areas on Foscoote Rise, Lodge Close and Valley road to include a number of shared-use parking bays (Mon – Sat 9am – 6pm Permit holders or 2 hours, no return within 1 hour as per recommendation **b**). Visitors will also be able to park freely outside of the proposed permit zone hours of Mon-Sat 8am – 6pm.
57. If a resident cannot apply online, a family member or friend can do so on their behalf. The new parking account will have an ‘account sharing’ feature, that allows a resident to share their account with a family member or friend to apply for and manage permits on their behalf. The Residential Permits Team can assist with transitioning to the new system and help manage permits on a resident’s behalf by calling 01865 519800

Displacement:

58. The potential displacement of vehicles resulting from the introduction of new parking control measures is a recognised concern. Should the proposals be implemented, any emerging issues will be monitored, and further adjustments, whether additional or reduced restrictions, will be considered as necessary.
59. Oxfordshire County Council does not have authority over the use of the Greenhill Court car park. However, the impact of the scheme will be closely monitored through parking beat surveys and analysis of permit uptake, with a full review scheduled approximately 12 months after implementation.
60. During the design of the scheme, it was acknowledged that residents with private driveways may choose to purchase a permit and park on-street, thereby keeping their driveways available for visitors. The scheme has sufficient capacity to accommodate this behaviour should it occur.

Other Solutions:

61. Oxfordshire County Council has no authority over the hospital or Morrisons car parks and is therefore unable to make any recommendations regarding them. Responsibility for these sites rests solely with their respective owners and operators

Noted additional concerns:

62. Health workers are defined as Oxfordshire County Council registered care providers and Social Care/NHS healthcare professionals undertaking home visits. This also includes relatives who provide informal care. This definition does not extend to hospital staff parking.
63. The off-road parking area located between numbers 54 and 64 Valley Road was formally adopted, along with Valley Road itself, in 1973 under a Section 40

agreement. As a result, it is designated as public highway, and a parking permit will therefore be required to park in this area.

64. A core principle of our approach is that the costs of operating permit schemes must be met by the users who benefit from preferential parking. Charges are set by Cabinet to ensure the schemes remain cost-neutral and financially sustainable.

Monitoring & Evaluation

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

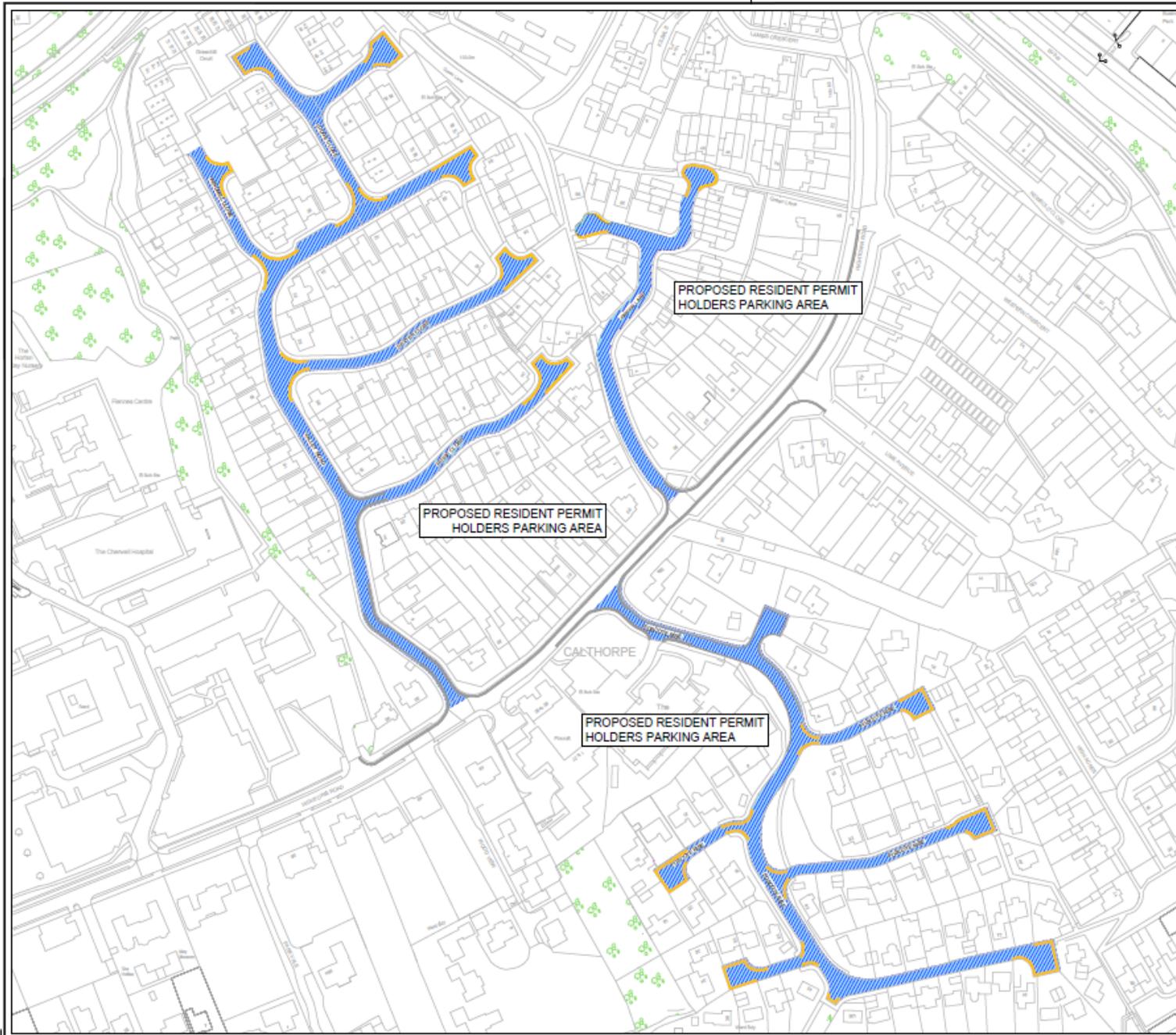
Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1: Consultation plans
 Annex 2: Amended proposal plans
 Annex 3: Response charts
 Annex 4: Consultation responses
 Annex 5:(separate document) Equality Impact Assessment

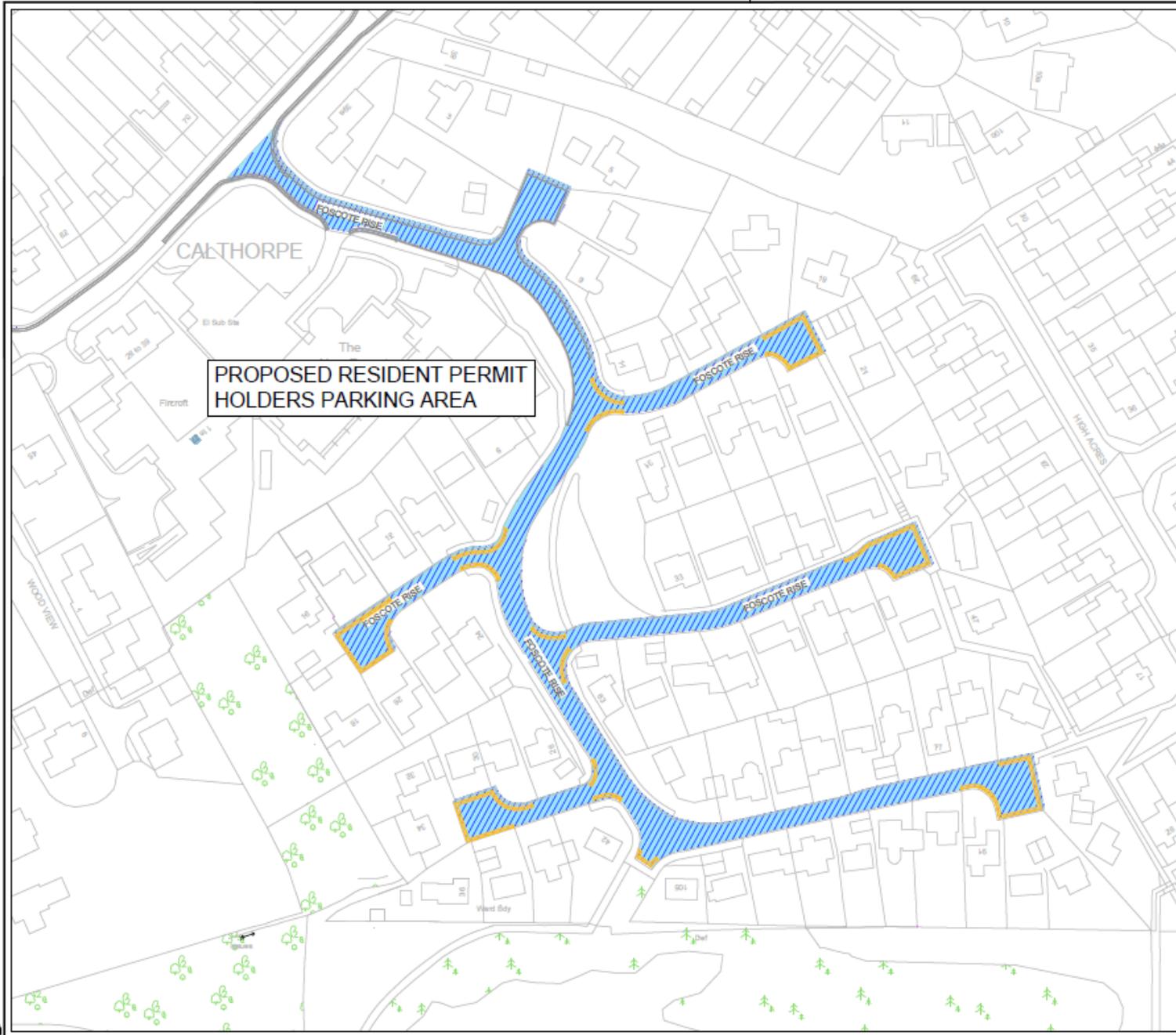
Background papers: n/a
Other Documents: n/a

Contact Officer(s): Emma Palmer (Senior Officer – TRO and Schemes)
 James Whiting (Team Leader – TRO and Schemes)

February 2026



Drawing No.	Revision																
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KEY																	
<p>EXISTING 'NO WAITING AT ANY TIME' RESTRICTION (DOUBLE YELLOW LINES) TO REMAIN</p> <p>EXISTING 'NO WAITING MON - SAT 8AM - 6PM (SINGLE YELLOW LINE) TO REMAIN</p> <p>PROPOSED 'NO WAITING AT ANY TIME' RESTRICTION (DOUBLE YELLOW LINES)</p> <p>PROPOSED PERMIT HOLDERS PARKING AREA (PPA) MON - SAT, 8AM - 6PM (PREFIX HR)</p>																	
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION																	
<p>IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:</p> <p>CONSTRUCTION (ENTER 'NONE' IF APPLICABLE)</p> <p>MAINTENANCE/CLEANING (ENTER 'NONE' IF APPLICABLE)</p> <p>USE (ENTER 'NONE' IF APPLICABLE)</p> <p>DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)</p>																	
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<div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <p>Paul Ferner Director of Environment & Highways Oxfordshire County Council New Road Oxford OX1 1BQ Tel: 01865 210 1111</p> </div>																	
<p>Project title</p> <p style="text-align: center;">HIGHTOWN ROAD AREA - PHASE 2 PARKING RESTRICTION DESIGN OPTIONS</p>																	
<p>Drawing title</p> <p style="text-align: center;">OVERVIEW PROPOSED PARKING RESTRICTION CHANGES PERMIT HOLDERS PARKING</p>																	
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Drawing No. Revision 0

KEY

- EXISTING 'NO WAITING AT ANY TIME' RESTRICTION (DOUBLE YELLOW LINES) TO REMAIN
- EXISTING 'NO WAITING MON - SAT 8AM - 6PM (SINGLE YELLOW LINE) TO REMAIN
- PROPOSED 'NO WAITING AT ANY TIME' RESTRICTION (DOUBLE YELLOW LINES)
- PROPOSED PERMIT HOLDERS PARKING AREA (PPA) MON - SAT, 8AM - 6PM (PREFIX HR)

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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Oxford
OX1 1BQ
Tel: 01865 210 1111

Project title
HIGHTOWN ROAD AREA - PHASE 2
PARKING RESTRICTION
DESIGN OPTIONS

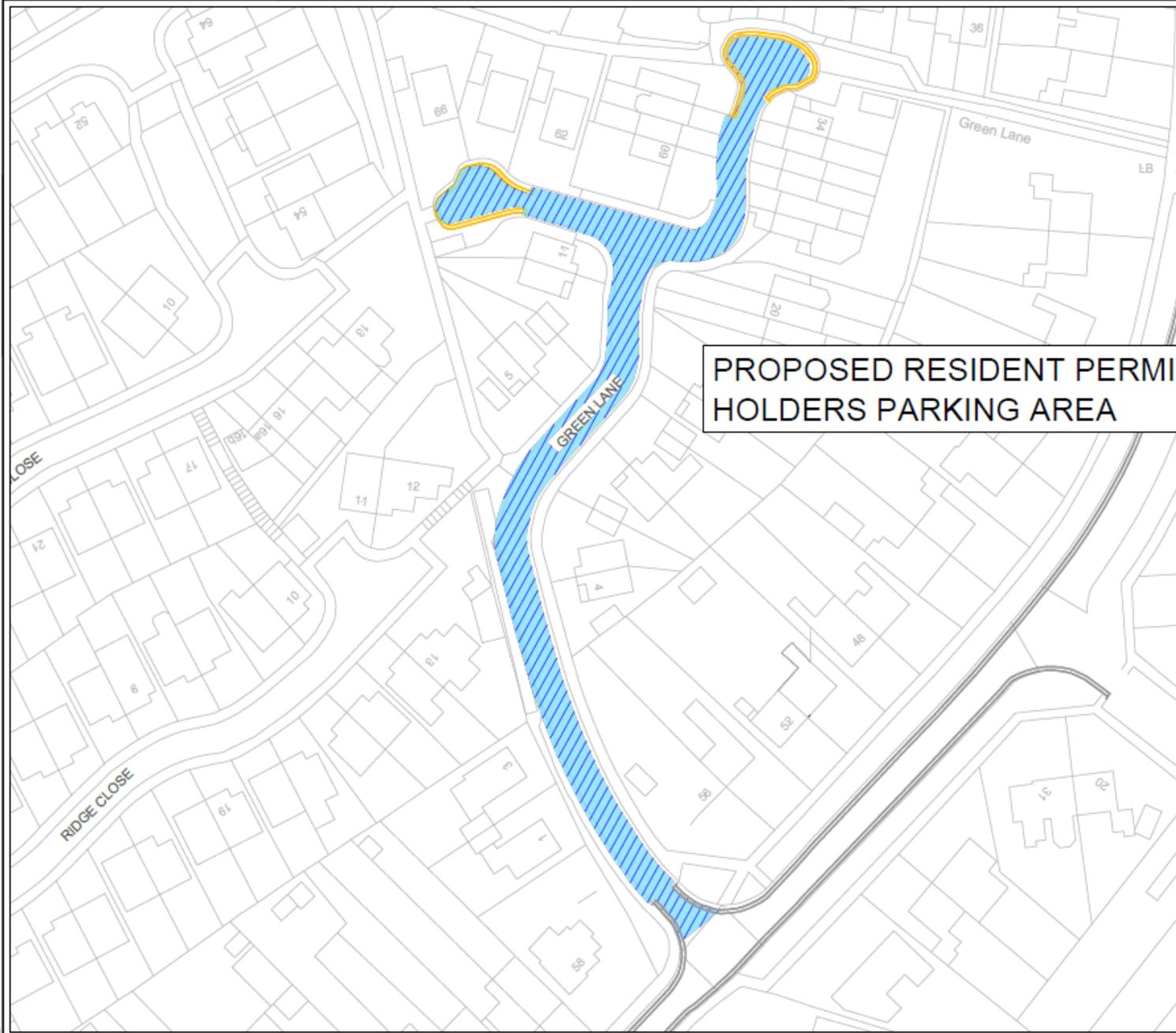
Drawing title
FOSCOTE RISE
PROPOSED PARKING RESTRICTION
CHANGES
PERMIT HOLDERS PARKING

Drawing Status

Scale @ A3 1:1000	Drawn by EP	Checked by Date checked OCT 25	Approved by Date approved
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Oxfordshire Project No. & File Ref

Drawing No. Revision 0



**PROPOSED RESIDENT PERMIT
HOLDERS PARKING AREA**

Drawing No. Revision **0**

- KEY**
- EXISTING 'NO WAITING AT ANY TIME' RESTRICTION (DOUBLE YELLOW LINES) TO REMAIN
 - PROPOSED 'NO WAITING AT ANY TIME' RESTRICTION (DOUBLE YELLOW LINES)
 - PROPOSED PERMIT HOLDERS PARKING AREA (PPA) MON - SAT, 8AM - 6PM (PREFIX HR)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL

Paul Farmer
Director of Environment & Highways
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1HD
Tel: 0845 210 1111

Project title
HIGHTOWN ROAD AREA - PHASE 2
PARKING RESTRICTION
DESIGN OPTIONS

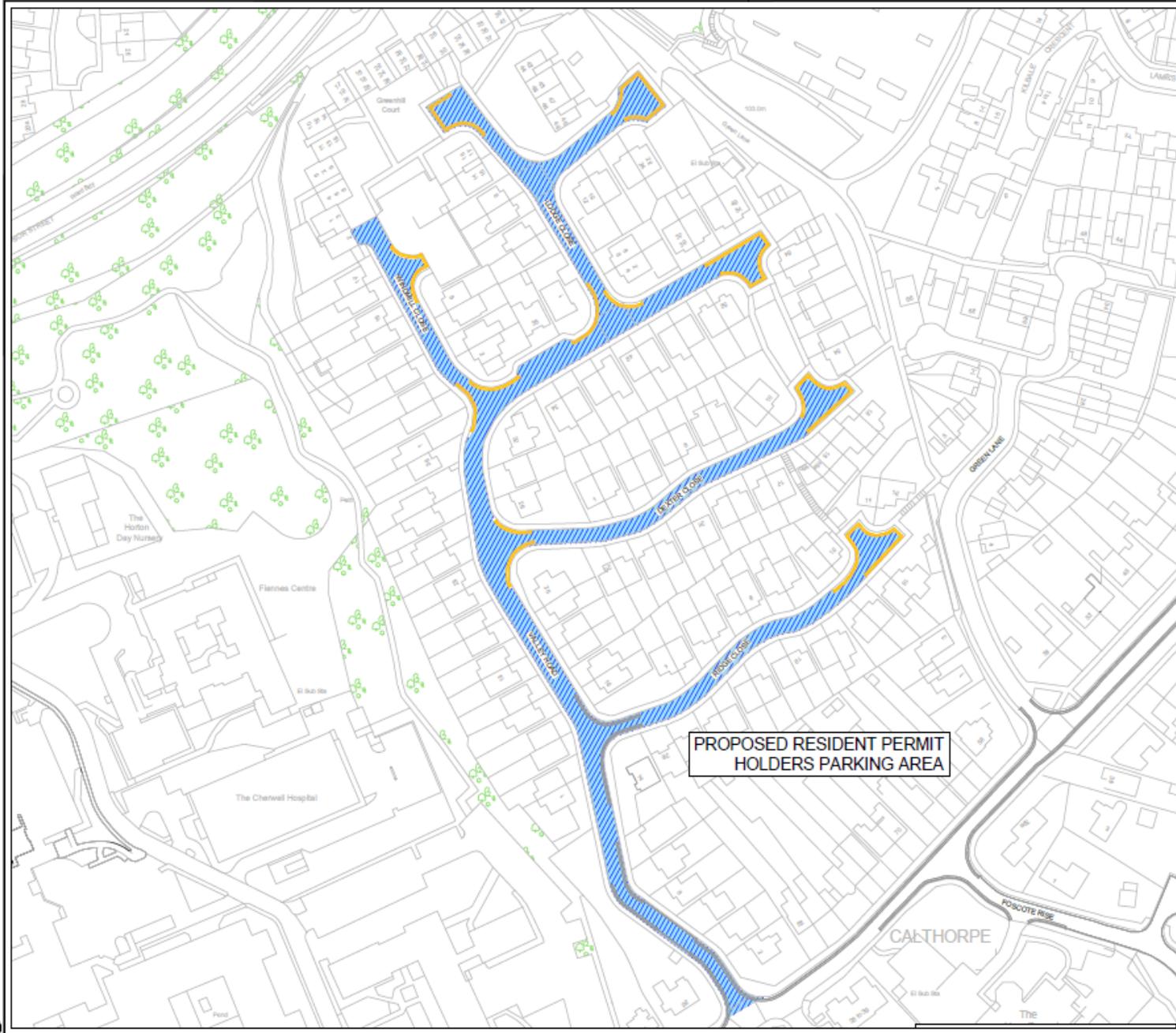
Drawing title
GREEN LANE
PROPOSED PARKING RESTRICTION
CHANGES
PERMIT HOLDERS PARKING

Drawing Status

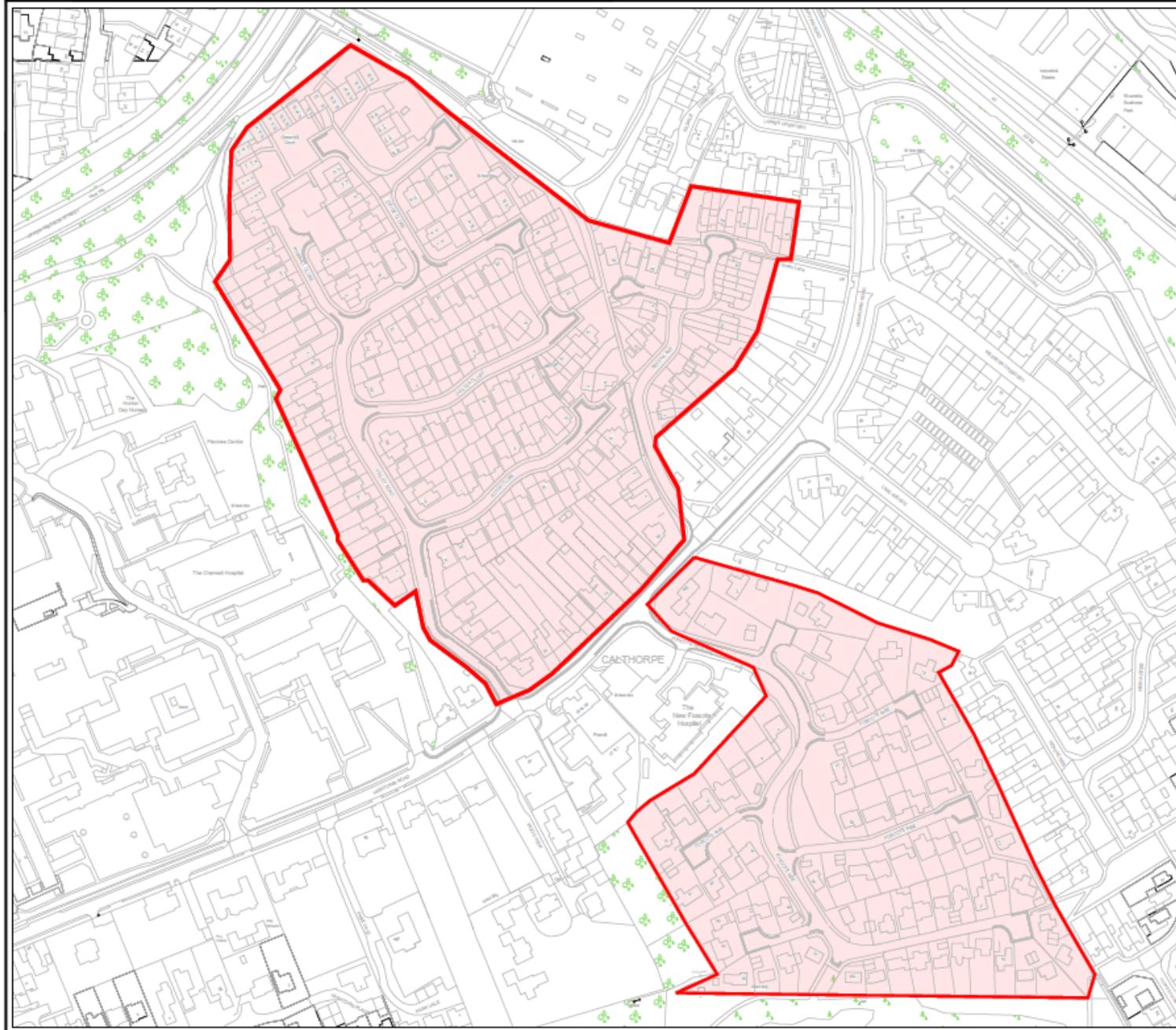
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Oxfordshire Project No. & File Ref

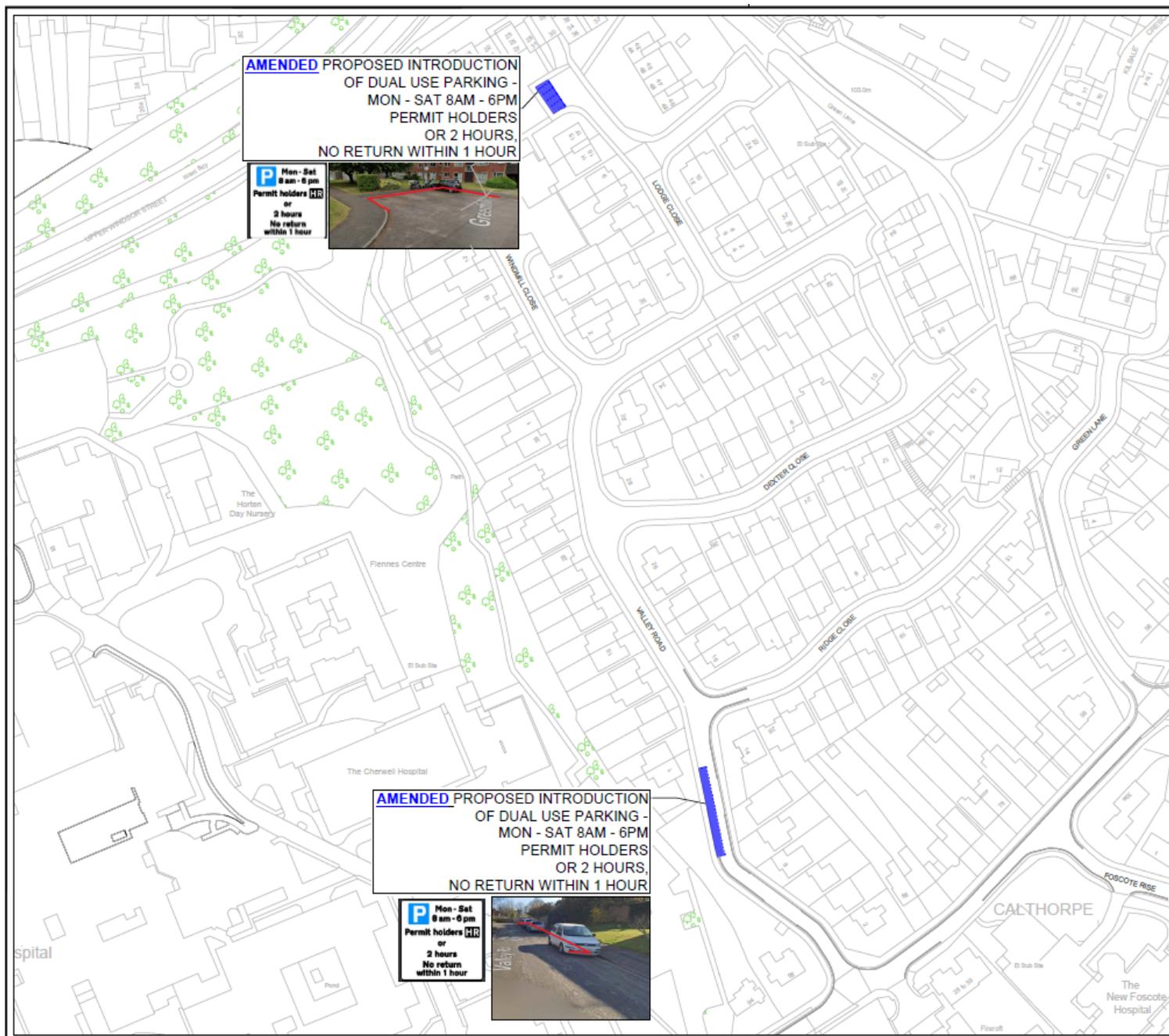
Drawing No. Revision **0**



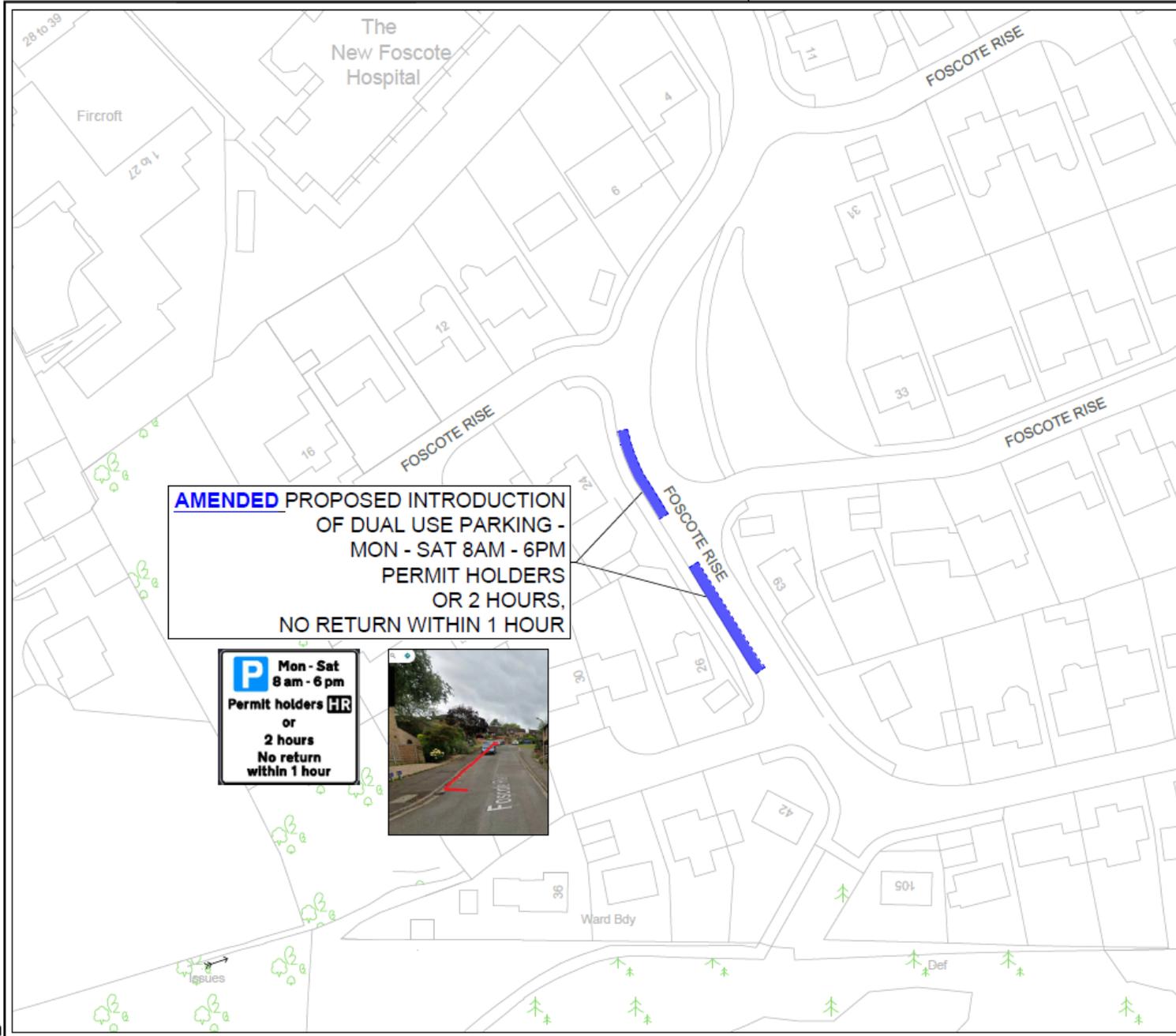
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	EXISTING 'NO WAITING MON - SAT 8AM - 6PM (SINGLE YELLOW LINE) TO REMAIN				
	PROPOSED 'NO WAITING AT ANY TIME' RESTRICTION (DOUBLE YELLOW LINES)				
	PROPOSED PERMIT HOLDERS PARKING AREA (PPA) MON - SAT, 8AM - 6PM (PREFIX HR)				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
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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
 Paul Ferrer Director of Environment & Highways Oxfordshire County Council New Road Oxford OX1 1HG Tel: 0845 202 1111					
Project title HIGHTOWN ROAD AREA - PHASE 2 PARKING RESTRICTION DESIGN OPTIONS					
Drawing title VALLEY ROAD, RIDGE CLOSE, DEXTER CLOSE LODGE CLOSE & WINDMILL CLOSE PROPOSED PARKING CHANGES PERMIT HOLDERS PARKING					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:1250	EP				
	Date drawn	Date checked	Date approved		
	OCT 25				
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0



Drawing No.	Revision 0				
KEY					
PERMIT ELIGIBILITY AREA PHASE 2 - PREFIX 'HR'					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDOUSNESS 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
<div style="display: inline-block; vertical-align: middle; margin-left: 10px;"> <p style="font-size: small;">Paul Ferrar Director of Environment & Highways Oxfordshire County Council New Road Oxford OX1 1EG Tel: 0845 310 1111</p> </div>					
Project title					
HIGHTOWN ROAD AREA - PHASE 2 PROPOSED PERMIT ELIGIBILITY AREA					
Drawing title					
VALLEY ROAD, RIDGE CLOSE, DEXTER CLOSE LODGE CLOSE, GREEN LANE WINDMILL CLOSE & FOSCOTE RISE PROPOSED PERMIT ELIGIBILITY AREA					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:1200	EP				
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	OCT 25				
Oxfordshire Project No. & File Ref					
Drawing No.					Revision 0



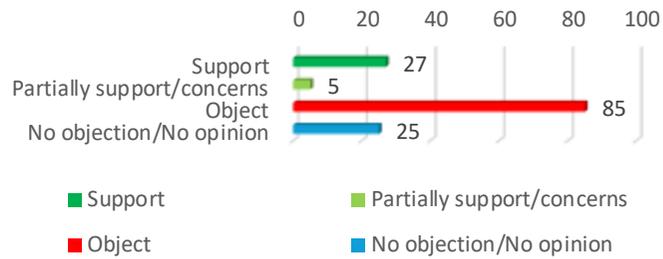
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KEY			
 PROPOSED INTRODUCTION OF DUAL USE PARKING BAYS - MON - SAT 8AM - 6PM PERMIT HOLDERS OR 2 HOURS NO RETURN WITHIN 1 HOUR			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
<small>IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small>			
CONSTRUCTION <small>(ENTER NONE IF APPLICABLE)</small>			
MAINTENANCE/CLEANING <small>(ENTER NONE IF APPLICABLE)</small>			
USE <small>(ENTER NONE IF APPLICABLE)</small>			
DECOMMISSIONING/DEMOLITION <small>(ENTER NONE IF APPLICABLE)</small>			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
 Paul Farmer Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 202 1111			
Project title HIGHTOWN ROAD AREA - PHASE 2 PARKING SCHEME PROPOSALS			
Drawing title VALLEY ROAD, RIDGE CLOSE, DEXTER CLOSE LODGE CLOSE & WINDMILL CLOSE AMENDED PROPOSALS			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
1:1250	EP	EP	
Date drawn	Date checked	Date approved	
JAN 26			
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
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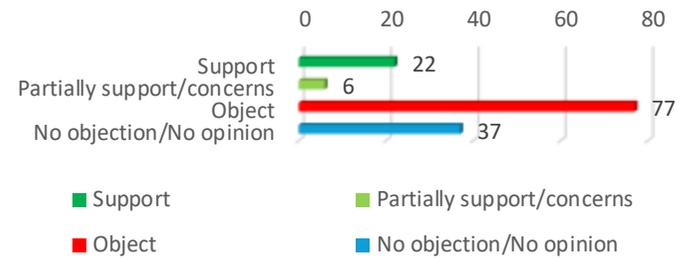
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KEY			
PROPOSED INTRODUCTION OF DUAL USE PARKING BAYS - MON - SAT 9AM - 6PM PERMIT HOLDERS OR 2 HOURS NO RETURN WITHIN 1 HOUR			
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Rev.	Date	Purpose of revision	Drawn
			Checked
			Approved
Paul Ferner Director of Environment & Highways Oxfordshire County Council New Road Oxford OX1 1ND Tel: 0845 310 1111			
Project title			
HIGHTOWN ROAD AREA - PHASE 2 PARKING SCHEME PROPOSALS			
Drawing title			
FOSCOTE RISE AMENDED SCHEME PROPOSAL			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
1:1000	EP		
	Date drawn	Date checked	Date approved
	JAN 26		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision	
		0	

A. Introduction of 'Residents permit holders parking only' (Mon – Sat, 8am - 6pm)' parking area:

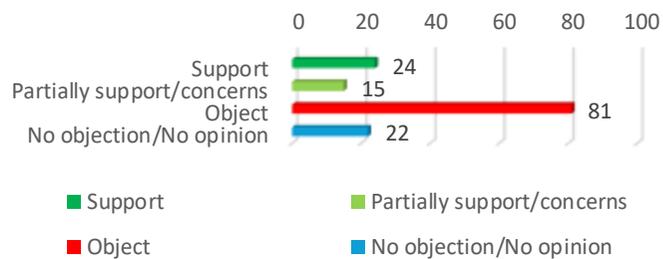
Foscote Rise area



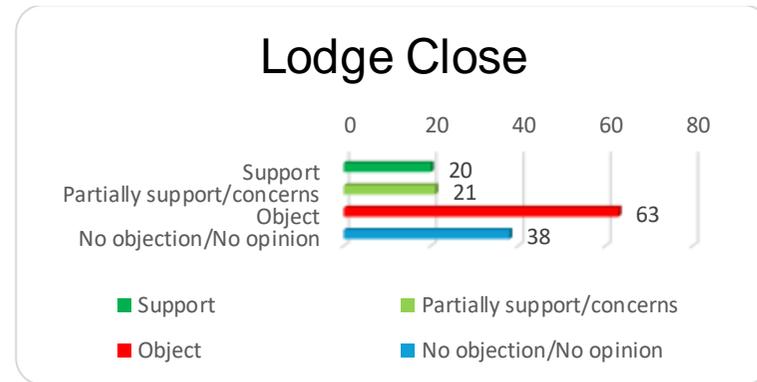
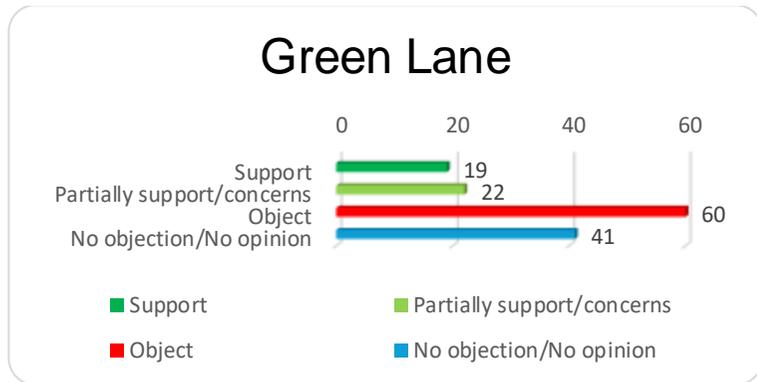
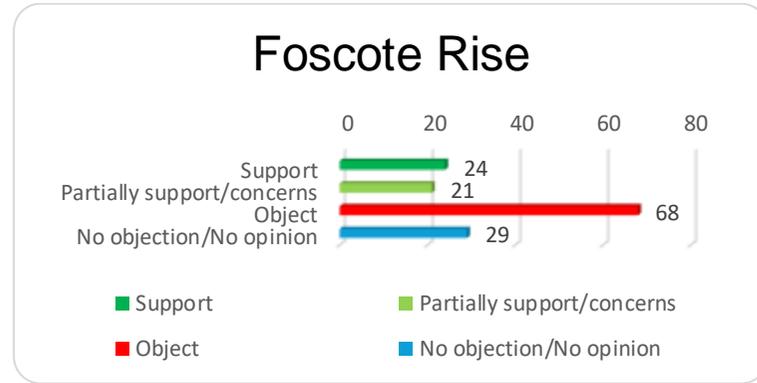
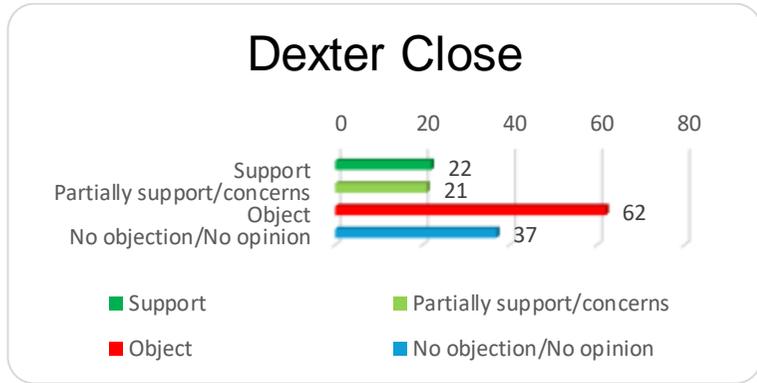
Green Lane area



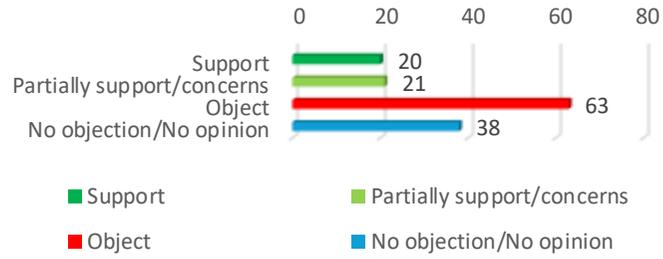
Valley Road area



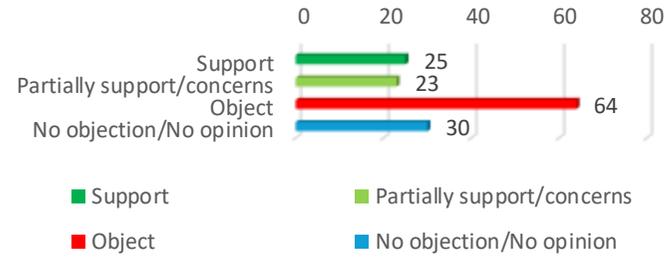
B. Introduction of 'No Waiting at Any Time' parking restrictions (double yellow lines):



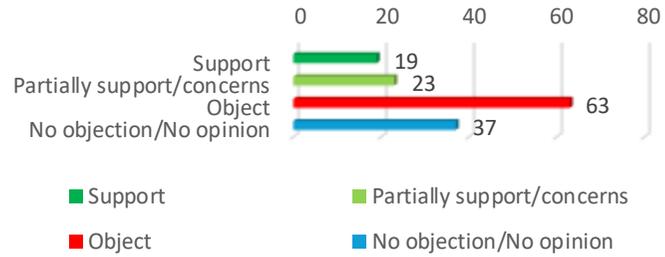
Ridge Close



Valley Road



Windmill Close



A. Email responses: (statutory consultees, then ordered by date of receipt)

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	No objection
(s2) Oxford Bus Company	This proposal while clearly readily justifiable, is not affecting a bus route directly, and thus we have no comment or objection to raise. We trust that this will not displace hospital parking onto Hightown Road itself - which is a bus route.
(s3) Cherwell District Council, (Planning & Development)	No objection
(e1) Local resident, (Foscote Rise, Banbury)	<p>I refer to your letter dated 3rd December on the proposal to introduce new and amend existing parking restrictions. My husband, who is disabled, has a disabled blue badge and has a marked space in front of our house, which was authorized over 12 months ago owing to the deterioration of his health with mobility issues and also vascular dementia. My husband no longer drives owing to his health problems but I am his carer and easy access to the disabled space is paramount to his being taken to hospital appointments etc. My husband also has a carer coming to the house most weekdays and I confirm she is able to use our driveway.</p> <p>It would be appreciated if you could confirm that the disabled space we have in front of our pathway will still be marked? It appears that the end of the cul de sac has double yellow lines.</p> <p>In principle I agree that the parking on the main highway has got out of hand owing to visitors to the private hospital and HGH not wishing to pay for parking.</p> <p>It would be appreciated if you could advise me on the situation regarding the disabled bay in front of our pathway.</p>
(e2) Local resident, (Banbury)	

	<p>Thank you for your letter detailing proposed permit parking for residents and visitors. I am writing to say that I fully approve of all aspects of the proposal.</p>
<p>(e3) Local resident, (Foscote Rise, Banbury)</p>	<p>As a resident of Foscote Rise, Banbury OX16 9XS, I wholeheartedly agree with these proposals.</p> <p>As the New Foscote Hospital grows in size, they have not catered for a larger increase in patients using motor vehicles. As such, parking in Foscote Rise has now become a major problem for all local residents. Vehicles are being parked in our small cul-de-sac with no apparent forethought for the local residents. My driveway has been blocked by Hospital users on several recent occasions, not allowing entry or exit.</p> <p>As such, I would reiterate again my full support for the proposed residents permit parking.</p>
<p>(e4) Local resident, (Banbury)</p>	<p>I fully understand the need to do something about the parking down Valley Road, but as you drive into Lodge Close off of Valley Road, before you reach the Greenhill Court flats ahead, on the left is an 'inlet' that has space for four cars. It is used regularly. By residents.</p> <p>There are no marked bays, but 4 cars fit comfortably and in no way do any cars parked there obstruct vehicles using Lodge Close. On the map of proposed changes this 'bay' will have double yellow lines! This seems very unreasonable. Why is not included in the parking permit parking?</p> <p>By already intending to have double yellow lines going around the kerb in front of the houses, residents are losing 6 spaces!</p>
<p>(e5) Local resident, (Banbury)</p>	<p>I am writing in response to the consultation regarding the proposed resident permit parking scheme for the Hightown Road area (Phase 2), and specifically the proposals affecting Valley Road.</p> <p>I would like to object to the introduction of a paid resident parking permit on behalf of my mother who is over 80 years old. She has lived at this address for many years, owns one small car, and only drives occasionally for essential trips such as shopping and medical appointments.</p>

	<p>She does not contribute to parking congestion and has never caused any obstruction or nuisance. Introducing a charge of £76 per year simply to allow her to park near her own home feels unfair and unnecessary in her case, particularly given her age and limited use of the vehicle.</p> <p>I respectfully ask the council to reconsider the need for this scheme on Valley Road, or at the very least to consider exemptions or reduced charges for elderly residents who rely on their vehicle only occasionally and who are not contributing to the parking problems the scheme is intended to address.</p>
<p>(e6) Local resident, (Foscote Rise, Banbury)</p>	<p>At my close (we, the residents, have garages and driveways and it is not very frequently that residents park on the road. Therefore, I feel that annual parking permits or yellow lines in the close are not needed. I cannot imagine that outside drivers, unless they are visiting us, would be so inconsiderate as to park in front of our garages or driveways. I, therefore, OBJECT to annual parking permits and yellow lines being carried out at this close.</p> <p>Regarding the main Foscote Rise road (hill and quite bendy!), this road is indeed most problematic and dangerous with cars being parked opposite one another. Also the large number of cars parked daily, obliterate the traffic coming down the hill when leaving the close and when you go up or down, you are prevented from going into the side of the road to allow oncoming traffic through, rendering this situation very dangerous. On this main Foscote Rise road, I would SUPPORT yellow lines to be implemented.</p>
<p>(e7) Local resident, (Green Lane, Banbury)</p>	<p>As owners of XXX we object to your proposals under Order 20, where double yellow lines are to be painted in front of our property.</p> <p>Objections:</p> <ol style="list-style-type: none"> 1. No parking in front of our own property at any time, because of double yellow lines, a right which has been established under long usage. Since we have owned this property, there have never been any yellow lines outside the house. Now legitimate residents are being blocked from parking outside their properties by the proposed introduction of double yellow lines. This is not acceptable. 2. Extra pressure on our Private Car Park due to unauthorised parking, which under current legislation we can do nothing to enforce legally. We have 2 spaces only, so any visitors to our property, including us, park in front of our property. 3. Extra cost to us as landlords visiting the property and our tenants as residents – it seems we will only be able to visit using a taxi as double yellow lines are to be painted in front of the property, prohibiting parking at any time. However, as landlords we need to bring in equipment from time to time for maintenance and need to do this using our car.

	<p>4. Problems for visitors, e.g. the fathers of both our tenants are widowers and visit from time to time to help out with maintenance of the property and garden.</p> <p>5. Devaluing our property by removing parking spaces. None of the properties in this row have garages associated with them.</p> <p>6. You are penalising people parking legitimately because of people parking here who should not do so, as they have no connection to these properties.</p> <p>The problems you are trying to resolve:</p> <ol style="list-style-type: none"> 1 People parking who do not live in Green Lane, mainly during the working day. 2 It is also makes entering and leaving the road dangerous as people parking at the top of Green Lane do not park in accordance with the highway code and other legislation. 3 This leads to obstruction for public vehicles (e.g. Waste collection) and the emergency services e.g. Fire. <p>This parking problem is caused by:</p> <ol style="list-style-type: none"> 1. Inadequate parking for hospital staff 2. Inadequate parking for train users – commuters 3. Inadequate parking for other workers. <p>In addition, we and other users already have trouble finding parking to access the Hightown surgery just up the road.</p> <p>We do not consider these proposals are proportionate to the problem and the Council needs to consider how to deal with the wider parking issues. Every time you introduce a measure the problem just moves somewhere else.</p> <p>We are also surprised that we were not notified directly of your proposals.</p> <p>We have sent these objections by post, e-mail and the portal; copied them to our County Councillor, the local Councillor and our tenants.</p>
<p>(e8) Local resident, (Banbury)</p>	<p>Our apologies for missing your cut-off date of Friday 9 January 2026, for comments on your proposal to set-up new 'Residents permit holders parking only' and Residents and Visitors' Parking Permits.</p>

	<p>We are rather appalled at the prospect of needing to pay for our parking at all, when we have been residing at the above address since 2012, without any need to pay for our parking. Plus, the need to pay for a visitor parking right, when its only on occasions we have any visitors at all. We go out ourselves more often than have visitors, and visiting cars are mostly here to offer lifts to other venues for occasions.</p> <p>Therefore, we should most ardently wish to oppose your proposals for the payment of any parking permits and for residents' visitors parking permits.</p> <p>If your proposals are agreed on and taken up, we should only require one parking permit in our joint names and one visitors' parking permit, for the odd occasion visitors are expected.</p>
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B. Online responses: (ordered by town, then road name)

RESPONDENT	COMMENTS								
<p>(o1) Member of public, (Banbury, Alfriston Place)</p>	<p>I visit Foscode Rise on a regular basis, and I know that the limited number of visitor permits will not be enough. It would be better if each household were issued with one visitor permit which should be displayed when they have a visitor. I'm sure this would apply to all the locations involved in the proposal.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 80%;">Foscode Rise area – Object</td> <td></td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> <td></td> </tr> <tr> <td>Valley Road area – No objection/No opinion</td> <td></td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">Dexter Close – No objection/No opinion</td> <td style="width: 50%;">Ridge Close – No objection/No opinion</td> </tr> </table>	Foscode Rise area – Object		Green Lane area – No objection/No opinion		Valley Road area – No objection/No opinion		Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion
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Valley Road area – No objection/No opinion									
Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion								

	Foscote Rise – No objection/No opinion	Valley Road – No objection/No opinion											
	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion											
	Lodge Close – No objection/No opinion												
(o2) Member of public, (Banbury, Alfriston Place)	<p>Unnecessary. Waste of money. Not needed.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 587 1323 770"> <tr> <td data-bbox="586 587 1323 651">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="586 651 1323 715">Green Lane area – Object</td> </tr> <tr> <td data-bbox="586 715 1323 770">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 842 2033 1088"> <tr> <td data-bbox="586 842 1323 906">Dexter Close – Partially support/concerns</td> <td data-bbox="1323 842 2033 906">Ridge Close – Partially support/concerns</td> </tr> <tr> <td data-bbox="586 906 1323 970">Foscote Rise – Partially support/concerns</td> <td data-bbox="1323 906 2033 970">Valley Road – Partially support/concerns</td> </tr> <tr> <td data-bbox="586 970 1323 1034">Green Lane – Partially support/concerns</td> <td data-bbox="1323 970 2033 1034">Windmill Close – Partially support/concerns</td> </tr> <tr> <td data-bbox="586 1034 1323 1088">Lodge Close – Partially support/concerns</td> <td data-bbox="1323 1034 2033 1088"></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns												
Lodge Close – Partially support/concerns													
(o3) Member of public, (Banbury)	<p>Completely unreasonable to expect residents to have to do this. Will cause a lot of disruption and can see no gain to implementing this scheme</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 1295 1323 1353"> <tr> <td data-bbox="586 1295 1323 1353">Foscote Rise area – Object</td> </tr> </table>		Foscote Rise area – Object										
Foscote Rise area – Object													

	Green Lane area – Object	
	Valley Road area – Object	
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	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns
	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns
	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns
	Lodge Close – Partially support/concerns	
(o4) Local resident, (Banbury)	This will make family visiting very hard, I have family every day as I'm on my own	
	<u>Specific proposals:</u>	
	‘Residents permit holders parking only’ (Mon – Sat 8am – 6pm) areas:	
	Foscote Rise area – Object	
	Green Lane area – Object	
	Valley Road area – Object	
	‘No Waiting at Any Time’ parking restrictions (Double yellow lines):	
	Dexter Close – Object	Ridge Close – Object
	Foscote Rise – Object	Valley Road – Object
	Green Lane – Object	Windmill Close – Object
	Lodge Close – Object	

<p>(o5) Local resident, (Banbury)</p>	<p>I only have one parking place and have to work from home this would effect my business and my family and friends will not be able to pop in when they wish, this will effect my mental Health it's my human right to have visters when I want and shouldn't cost me</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 432 1326 619"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 687 2033 935"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> <tr> <td>Lodge Close – Support</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>(o6) Member of public, (Beaconsfield Road, Banbury)</p>	<p>It is inconvenient for residents to have visitors</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1110 1326 1297"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Partially support/concerns								
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(o7) Member of public, (Byron Road, Banbury)	<p>Residents will park on road leaving there space Free , causing more disruption.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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(o8) Local resident, (Chestnut Road, Banbury)	<p>Stop me visiting relatives as I can park on there drive</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td>Foscote Rise area – Object</td> </tr> </table>	Foscote Rise area – Object										
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<p>(o9) Local resident, (Cotefield Drive, Banbury)</p>	<p>I write on behalf of the residents and commuters who use Banbury South to express our strong objection to the introduction of a Resident Permit Parking scheme in this area. While we understand the council’s aim to manage parking pressures, the proposed restrictions would substantially reduce the already limited on-street parking available to local households, small businesses, and those who travel to work by car. High Town Road currently provides a critical, albeit scarce, supply of free or low-cost parking for residents and for commuters who have limited alternatives. The introduction of a resident-only permit system would effectively price out many users, forcing them to seek more distant and often more expensive parking options. This would increase household transport costs and place additional financial strain on families already coping with rising living expenses. The impact extends beyond individual costs. Reduced parking availability will deter visitors, affect local commerce, and could depress property values as the area becomes less attractive to prospective buyers who rely on convenient parking. Moreover, the existing public transport service is insufficient: bus frequencies are low and timetables are poorly aligned with train services, leaving many residents with no viable alternative to car travel. In light of these concerns, we respectfully request that the council consider the following mitigation measures: 1. Preserve a greater proportion of on-street parking for general use, ensuring that a realistic number of spaces remain available to all road users. 2. Implement a tiered permit fee structure that reflects residents’ differing income levels and provides discounted rates for low-income households. 3. Introduce a limited number of short-stay permits for visitors, customers, and commuters, with reasonable time limits and affordable daily rates. 4. Conduct a thorough impact assessment that includes consultation with local residents, businesses, and commuter groups before any final decision is made. 5. Explore additional public transport improvements, such as increased bus frequency and better coordination with train schedules, to provide a genuine alternative to car use. We trust that the council will give serious consideration to these proposals and recognise the importance of maintaining affordable, accessible parking for the High Town community. We look forward to a</p>									

	<p>constructive dialogue and to a solution that balances parking management with the everyday needs of residents and commuters</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 395 1326 584"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 652 2033 901"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>(o10) Local resident, (Dexter Close, Banbury)</p>	<p>Regularly being unable to park even in my own road, Dexter Close, as people are parking then going to work at Horton Hospital for a full 8 / 12 hour shift, or walking to railway station/ town and away all day / evening.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1107 1326 1295"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support								
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(o11) Local resident, (Dexter Close, Banbury)	<p>Honestly I find the proposal an insult to local residents. If the council requires more money it should just ask instead of hide them with this proposal that is not giving anything in return.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" data-bbox="586 646 1326 833"> <tr> <td data-bbox="586 646 1326 710">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="586 710 1326 774">Green Lane area – Object</td> </tr> <tr> <td data-bbox="586 774 1326 833">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 901 2033 1152"> <tr> <td data-bbox="586 901 1326 965">Dexter Close – Object</td> <td data-bbox="1326 901 2033 965">Ridge Close – Object</td> </tr> <tr> <td data-bbox="586 965 1326 1029">Foscote Rise – Object</td> <td data-bbox="1326 965 2033 1029">Valley Road – Object</td> </tr> <tr> <td data-bbox="586 1029 1326 1093">Green Lane – Object</td> <td data-bbox="1326 1029 2033 1093">Windmill Close – Object</td> </tr> <tr> <td data-bbox="586 1093 1326 1152">Lodge Close – Object</td> <td data-bbox="1326 1093 2033 1152"></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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(o12) Local resident, (Dexter Close, Banbury)	<p>Consideration of where disabled bays will be located.</p> <p>At bottom on Dexter close, currently a lot of people park (6+ cars). Where the double yellow lines are proposed, where do we anticipate them cars will park? Whilst I am for the introduction of the permits, my concern is that all of the cars at the bottom of the road will be pushed up and move the issues from one place to another. How do these proposals ensure that emergency vehicles have easy access in emergencies if cars are poorly parked in other areas especially with an aging population along all roads here.</p>												

	<p>Would the council consider subsidising car parking for staff at the hospital that travel further than a set distance to encourage staff to park at the hospital - ultimately this is what has caused the mass increase in cars on Valley road and adjoining roads since the permits have been introduced within this area.</p> <p>The double yellow lines at the top of valley road are currently insufficient and not monitored. Turning into valley road can be dangerous - an extension of the double yellow lines to stop parking in a larger section of the junction of valley road and high town road should be considered.</p> <p>Parking at top of hill on high town road creates a bottleneck and dangerous driving behaviour when turning left outside of valley road. Has moving these parking spaces been considered along side these proposals?</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 699 1323 887"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 954 2033 1206"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close –</td> </tr> <tr> <td>Foscote Rise – No objection/No opinion</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>	Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Partially support/concerns	Dexter Close – Partially support/concerns	Ridge Close –	Foscote Rise – No objection/No opinion	Valley Road – Partially support/concerns	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>(o13) Local resident, (Dexter Close, Banbury)</p>	<p>Absolutely appalled with this proposal Why should we as residents have to pay to park outside our own properties Maybe giving free parking to hospital staff may be a solution</p> <p>Specific proposals:</p>											

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<p>(o14) Local resident, (Dexter Close, Banbury)</p>	<p>I am appalled that you think it's right to charge residents and their visitors a fee to park outside there own homes, why are you picking on this area, what about the rest of Banbury, where is this going to stop .</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td colspan="2">Foscote Rise area – Object</td> </tr> <tr> <td colspan="2">Green Lane area – Object</td> </tr> <tr> <td colspan="2">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> </table>	Foscote Rise area – Object		Green Lane area – Object		Valley Road area – Object		Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object				
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(o15) Local resident, (Dexter Close, Banbury)	<p>I have lived at Dexter Close for over thirty years and have never had an issue with anyone parking outside my house. I pay council tax and yet you are going to make me, family, visitors and people that work at my house pay extra just to park on the road. I have daily visits from my elderly parent to look after my dog. We can't afford this and it's disgusting that we would be expected to.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 671 1326 858"> <tr> <td data-bbox="589 671 1326 735">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="589 735 1326 799">Green Lane area – Object</td> </tr> <tr> <td data-bbox="589 799 1326 858">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 927 2029 1174"> <tr> <td data-bbox="589 927 1326 991">Dexter Close – Object</td> <td data-bbox="1326 927 2029 991">Ridge Close – Object</td> </tr> <tr> <td data-bbox="589 991 1326 1054">Foscote Rise – Object</td> <td data-bbox="1326 991 2029 1054">Valley Road – Object</td> </tr> <tr> <td data-bbox="589 1054 1326 1118">Green Lane – Object</td> <td data-bbox="1326 1054 2029 1118">Windmill Close – Object</td> </tr> <tr> <td data-bbox="589 1118 1326 1174">Lodge Close – Object</td> <td data-bbox="1326 1118 2029 1174"></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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(o16) Local resident, (Dexter Close, Banbury)	<p>Previous attempts to introduce restrictions just made traffic flow worse. A strong proposal justifying the restricted area needs to be presented.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>												

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<p>(o17) Local resident, (Dexter Close, Banbury)</p>	<p>I support the scheme because we are constantly being unable to park at or even close to our property due to commuters and hospital staff parking for long periods, all day and even nights.</p> <p>We also have a property in Dexter Close being used as a religious meeting place which causes traffic chaos when it has meetings taking place.</p> <p>Some form of restrictions for non residents will be very helpful for us who live here.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" data-bbox="586 1072 1326 1257"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1327 2033 1385"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> </table>		Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Support	Ridge Close – Support
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(o18) Local resident, (Dexter Close, Banbury)	<p>Parking is very difficult for residents. People who don't live here park all day and without thinking of us residents.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 603 1326 791"> <tr> <td data-bbox="591 603 1326 662">Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 662 1326 721">Green Lane area – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 721 1326 791">Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="591 858 2033 1104"> <tr> <td data-bbox="591 858 1326 917">Dexter Close – Support</td> <td data-bbox="1326 858 2033 917">Ridge Close – Support</td> </tr> <tr> <td data-bbox="591 917 1326 976">Foscote Rise – No objection/No opinion</td> <td data-bbox="1326 917 2033 976">Valley Road – Support</td> </tr> <tr> <td data-bbox="591 976 1326 1035">Green Lane – No objection/No opinion</td> <td data-bbox="1326 976 2033 1035">Windmill Close – Support</td> </tr> <tr> <td data-bbox="591 1035 1326 1104">Lodge Close – No objection/No opinion</td> <td data-bbox="1326 1035 2033 1104"></td> </tr> </table>		Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Support	Dexter Close – Support	Ridge Close – Support	Foscote Rise – No objection/No opinion	Valley Road – Support	Green Lane – No objection/No opinion	Windmill Close – Support	Lodge Close – No objection/No opinion	
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(o19) Local resident, (Dexter Close, Banbury)	<p>I support the double yellow lines on the corners of Dexter Close at the top. I have concerns around the yellow lines at the end of the road- the residents that park here will then end up filling the rest of the permitted area on the road and with a lot of dropped curbs it will make getting down the road harder.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>												

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<p>(o20) Member of public, (Easington, Banbury)</p>	<p>Unnecessary and putting undue pressures on people Running a business from home.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" data-bbox="586 901 1326 1088"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1161 2033 1342"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns
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(o21) Local resident, (Easington, Banbury)	<p>I object to residents having to have permits for visitors and in general I don't think permits are required</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 568 1326 756"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="591 826 2033 1075"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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(o22) Member of public, (Eastgate, Banbury)	<p>No needed waste of public money</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 1248 1326 1369"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object									
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	Lodge Close – Partially support/concerns	
(o23) Local resident, (Foscote Rise, Banbury)	Too much double parking, road being used by hospital staff so no parking for residents and visitors.	
	<u>Specific proposals:</u>	
	'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:	
	Foscote Rise area – Support	
	Green Lane area – Support	
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	'No Waiting at Any Time' parking restrictions (Double yellow lines):	
	Dexter Close – Support	Ridge Close – Support
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	Lodge Close – Support	

<p>o24) Local resident, (Foscote Rise, Banbury)</p>	<p>Because of none residents parking on the hill causing problems ever day to get out of the estate plus they double park on the blind bend, also if the emergency vehicles were to come on the estate sometimes wouldn't be able to get down the hill ie fire engines because of there width, the cars that do park leave no room to pull in to allow other vehicles passing.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 464 1326 651"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 719 2033 965"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> <tr> <td>Lodge Close – Support</td> <td></td> </tr> </table>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>o25) Local resident, (Foscote Rise, Banbury)</p>	<p>I am a resident of Foscote Rise and there is never any problem for residents parking in the cul de sac areas. The main road needs parking restrictions but the cul de sacs are fine as without any restrictions. Totally unnecessary waste of public money and will negatively affect residents and their visitors and trades people working at our houses.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1241 1326 1359"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> </table>	Foscote Rise area – Object	Green Lane area – No objection/No opinion									
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	<p>Green Lane – No objection/No opinion</p>	<p>Windmill Close – No objection/No opinion</p>
	<p>Lodge Close – No objection/No opinion</p>	
<p>o26) Local resident, (Foscote Rise, Banbury)</p>	<p>I live in Foscote Rise and know the Hightown area very well. I do not believe there is a need for these parking restrictions. Yes, some people park here all day for work, but I do not believe that impacts on the residents, and the proposal seems to me to be a money-making scheme. Double yellow lines in the turning areas of Foscote Rise is completely unnecessary. There is plenty of room for considerate parking there if necessary, and as things stand, common sense prevails and it all works just fine without further restrictions.</p>	
	<p><u>Specific proposals:</u></p>	
	<p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>	
	<p>Foscote Rise area – Object</p>	
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	<p>Lodge Close – Object</p>	

<p>o27) Local resident, (Foscote Rise, Banbury)</p>	<p>Strongly support the overall proposal: action is needed to stop the use of these roads as a carpark, non-resident parking that blocks exits and driveways, and parking that prevents traffic flow. My one reservation is that, practically speaking, delivery of packages etc needs to be possible, as does parking of vans belonging to people undertaking work and repairs in houses and gardens: that needs to be taken into account when having sections of no waiting at any time, or some permission may be needed.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 499 1323 683"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 754 2033 1002"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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<p>o28) Local resident, (Foscote Rise, Banbury)</p>	<p>This will mean no one parks outside my house to attend a hosp appointment</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1174 1323 1358"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support								
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<p>o29) Local resident, (Foscote Rise, Banbury)</p>	<p>I am a resident of Foscote Rise and am utterly disgusted that my husband and I will have to pay for a permit along with anybody wanting to visit me will have to give me their registration number so I can log they are visiting me. I have 25 visitors permits so can only have a visitor once every two weeks otherwise I have to pay for more permits. I have 2 daughters who will not be able to freely visit my husband and I. You will not elevate the parking on the road, as all residents will now park on the road and leave their drives free to allow for people freely being able to visit them. You are doing this to make money, without a thought for the residents! This is like a dictatorship saying when and how many visits we can have to our house and report to you so you are aware who is at our house. This will devalue the properties in this area.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td data-bbox="584 884 1323 948">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="584 948 1323 1011">Green Lane area – Object</td> </tr> <tr> <td data-bbox="584 1011 1323 1075">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td data-bbox="584 1139 1323 1203">Dexter Close – Object</td> <td data-bbox="1323 1139 2020 1203">Ridge Close – Object</td> </tr> <tr> <td data-bbox="584 1203 1323 1267">Foscote Rise – Object</td> <td data-bbox="1323 1203 2020 1267">Valley Road – Object</td> </tr> <tr> <td data-bbox="584 1267 1323 1331">Green Lane – Object</td> <td data-bbox="1323 1267 2020 1331">Windmill Close – Object</td> </tr> <tr> <td data-bbox="584 1331 1323 1378">Lodge Close – Object</td> <td data-bbox="1323 1331 2020 1378"></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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o30) Local resident,
(Foscote Rise, Banbury)

I strongly object to permit parking, my wife runs a hairdressing business from home which will be forced to close due to clients being unable to park. We live on Foscote Rise and a parking issue is caused by the Foscote PRIVATE Hospital, this Hospital as very little parking which it needs to be addressed and the Hornton Hospital which also struggles and visitors have no choice but to park on side streets. Introducing permits doesn't solve an issue just creates a bigger one! We are not a big city with many visitors trying to avoid paying for parking, nobody visits Banbury anymore because of the state it has become, an embarrassment. These are local visitors to the hospitals as mentioned and the few spaces that are available on Hightown road are dangerous, I agree this road should be yellow lines but all of it, due to the lack of street cleanliness the yellow lines are not visible in some parts either.

If the council implement this and my wife's Business has to close, she has built the Business over many years, my wife is unable to work in a salon due to having a child with neurodiverse issues and reliable working is ideal for our daughters care. We will be forced to sell the house will loose value due to the permit parking and restriction on visitors. I am really struggling to understand why you feel you can dictate how many visitors can visit our house by car, I have older children who drive and often bring our grandson to visit not to mention other family members. I have lived in Banbury all my life and sadly watched the town degrade into the state it is today, a place it's not safe to walk alone at night yet you believe it's more important to implement permit parking zones to punish the local residents and hospital visitors that are unable to park due to lack of parking facilities. Absolutely disgusting.

Specific proposals:

'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:

Foscote Rise area – Object
Green Lane area – Object
Valley Road area – Object

'No Waiting at Any Time' parking restrictions (Double yellow lines):

Dexter Close – Support	Ridge Close – Support
Foscote Rise – Support	Valley Road – Support

	Green Lane – Support	Windmill Close – Support											
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o31) Local resident, (Foscote Rise, Banbury)	<p>As a local resident on foscote rise I think these are unnecessary interventions, to expect residents to pay to park vehicles on their own street is unacceptable especially as I live on one of the off roads and never have issues with unwanted vehicles parked near our home - to also add that I have to pay for ANOTHER service on top our already expensive council tax.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 671 1326 858"> <tr> <td data-bbox="591 671 1326 735">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="591 735 1326 799">Green Lane area – Object</td> </tr> <tr> <td data-bbox="591 799 1326 858">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="591 927 2033 1174"> <tr> <td data-bbox="591 927 1326 991">Dexter Close – Object</td> <td data-bbox="1326 927 2033 991">Ridge Close – Object</td> </tr> <tr> <td data-bbox="591 991 1326 1054">Foscote Rise – Object</td> <td data-bbox="1326 991 2033 1054">Valley Road – Object</td> </tr> <tr> <td data-bbox="591 1054 1326 1118">Green Lane – Object</td> <td data-bbox="1326 1054 2033 1118">Windmill Close – Object</td> </tr> <tr> <td data-bbox="591 1118 1326 1174">Lodge Close – Object</td> <td data-bbox="1326 1118 2033 1174"></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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o32) Local resident, (Foscote Rise, Banbury)	<p>This claims to be beneficial for residents, but all I can see it is making it more inconvenient. The council's first priority should be making more affordable and accessible parking, rather than taking it out on residents. Having newly bought a home here, this is a huge blow and we would've been unlikely to have considered the property if these restrictions had already been in force; parking restrictions was something we used to screen out other potential houses, so this also makes me worried for if we ever decide to move away as it will undoubtedly put the next homeowner off. If this was really beneficial for residents, surely a permit (with a limit of how many)</p>												

would be free of charge, but this is just another thing to pay for in this cost of living crisis and something to worry about when friends and family visit; my family live far away in a rural area meaning they can't get here by public transport so ease of parking is essential.

There are also proposals for double yellow lines right outside my property and my immediate neighbours. I haven't spoken to my neighbours about these proposals, but looking out the window now I see many cars parked on the road, of which I know all are their cars or their family members who regularly visit. I am bucking the trend with my age in the area, but many residents are of retirement age and have lived here since these homes were first built. This really makes me worry for my more elderly neighbours who may need more support from friends, family, or carers. As the original buyers from ~30 years ago move to easier access homes or pass away, there are increasingly more young families in the area and the permit also is likely to pose an issue as teenagers learn to drive if there is not enough space on driveways (for those houses lucky to have them).

I am strongly opposed to these proposals and think there are many other solutions that will alleviate non-residents parking in the area without taking it out on the people who are just trying to live their lives.

Specific proposals:

'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:

Foscote Rise area – Object
Green Lane area – Object
Valley Road area – Object

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	<p>Lodge Close – Object</p>			
<p>o33) Local resident, (Foscote Rise, Banbury)</p>	<p>I FULLY SUPPORT THESE PROPOSALS DUE TO THE MASSIVE INTRUSION OF PARKED VEHICLES IN FOSCOTE RISE, WHETHER THEY ARE MEMBERS OF STAFF OR PATIENTS CAUSED BY THE EXPANSION OF THE NEW FOSCOTE HOSPITAL . THIS HAS CAUSED TOTAL CHAOS DESPITE MANY RESIDENTS OBJECTING TO THE EXPANSION OF THE HOSPITAL. ALL OBJECTIONS RAISED IN THE PLANNING PROCESS SEEM TO HAVE BEEN IGNORED SO THIS MAY BE THE ONLY WAY "NORMAL TRAFFIC " CAN BE RESUMED. WE ALSO HAVE EXCESS VEHICLES PARKED BY PATIENTS VISITING THE HORTON GENERAL HOSPITAL AS THEY CAN NOT FIND PARKING SPACES IN THE HOSPITAL. MOST HOMES WITHIN FOSCOTE RISE TEND TO HAVE AT LEAST ONE OR TWO RESIDENTS CARS IN THE STREET AND WITH ADDITIONAL VEHICLES BEING LEFT FOR QUITE LONG PERIODS OF TIME THE STREET IS BECOMING VASTLY OVERCROWDED AND DIFFICULT TO NEGOTIATE AT TIMES. I HAD TO BE RUSHED IN TO HOSPITAL EARLIER THIS YEAR AND IT WAS EXTREMELY DIFFICULT FOR AN AMBULANCE TO GET THROUGH. THERE ARE ALSO TIMES ON A TUESDAY WHEN THE COUNCILS OWN REFUSE TRUCKS HAVE DIFFICULTY NEGOTIATING THE ROAD ON THEIR WEEKLY COLLECTIONS. I FULLY SUPPORT THESE PROPOSALS.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1043 1323 1230"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – No objection/No opinion</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Support	Green Lane area – No objection/No opinion	Valley Road area – No objection/No opinion
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	Lodge Close – No objection/No opinion												
o34) Local resident, (Foscote Rise, Banbury)	<p>The double yellows on the corners seem to not address the actual issues we have with parking. It would be more useful if you would consider double yellow all along the south side of (opposite no 4 & 6, and continuing down the hill), on the opposite side of the street to the houses.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 679 1326 868"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 938 2033 1184"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – No objection/No opinion</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – No objection/No opinion</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>		Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – Partially support/concerns	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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o35) Local resident, (Foscote Rise, Banbury)	<p>In the 40 years we've lived here there have never been any problems for residents parking on Foscote Rise apart from on the main hill.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>												

	<p>Foscote Rise area – Object</p> <p>Green Lane area – No objection/No opinion</p> <p>Valley Road area – No objection/No opinion</p>									
<p>o36) Local resident, (Foscote Rise, Banbury)</p>	<p>I fully support the proposals because parking and turning circles within the cul-de-sacs are frequently blocked. It is also difficult at times for residents to reverse off their drives. There have been numerous complaints from delivery vehicle drivers because they cannot turn round and therefore have to reverse the length of the road.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <p>Foscote Rise area – Object</p> <p>Green Lane area – No objection/No opinion</p> <p>Valley Road area – No objection/No opinion</p>	<p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – No objection/No opinion</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – No objection/No opinion</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – Object	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o37) Local resident, (Foscote Rise, Banbury)</p>	<p>I am the homeowner of XX Foscote Rise. I support the proposed plan for residents parking only and the double yellow areas. It would be better for me personally if the double yellow on the curve of my road is closer to my driveway and dropped curb as this will prevent parking on my grass where there is currently no plan to implement any parking restrictions. This will not only make it difficult for the residents here to navigate their cars past should someone park there, but it will damage my grass which I would like to preserve. I believe having the double yellow extended closer to my driveway will ultimately be better for the residents here</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 740 1326 927"> <tr> <td data-bbox="591 740 1326 799">Foscote Rise area – Support</td> </tr> <tr> <td data-bbox="591 799 1326 858">Green Lane area – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 858 1326 927">Valley Road area – No objection/No opinion</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="591 999 2033 1243"> <tr> <td data-bbox="591 999 1326 1058">Dexter Close – Support</td> <td data-bbox="1326 999 2033 1058">Ridge Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 1058 1326 1117">Foscote Rise – Support</td> <td data-bbox="1326 1058 2033 1117">Valley Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 1117 1326 1176">Green Lane – No objection/No opinion</td> <td data-bbox="1326 1117 2033 1176">Windmill Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 1176 1326 1243">Lodge Close – No objection/No opinion</td> <td data-bbox="1326 1176 2033 1243"></td> </tr> </table>		Foscote Rise area – Support	Green Lane area – No objection/No opinion	Valley Road area – No objection/No opinion	Dexter Close – Support	Ridge Close – No objection/No opinion	Foscote Rise – Support	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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o38) Local business,
(Foscote Rise, Banbury)

I work from home and have a number of clients daily, it has took me 18 years to set my business, I have to work from home as I have a child with ADHD, autism and EDA , she also surfer with School refusal, some days she goes in perfect, other days it's a no go, and sometimes it's when I can get her calmed down. I can still work around this at home, and would no way be able to work for someone as I would be letting them down. I have my clients come to me and means I can be a mum and work.
 With the visitors pass this would not work, it would need to be a pass that I could put in Clint's window, and 1 visit a weeks is not going to work. I'd lose my business and not be able to keep our home.
 We shouldn't have to go online every time you want family or friends to visit,
 What happens when a friend turns up, got to turn them away cos you have used 25 passes and can't afford more.
 This is not good for people's mental health either,
 You're limiting them from being with friends and family.
 I agree there needs to be double lines but the permit thing needs to be thought about And not everybody has a computer. I have an elderly neighbour that I have to help her to order her shopping cos she has not Internet, she's not going to be able to register her visitors .
 All your doing is pushing residence to park on the road and not on there drives so they can have visitors .
 Which means there cars will be out 24 /7 just incase someone turns up.

Specific proposals:

'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:

Foscote Rise area – Object
Green Lane area – Object
Valley Road area – Object

'No Waiting at Any Time' parking restrictions (Double yellow lines):

Dexter Close – Object	Ridge Close – Object
Foscote Rise – Object	Valley Road – Object
Green Lane – Object	Windmill Close – Object

	Lodge Close – Object												
o39) Local resident, (Foscote Rise, Banbury)	<p>Whilst some areas covered by this scheme do see vehicles parking for the hospital, they are rarely excessive and rarely a nuisance. This scheme would cause greater nuisance to local residents who will now have to pay to park outside their own houses, and whose visitors may be unable to park at all if the limit on visitor passes has been exceeded. In attempting to solve a perceived issue, you are creating a greater one.</p> <p>Ultimately this does not solve the parking capacity problems at the hospital and will only move those vehicles to other unrestricted streets nearby. The hospital would be far better served by improved public transport systems or a low-cost (or free) park and ride.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 842 1326 1031"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1098 2033 1350"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o40) Local resident, (Foscote Rise, Banbury)</p>	<p>I object to Permits due to the following reasons 1, Erosion of civil liberties to account for every visitor.. 2, leaving to pay for over 25 visitor a year - utter blooming cheek. It doesn't account for people just being able to drop in / family emergencies. I'm happy with double yellow lines. No permits I will not comply to this Orwellian surveillance state.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 740 1326 927"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 997 2033 1246"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o41) Local resident, (Foscote Rise, Banbury)</p>	<p>There are businesses that run from houses and there are clients that visit, this will majorly disrupt this.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 363 1326 549"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 619 2033 863"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o42) Member of public, (Foscote Rise, Banbury)</p>	<p>Parking rights for residents</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1037 1326 1222"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 1292 2033 1350"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object						
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<p>o43) Local resident, (Foscote Rise, Banbury)</p>	<p>double yellows on main through fare i agree with permits for reaidents i donr</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 571 1326 756"> <tr> <td data-bbox="586 571 1326 630">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="586 630 1326 689">Green Lane area – Object</td> </tr> <tr> <td data-bbox="586 689 1326 756">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 826 2033 1075"> <tr> <td data-bbox="586 826 1326 885">Dexter Close – Support</td> <td data-bbox="1326 826 2033 885">Ridge Close – Support</td> </tr> <tr> <td data-bbox="586 885 1326 944">Foscote Rise – Support</td> <td data-bbox="1326 885 2033 944">Valley Road – Support</td> </tr> <tr> <td data-bbox="586 944 1326 1003">Green Lane – Support</td> <td data-bbox="1326 944 2033 1003">Windmill Close – Support</td> </tr> <tr> <td data-bbox="586 1003 1326 1075">Lodge Close – Support</td> <td data-bbox="1326 1003 2033 1075"></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>o44) Local resident, (Foscote Rise, Banbury)</p>	<p>Please consider a double/single yellow line opposite 4-6 Foscote Rise and continuing down the hill until the next corner. Parking on that side restricts the view of drivers coming either side which is dangerous.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>												

	<p>Foscote Rise area – Support</p> <p>Green Lane area – Support</p> <p>Valley Road area – No objection/No opinion</p>									
<p>o45) Local resident, (Foscote Rise, Banbury)</p>	<p>I feel that our right to have visitors as often as is necessary and be able to park freely which just take away our right as a home owner to be able to do this freely. All this I'm will do is to push residents to park on narrow roads to Lee their driveways free.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <p>Foscote Rise area – Object</p> <p>Green Lane area – Object</p> <p>Valley Road area – Object</p>	<p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – No objection/No opinion</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – No objection/No opinion</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – Partially support/concerns	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o46) Member of public, (Foscote Rise, Banbury)</p>	<p>Agree to main roads having double libs but not residential areas</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 571 1326 758"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 826 2033 1072"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o47) Member of public, (Foscote Rise, Banbury)</p>	<p>I'm objecting as I am a client to a resident nearer to the bottom of foscote rise (not near the private hospital) and I will no longer be able to go to her for my appointments due to not being able to park outside her house so she will lose a lot of her clients</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>												

	<p>Foscote Rise area – Object</p> <p>Green Lane area – Object</p> <p>Valley Road area – Object</p>										
<p>o48) Local resident, (Foscote Rise, Banbury</p>	<p>Caused issues for residents in these areas plus extra costs with the added inconvenience limiting vital health and well-being visits for many residents</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 903 1326 1090"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1161 2033 1345"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns
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o49) Local resident, (Foscote Rise, Banbury)	<p>All you are doing is pushing residence to keep there cats out on the road 24/7while keeping drives free for guest, which will make the roads awful, plus you shouldn't have to number the amount of guest we have, this is taken our human rights away !!</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 638 1326 823"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="591 893 2033 1136"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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o50) Member of public, (Foscote Rise, Banbury)	<p>I go to a lady who works from home to have my hair cut. This will effect customer parking.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 1315 1326 1375"> <tr> <td>Foscote Rise area – Object</td> </tr> </table>		Foscote Rise area – Object										
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o51) Local resident, (Foscote Rise, Banbury)	Residence will just park on the road leaving car parking space free for guest , which will make it worse. I work from home and have clients in and out this would stop my business that I have work so hard for	
	<u>Specific proposals:</u>	
	‘Residents permit holders parking only’ (Mon – Sat 8am – 6pm)’ areas:	
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<p>o52) Local resident, (Foscote Rise, Banbury)</p>	<p>This is not necessary and will cause residents to park in the road to free up drives for visitors as many people have more than 1 visitor every week, which is going to cause more congestion.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 395 1326 584"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 651 2033 900"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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<p>o53) Member of public, (Foscote Rise, Banbury)</p>	<p>Ludicrous idea which affects hundreds of homes</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 1072 1326 1260"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1327 2033 1386"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object						
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o54) Local resident, (Foscote Rise, Banbury)	<p>Not being able to have has many visitors as I like this will not be good for mental health</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 571 1326 756"> <tr> <td data-bbox="591 571 1326 630">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="591 630 1326 689">Green Lane area – Object</td> </tr> <tr> <td data-bbox="591 689 1326 756">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="591 826 2033 1069"> <tr> <td data-bbox="591 826 1326 885">Dexter Close – Partially support/concerns</td> <td data-bbox="1326 826 2033 885">Ridge Close – Partially support/concerns</td> </tr> <tr> <td data-bbox="591 885 1326 944">Foscote Rise – Partially support/concerns</td> <td data-bbox="1326 885 2033 944">Valley Road – Partially support/concerns</td> </tr> <tr> <td data-bbox="591 944 1326 1003">Green Lane – Partially support/concerns</td> <td data-bbox="1326 944 2033 1003">Windmill Close – Partially support/concerns</td> </tr> <tr> <td data-bbox="591 1003 1326 1069">Lodge Close – Partially support/concerns</td> <td data-bbox="1326 1003 2033 1069"></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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o55) Local resident, (Foscote Rise, Banbury)	<p>The square in Foscote is abused by non residents of the area which is causing safety concerns and current road laws are not being observed.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 1283 1326 1335"> <tr> <td data-bbox="591 1283 1326 1335">Foscote Rise area – Support</td> </tr> </table>		Foscote Rise area – Support										
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	<p>Lodge Close – Partially support/concerns</p>	
<p>o56) Member of public, (Foscote Rise, Banbury)</p>	<p>I visit a business run from Foscote Rise on a regular basis and the parking restrictions would prevent me from using this business.</p>	
	<p><u>Specific proposals:</u></p>	
	<p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>	
	<p>Foscote Rise area – Object</p>	
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<p>o57) Local resident, (Foscote Rise, Banbury)</p>	<p>The 'no waiting at any time' areas on Foscote Rise are going to be creating a problem rather than solving one. I live in the close which includes the 30's house numbers and there are currently 6 cars that regularly part in the area which will become no parking. These cars will then have to park along the rest of the street where cars already park meaning that there will be nowhere to park any more. Where do you expect the residents to park?</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 568 1323 751"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – No objection/No opinion</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 823 2033 1070"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – No objection/No opinion</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – No objection/No opinion</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – No objection/No opinion	Valley Road area – No objection/No opinion	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – Object	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o58) Local resident, (Foscote Rise, Banbury)</p>	<p>I have filled one of these out before because I thought it was only concerning the 'no parking' zones but I also have feedback on the residents parking permits. I think that it is absolutely disgusting that you are proposing to make residents pay for parking on there own street. I already pay over £2000 a year in council tax and now you want more. If the issue you are trying to solve is parking at the hospital then make it free. Alternatively, to stop non-residents parking on these roads give residents free permits. This is being used as another excuse to take money from people that have no option but to pay it. The houses in this area are generally 3 or 4 bedroom, so normally have 2 or more cars and single driveways. There is no where to park and you are using this as an opportunity to take more money.</p>											

	<p>It is disgraceful.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 363 1326 549"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – No objection/No opinion</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 619 2033 863"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – No objection/No opinion</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – No objection/No opinion</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – No objection/No opinion	Valley Road area – No objection/No opinion	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – Object	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o59) Local resident, (Foscote Rise, Banbury)</p>	<p>We do not have parking problems in Foscote Rise, will be a pain for work vehicles who come to our houses and indeed another headache for general visitors, I'm aware that a certain amount of parking permit has parking will be given to residents but do not want the headache for this, also I guess yellow lines will be installed which are ugly for the street.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1139 1326 1324"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – No objection/No opinion</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Object	Green Lane area – No objection/No opinion	Valley Road area – No objection/No opinion								
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o60) Local resident, (Foscote Rise, Banbury)	The current system seems to work alright; the new one will penalise some residents with higher costs. I believe this is just a ploy to get more money for the council from residents who are already paying too much in council tax with little of it being spent on road maintenance. The main problem seems to be the new foscote hospital patients parking in Foscote Rise on yellow lines without being fined.	
	<u>Specific proposals:</u>	
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	Foscote Rise area – Object	
	Green Lane area – Partially support/concerns	
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<p>o61) Local resident, (Foscote Rise, Banbury)</p>	<p>I Support the proposal on Foscote Rise where I live as the people from the hospital takes up all the parking spaces on the road making our road one way road. Also their dangerous parking is calling for an accident.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 395 1326 584"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 652 2033 901"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> <tr> <td>Lodge Close – Support</td> <td></td> </tr> </table>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>o62) Local resident, (Foscote Rise, Banbury)</p>	<p>I have received a letter dated 3rd December 2025 with the above reference. It was addressed to The Owner/Occupier, (redacted), Foscote Rise, Banbury, OX16 9XN.</p> <p>I object to the proposals for Foscote Rise contained therein, on the basis that the scheme is unnecessary and will not prevent inconsiderate/illegal parking in this roadway.</p> <p>I think an important consideration of any proposed parking restrictions on Foscote Rise is the fact that all residential properties in Foscote Rise have driveways and garages, meaning that on road parking by residents is not a significant requirement and I feel demand for unnecessary £76 annual permits would be very low (I feel there are few multiple occupancy properties). In my own close which includes (redacted) Foscote Rise there is rarely more than one car parked in the road at any time of the day or night.</p> <p>Problems do arise, in my view, when cars are parked on the junction of the main Foscote Rise roadway with the cul-de-sac entry points. I presume that such parking is in contravention to some law and could be controlled/reported by parking enforcement officers already. However, if it is felt that double yellow lines on the corners would stop this inconsiderate and potentially dangerous parking, then that part of the proposal would not be objected to by me.</p>											

Problems also arise when cars are parked on the main Fosscote Rise roadway (i.e. not in the cul-de-sacs) on bends and on both sides of the carriageway (particularly on the side of the steep hill). Currently, neither side of the road where this happens have any yellow lining. Again, I presume that such parking is in contravention to some law and could be controlled/reported by parking enforcement officers already, although it may be difficult to prove who parked first and who then parked on the opposite side of the road creating the difficulty. However, if it is felt the double yellow lines on one side of the road would stop this inconsiderate and potentially dangerous parking, then that part of the proposal would not be objected to by me.

I do object absolutely to the proposal of yellow lining the enclosed ends of each cul-de-sac and also the blind turn in by 42 Fosscote Rise. Most of this area is driveways anyway so a) there are adequate turning spaces and b) even the most inconsiderate drivers would not regularly park across entries to driveways and garages.

I also object to the amount of existing single and double yellow lines that run from the Hightown Road/Fosscote Rise junction down to the first bend of the main Fosscote Rise roadway, just past the Delivery car park for the New Fosscote Clinic. I think I am right in saying that all larger lorries delivering to the New Fosscote Clinic seem to call at this lower car park (using the cul-de-sac opposite to line up their entry) so I see little point in protecting the entrance to their main car park with yellow lines as this seems to be used only by cars. These yellow lines should be reduced/removed thereby providing closer parking for clinic patients/staff and others on one side of the road only. I would be interested to know if clinic patients/staff would have access to any proposed parking permits as nobody is permanently resident in the building.

I am unclear why this scheme is felt necessary as I don't believe there is a great demand for residents on-road parking and I am not sure why you should wish to deter all day parking from commuters or visitors. If I felt I wished to deter all day parking from commuters or visitors, I would prefer parking to be restricted to 2 hours only or a parking ban between 12.30 and 13.00 for example which would enable enforcement with a daily visit by enforcement officers. Alternatively, I could always park in the street before these alleged all day parkers arrive!

Specific proposals:

'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:

Fosscote Rise area – Object
Green Lane area – No objection/No opinion
Valley Road area – No objection/No opinion

'No Waiting at Any Time' parking restrictions (Double yellow lines):

	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion			
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	Lodge Close – No objection/No opinion				
<p>o63) Local resident, (Foscote Rise, Banbury)</p>	<p>As a resident of one of the closes on Foscote Rise I feel that to put double yellowlines in these closes is unnecessary and heavy handed. We have no road space at all outside our house, we have two cars, one is always garaged and the other on the drive. If we have visitors/workmen etc they have no option but to park in the road. I feel that to charge us for a parking permit when we have managed perfectly well for over 35 years of living here is completely ridiculous. We do not have a problem with commuters/workers parking in our close as they would pretty much need to park over peoples drives! However, there can be a problem with cars parking on the corner entrances to the close so I would agree that double yellow lines JUST on the entrance to the close could be helpful as people park obscuring our view when exiting on to the main Foscote Rise. With regards to the main Foscote Rise, I think that most of the cars parking are for the Foscote clinic, their car park is small and there are already No waiting limits on the road outside the clinic. This is not regularly monitored by parking attendants and therefore people still park there. I feel that double yellow lines on one side only of this road would prevent the biggest problem which is people parking on both sides of the road! So, in conclusion I feel that there should be double yellow lines on one side only of the main Foscote Rise, properly monitored by parking attendants and double yellows only on the edge of each close. Alternatively, on the main Foscote Rise a No Waiting between 10am - 12pm sign which would prevent anyone parking all day. I do feel though that the council should work with the Foscote Clinic to encourage them to tarmac over some of their grounds to make extra parking for their patients/staff.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 1155 1326 1342"> <tr> <td data-bbox="586 1155 1326 1219">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="586 1219 1326 1283">Green Lane area – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 1283 1326 1342">Valley Road area – No objection/No opinion</td> </tr> </table>		Foscote Rise area – Object	Green Lane area – No objection/No opinion	Valley Road area – No objection/No opinion
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<p>o64) Local resident, (Foscote Rise, Banbury)</p>	<p>We totally support the residents permit parking because it will free up access for residents parking, deliveries and visitors to residents. We support the double yellow line on all corners and cul-de-sacs but understand that some residents may find this restrictive due to the position of their driveways.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1"> <tr> <td data-bbox="582 818 1326 880">Foscote Rise area – Support</td> </tr> <tr> <td data-bbox="582 880 1326 943">Green Lane area – Support</td> </tr> <tr> <td data-bbox="582 943 1326 1005">Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td data-bbox="582 1074 1326 1136">Dexter Close – Support</td> <td data-bbox="1326 1074 2033 1136">Ridge Close – Support</td> </tr> <tr> <td data-bbox="582 1136 1326 1198">Foscote Rise – Support</td> <td data-bbox="1326 1136 2033 1198">Valley Road – Support</td> </tr> <tr> <td data-bbox="582 1198 1326 1260">Green Lane – Support</td> <td data-bbox="1326 1198 2033 1260">Windmill Close – Support</td> </tr> <tr> <td data-bbox="582 1260 1326 1323">Lodge Close – Support</td> <td data-bbox="1326 1260 2033 1323"></td> </tr> </table>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>o65) Local resident, (Foscote Rise, Banbury)</p>	<p>I fully support the parking permit for residents.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 363 1326 549"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 619 2033 863"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> <tr> <td>Lodge Close – Support</td> <td></td> </tr> </table>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>o66) Relative of elderly resident, (Foscote Rise, Banbury)</p>	<p>The cost and inconvenience to residents to have permits!! How can you ask for a payment every year to park in your own street? How can you limit the visitors people have. Instead of dealing with the Hospital parking, you are taking the easy option and making money out of residents. This will dramatically effect social and businesses in the area and also have a detremental effect on house prices.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1139 1326 1324"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object								
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<p>o67) Relative of elderly resident, (Foscote Rise, Banbury)</p>	<p>Totally objecting to the this proposal. To charge residents and their visitors to pay in their own street is disgusting. This will effect social and businesses and also will have a huge detrimental effect on house prices. This is worrying for all residents and it is not addressing the actual root cause of making more parking available on the site of The Horton. Are there not buildings that lay derilict there? Can a multi story be put one of the car parks? This is the easy option and it's at the expense of local residents!!</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 751 1326 938"> <tr> <td data-bbox="586 751 1326 810">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="586 810 1326 869">Green Lane area – Object</td> </tr> <tr> <td data-bbox="586 869 1326 938">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1007 2033 1246"> <tr> <td data-bbox="586 1007 1326 1066">Dexter Close – Object</td> <td data-bbox="1326 1007 2033 1066">Ridge Close – Object</td> </tr> <tr> <td data-bbox="586 1066 1326 1125">Foscote Rise – Object</td> <td data-bbox="1326 1066 2033 1125">Valley Road – Object</td> </tr> <tr> <td data-bbox="586 1125 1326 1184">Green Lane – Object</td> <td data-bbox="1326 1125 2033 1184">Windmill Close – Object</td> </tr> <tr> <td data-bbox="586 1184 1326 1246">Lodge Close – Object</td> <td data-bbox="1326 1184 2033 1246"></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o68) Local resident, (Foscote Rise, Banbury)</p>	<p>I am an elderly resident of 93 who is still active but no longer drives. I rely on my family and friends to help me with shopping, cleaning, gardening etc. The drive to my property is very steep and not suitable really for parking. I totally object to this proposal as it will effect those who come to see me. I can see that it says I get free permits but I can not see the details of how that will work. I am concerned from my neighbours too who run businesses from home and have grown up children with cars. Everyone has their 'space' and ther are no issues. How can you charge residents to park in their own street. Sort the parking out properly at the hospital. I have also noticed that the yellow lines on your map are places where there is no problem at all. Only residents park there so again you are stopping them from parking even with a permit. The places that get busy with non residents at the moment are not even showing yellow lines so you have not done sufficient research into this at all. I am also concerned for all of us that this will adversely effect the future sale and house prices when we come to sell. Please assess your thinking on this mad scheme!</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 699 1323 887"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 954 2033 1203"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o69) Relative of elderly resident, (Foscote Rise, Banbury)</p>	<p>Objecting to this 100%!!!! Problem is not be addressed at root cause, residents are being penalised both financial and physically, cost of house prices will decrease and will be harder to sell, the yellow lines proposed on map do not look at where the issue of parking lies and where they have placed them...only residents park there anyway. This is a money making scheme. People will be just pushed into other streets in the town to park. Are you going to permit the whole of Banbury?</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 497 1326 683"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 753 2033 1002"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o70) Local resident, (Foscote Rise, Banbury)</p>	<p>As a resident of Foscote Rise, I have only included my opinion on the proposed residents parking area and the double yellows on Foscote Rise itself, however I imagine that the residents of the other areas affected by the Phase 2 proposals will have much the same feelings as myself.</p> <p>Proposed residents permit parking areas:</p> <ul style="list-style-type: none"> • I am broadly in support of the proposed residents permit parking areas, albeit with some concerns. • The letter we received states that, in addition to residents, health workers would also be eligible to purchase parking permits. This was not indicated on the notices posted on lamp posts. As health workers from Foscote Hospital are the primary cause of the parking problems on Foscote Rise, clarification is needed as to whether “health workers” refers solely to those visiting residents on the street (which is, of course, essential), or whether it also includes hospital staff. 											

- If employees of Foscote and Horton Hospitals (and their visitors) are not permitted to purchase permits, then I would support the scheme, subject to the additional concerns outlined below. However, if hospital employees are permitted to buy permits, I would object to the proposals. This is because hospital staff are the main source of the existing parking issues, and the scheme would leave residents no better off than before, except that we would now be paying for the privilege of parking outside our own homes.
 - Households with older children living at home, or families with multiple vehicles (for example, where adult children each have a car), could be unfairly affected by this restriction, particularly where extended family members visit regularly. I would therefore suggest that the limit be increased to at least three permits per household.
- Proposed double yellows:
- I must lodge my strongest possible objection to the proposed addition of double yellow lines on any part of Foscote Rise. This proposal is completely unacceptable, unnecessary, and I would not support its implementation under any circumstances.
 - Even under the current situation (where weekday parking pressure is caused almost entirely by hospital staff), there is rarely, if ever, any parking in the areas proposed for double yellow lines, be it the ends of cul-de-sacs or the corners leading into them. These locations simply do not present a parking problem. The proposals give the strong impression that the markings have been applied by someone studying a map rather than by anyone who has visited the street and assessed the situation first-hand. They are extremely poorly thought out and serve no practical purpose.
 - Charging residents to park while simultaneously removing parking spaces in areas where there has never been an issue is entirely illogical. Not only are the double yellow lines unnecessary, but they would actively penalise residents.
 - Foscote Rise is an exceptionally attractive street. The introduction of extensive double yellow lines would also be a significant visual blight, imposed to address a problem that does not exist. If residents' permits are introduced, there would be no need for double yellow lines whatsoever. The combined effect of forcing residents to pay to park outside their own homes while drastically reducing available on-street parking makes this proposal appear less like traffic management and more like a revenue-raising exercise. Permit parking alone would fully address the existing issues; double yellow lines are not required anywhere on the street, within the cul-de-sacs, or on the corners leading into them, particularly where dropped kerbs are already in place to allow residents living on or near corners access to their driveways.

- If there is one location where a double yellow line might offer limited benefit, it would be on the left-hand side of the road when travelling downhill (opposite numbers 4, 6, and 8 Foscote Rise, adjacent to the green grit bin). Beyond this single, specific location, there is no justification for their use.
- As a resident living on the corner of one of the cul-de-sacs, we occasionally rely on parking near the corner to unload heavy items. These proposals would disproportionately penalise residents in this position and make entirely routine activities unnecessarily difficult. Should we ever need to move home, loading vehicles would become a significant problem. In fact, as relatively recent purchasers of our property, had these double yellow lines been in place at the time, we would not have bought the house at all. In addition, there is already a dropped kerb at this location, and nobody parks there. Adding double yellow lines alongside a dropped kerb is therefore entirely redundant.
- Worse still, these measures risk exacerbating the situation by encouraging residents to convert front gardens into parking areas in order to avoid both the yellow lines and the restrictive two-permit household limit. For households with only a single-car driveway and multiple drivers, this combination would leave residents with fewer places to park than before. As a corner property with a one-car driveway, we would be forced to consider the excavation of a significant portion of our front garden simply to cope.
- In short, this proposal removes parking spaces used by residents, provides no meaningful benefit, damages the character of the street, and creates new problems where none currently exist. It is wholly unjustified.

Specific proposals:

'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:

Foscote Rise area – Partially support/concerns

Green Lane area – No objection/No opinion
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Valley Road area – No objection/No opinion

'No Waiting at Any Time' parking restrictions (Double yellow lines):

Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion
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Foscote Rise – Object	Valley Road – No objection/No opinion
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	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion											
	Lodge Close – No objection/No opinion												
<p>o71) Relative of elderly resident, (Foscote Rise, Banbury)</p>	<p>My grandmother is 93 and although no longer drives she still has lots of visitors to help with daily activities, her garden and of course friends and family. This is an essential life line to her. The parking rules say she will get free permits but has not expanded on how many she will get and how that will be distributed. This is worrying her unduly and also she is concerned about the price of her house and the ease in which she can sell it if she has to go into care. This is not addressing the root cause of the problem. The yellow lines shown on the map will only effect the residents. Non residents do not park there currently. On the map where cars park in the day do not have yellow lines added. Making residents pay is disgusting.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 774 1326 962"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1029 2033 1281"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o72) Relative of elderly resident, (Foscote Rise, Banbury)</p>	<p>My elderly Grandmother lives in the street and although she now doesn't drive, she relies on plenty of visitors to help her. Her drive is very steep and not suitable for a car (certainly not mine!) She is worrying about how many free parking permits she will get, who can have them, she's worrying about her lovely neighbours and how they will manage having more than 2 cars (this has not been a problem at all) and having to pay for permits. This is not a good plan - please rethink!</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 496 1323 683"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 751 2033 1002"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o73) Local resident, (Foscote Rise, Banbury)</p>	<p><u>To whom it may concern:</u></p> <p><u>My comments relate specifically to Foscote Rise, where I live with my husband and our infant son, and focus on the proposed residents' parking controls and the introduction of double yellow lines on that road. However, I would expect that residents in other streets affected by the Phase 2 proposals are likely to share many of my concerns.</u></p> <p><u>The Proposed residents' permit parking scheme</u></p> <p><u>I am generally supportive of the principle of a residents' permit parking scheme, subject to several important clarifications and amendments.</u></p>											

- The consultation letter states that health workers would be eligible to purchase parking permits in addition to residents. This was not referenced on the street notices displayed on lamp posts and requires further clarification. In particular, it is essential to understand whether “health workers” refers only to those visiting residents in a professional capacity, or whether it also includes hospital-based staff.
- Parking pressure on Foscoote Rise is largely attributable to staff from Foscoote Hospital, and any scheme that allows hospital employees (or visitors to the hospital) to obtain permits would fail to address the underlying issue. If hospital employees are excluded from eligibility, I would be supportive of the scheme (subject to the further concerns below). If they are included, I would object, as residents would gain no practical benefit and would instead be required to pay to park outside their own homes while the existing problems remain unchanged.
- I am also concerned about the proposed limit of two permits per household and believe that minimum allowance of three permits per household would be a more realistic and equitable approach. My reasoning for this is that many properties on Foscoote Rise have limited off-street parking, often accommodating only one vehicle. Households with adult children living at home, or families with multiple drivers, would be disproportionately affected by this restriction, particularly where extended family members visit regularly.

The Proposed double yellow lines

- I strongly oppose the introduction of double yellow lines anywhere on Foscoote Rise.
- The areas identified for these restrictions, including the cul-de-sacs and the corners leading into them, are not locations where parking problems currently occur. Even during periods of peak weekday pressure, these areas are rarely, if ever, used for parking. As such, the proposal appears to be based on a theoretical assessment rather than on-site observation and does not reflect the reality of how the street functions.
- Introducing charging through permits while simultaneously removing usable parking space is counterproductive. The proposed double yellow lines would not resolve any existing issues and would instead place an unnecessary burden on residents.
- If any yellow lines are considered, they should be limited to the short downhill section opposite numbers 4, 6, and 8; elsewhere there is no justification whatsoever.
- Residents living on corner plots, including ourselves, occasionally need to park temporarily near the corner in order to load or unload heavy items. The proposed restrictions would make this unnecessarily difficult and would disproportionately affect such households. Practical considerations, such as moving home, would become far more problematic. Indeed, had these restrictions been in place when we purchased our property, we would not have proceeded with the purchase. It is also worth noting that in

some of these locations dropped kerbs already exist and parking does not occur there, rendering additional restrictions redundant.

- Finally, there is a risk that these measures would have unintended consequences. By reducing on-street parking and limiting permit availability, residents may feel compelled to convert front gardens into hardstanding in order to cope. For households with limited driveway space and multiple drivers, this would result in fewer parking options than currently exist. As a corner property with a single-car driveway, we would be forced to consider significant alterations to our frontage simply to manage day-to-day parking.
- As an aside, Foscoote Rise is an attractive residential street, and extensive double yellow lines would unnecessarily detract from its character. The probable conversion of gardens to hardstanding would further impact its visual appeal. With a residents' permit scheme in place, further restrictions are not required and risk appearing revenue-driven rather than practical. Permit parking alone would adequately address current weekday parking pressures.
- In summary, the proposed double yellow lines would remove usable parking, harm the appearance of the street, and introduce new problems without delivering any tangible benefit. The proposal is unnecessary and should not be pursued under any circumstances whatsoever.

Specific proposals:

'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:

Foscoote Rise area – Partially support/concerns
Green Lane area – No objection/No opinion
Valley Road area – No objection/No opinion

'No Waiting at Any Time' parking restrictions (Double yellow lines):

Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion
Foscoote Rise – Partially support/concerns	Valley Road – No objection/No opinion
Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion

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<p>o74) Local resident, (Foscote Rise, Banbury)</p>	<p>I Support the new rules on Foscote Rise, however since most households have only 1 driveway, 2 parking permissions per households is a bit strict. Also I don't fully agree that residents have to pay for permit. As I mentioned, most households have 1 driveway and more than 1 car. Therefore 1 permit per household for free would be ideal.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td data-bbox="584 671 1326 735">Foscote Rise area – Support</td> <td data-bbox="1326 671 2020 735"></td> </tr> <tr> <td data-bbox="584 735 1326 799">Green Lane area – No objection/No opinion</td> <td data-bbox="1326 735 2020 799"></td> </tr> <tr> <td data-bbox="584 799 1326 863">Valley Road area – No objection/No opinion</td> <td data-bbox="1326 799 2020 863"></td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td data-bbox="584 927 1326 991">Dexter Close – No objection/No opinion</td> <td data-bbox="1326 927 2020 991">Ridge Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="584 991 1326 1054">Foscote Rise – Support</td> <td data-bbox="1326 991 2020 1054">Valley Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="584 1054 1326 1118">Green Lane – No objection/No opinion</td> <td data-bbox="1326 1054 2020 1118">Windmill Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="584 1118 1326 1174">Lodge Close – No objection/No opinion</td> <td data-bbox="1326 1118 2020 1174"></td> </tr> </table>	Foscote Rise area – Support		Green Lane area – No objection/No opinion		Valley Road area – No objection/No opinion		Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – Support	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o75) Local resident, (Green Lane, Banbury)</p>	<p>The proposal will not solve the parking issue in the roads. We sometimes need to park another vehicle outside our house at late notice and this will nit be possible under this proposal. It has the potential to devalue my property. Will the council use the money it generates to fix the roads and unblock the drains (probably not)</p> <p><u>Specific proposals:</u></p>														

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<p>o76) Local resident, (Green Lane, Banbury)</p>	<p>As a resident of Green Lane, I should not need a to pay for a permit to park outside my house. The problem is that hospital workers or visitors and train commuters don't want to pay for parking in the provided car parks, so you now want residents to pay and force the hospital workers or visitors and train commuters to park elsewhere, you will then need to introduce another parking permit scheme where the new problem is to generate more council income. I already pay council tax for services that are not fulfilled. this is a scheme for the council to generate more income if you cannot manage street car parking, provide adequate affordable paying car parks.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 1114 1326 1303"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object								
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o77) Local resident, (Green Lane, Banbury)	<p>These areas are used by people parking for the train station, hospital or town and are selfish. The areas should be reserved for residents only as sometimes we have difficulty parking.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 646 1326 833"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 901 2033 1152"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> <tr> <td>Lodge Close – Support</td> <td></td> </tr> </table>		Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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o78) Local resident, (Green Lane, Banbury)	<p>I strongly object to a charge of £76 to park outside my own home...Mon - Sat (8am to 6pm). We live at the top of Green Lane with a single drive on a very steep slope. As a 2 car family we need to park one of our cars on the road daily. By and large, despite being close to 2 hospitals and the railway station, we do not find daily parking too difficult. This is purely and simply a money making scheme for Oxon CC.</p> <p><u>Specific proposals:</u></p>												

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<p>o79) Local resident, (Green Lane, Banbury)</p>	<p>I will want to move in the future. this will definitely put people off buying my property and obviously devalue it. I would be happy with some signs put up, residents only . Contactors need a permit, that will also put them off working on my property .</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td colspan="2">Foscote Rise area – Object</td> </tr> <tr> <td colspan="2">Green Lane area – Object</td> </tr> <tr> <td colspan="2">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> </table>	Foscote Rise area – Object		Green Lane area – Object		Valley Road area – Object		Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object				
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<p>o80) Local resident, (Green Lane, Banbury)</p>	<p>I do support phase 2 but have concerns that residents have to pay to park. I am a senior citizen, to pay £76 to park my vehicle in the street I live is unacceptable. We are being penalised because the public choose to park in our residential road and leave us with little or no room for our vehicles.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 639 1326 823"> <tr> <td data-bbox="586 639 1326 703">Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 703 1326 767">Green Lane area – Partially support/concerns</td> </tr> <tr> <td data-bbox="586 767 1326 823">Valley Road area – No objection/No opinion</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 895 2033 1136"> <tr> <td data-bbox="586 895 1326 959">Dexter Close – No objection/No opinion</td> <td data-bbox="1326 895 2033 959">Ridge Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 959 1326 1023">Foscote Rise – No objection/No opinion</td> <td data-bbox="1326 959 2033 1023">Valley Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 1023 1326 1086">Green Lane – Partially support/concerns</td> <td data-bbox="1326 1023 2033 1086">Windmill Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 1086 1326 1136">Lodge Close – No objection/No opinion</td> <td data-bbox="1326 1086 2033 1136"></td> </tr> </table>		Foscote Rise area – No objection/No opinion	Green Lane area – Partially support/concerns	Valley Road area – No objection/No opinion	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – No objection/No opinion	Green Lane – Partially support/concerns	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o81) Local resident, (Green Lane, Banbury)</p>	<p>I have been living at Green Lane for the last ten years and we never have any problems with parking. There is no reason to do it here. As talking to my neighbors no one is happy about it. As I can see is more money taking for us and nothing come back.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>												

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<p>o82) Local resident, (Green Lane, Banbury)</p>	<p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td data-bbox="571 448 1323 512">Dexter Close – Support</td> <td data-bbox="1323 448 2049 512">Ridge Close – Object</td> </tr> <tr> <td data-bbox="571 512 1323 576">Foscote Rise – Object</td> <td data-bbox="1323 512 2049 576">Valley Road – Object</td> </tr> <tr> <td data-bbox="571 576 1323 639">Green Lane – Object</td> <td data-bbox="1323 576 2049 639">Windmill Close – Object</td> </tr> <tr> <td data-bbox="571 639 1323 699">Lodge Close – Object</td> <td data-bbox="1323 639 2049 699"></td> </tr> </table> <p>I'm not happy with the idea of paing for an resident 's permint parking. Are drive way is too small and I have to share with my neighbours, so one of as park on a road. I understand idea the proposed, but it will make a problem for me and otherneighbours. I'm a single mother with two children and paying £76 it's gona be difficult to pay.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td data-bbox="571 970 1323 1034">Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td data-bbox="571 1034 1323 1098">Green Lane area – Partially support/concerns</td> </tr> <tr> <td data-bbox="571 1098 1323 1161">Valley Road area – No objection/No opinion</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td data-bbox="571 1230 1323 1294">Dexter Close – No objection/No opinion</td> <td data-bbox="1323 1230 2049 1294">Ridge Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="571 1294 1323 1350">Foscote Rise – No objection/No opinion</td> <td data-bbox="1323 1294 2049 1350">Valley Road – No objection/No opinion</td> </tr> </table>	Dexter Close – Support	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object		Foscote Rise area – No objection/No opinion	Green Lane area – Partially support/concerns	Valley Road area – No objection/No opinion	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – No objection/No opinion	
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<p>o83) Local resident, (Greenhill Court/Windmill Close, Banbury)</p>	<p>On the map given in the letter, the larger parking space in Greenhill Court by the flats is not included in the restrictions. If this is introduced, everyone will be parking in that space leaving residents to have to seek other spaces. Please apply restrictions to all areas if you're going to, as residents are already struggling to find spaces in that parking lot.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 671 1326 855"> <tr> <td data-bbox="586 671 1326 735">Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 735 1326 799">Green Lane area – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 799 1326 855">Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 927 2029 1174"> <tr> <td data-bbox="586 927 1326 991">Dexter Close – No objection/No opinion</td> <td data-bbox="1326 927 2029 991">Ridge Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 991 1326 1054">Foscote Rise – No objection/No opinion</td> <td data-bbox="1326 991 2029 1054">Valley Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 1054 1326 1118">Green Lane – No objection/No opinion</td> <td data-bbox="1326 1054 2029 1118">Windmill Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 1118 1326 1174">Lodge Close – No objection/No opinion</td> <td data-bbox="1326 1118 2029 1174"></td> </tr> </table>		Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Partially support/concerns	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o84) Local resident, (Greenhill Court, Banbury)</p>	<p>Stupidest idea I have ever heard. Why should I pay for parking now in the Greenhill court parking area? I've never had any concerns before, seems like a money making scheme</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>												

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<p>o85) Member of public, (Hereford Way, Banbury)</p>	<p>I visit a friend weekly would not go to visit every week to keep her company. This will effect her and my mental health.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <p>Foscote Rise area – Object</p> <p>Green Lane area – Object</p> <p>Valley Road area – Object</p>	<p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – No objection/No opinion</td> </tr> <tr> <td>Foscote Rise – No objection/No opinion</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – Object	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o86) Local business, (Hereford Way, Banbury)</p>	<p>As a business working in and around the area it makes it particularly difficult to work in these areas if I have to get permission each time I have to visit so speaking for myself I would have to consider dropping all the customers in the area as it becomes unviable to work there</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td data-bbox="584 635 1323 699">Foscote Rise area – Object</td> <td data-bbox="1323 635 2020 699"></td> </tr> <tr> <td data-bbox="584 699 1323 762">Green Lane area – Object</td> <td data-bbox="1323 699 2020 762"></td> </tr> <tr> <td data-bbox="584 762 1323 826">Valley Road area – Object</td> <td data-bbox="1323 762 2020 826"></td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td data-bbox="584 890 1323 954">Dexter Close – Object</td> <td data-bbox="1323 890 2020 954">Ridge Close – Object</td> </tr> <tr> <td data-bbox="584 954 1323 1018">Foscote Rise – Object</td> <td data-bbox="1323 954 2020 1018">Valley Road – Object</td> </tr> <tr> <td data-bbox="584 1018 1323 1082">Green Lane – Object</td> <td data-bbox="1323 1018 2020 1082">Windmill Close – Object</td> </tr> <tr> <td data-bbox="584 1082 1323 1141">Lodge Close – Object</td> <td data-bbox="1323 1082 2020 1141"></td> </tr> </table>	Foscote Rise area – Object		Green Lane area – Object		Valley Road area – Object		Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o87) Local resident, (Hightown, Banbury)</p>	<p>Too much station and hospital parking</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td data-bbox="584 1310 1323 1366">Foscote Rise area – Support</td> <td data-bbox="1323 1310 2020 1366"></td> </tr> </table>	Foscote Rise area – Support													
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<p>o88) Local business, (Hightown, Banbury)</p>	<p>I have a number of clients that visit me every day, they are currently very respectful about where they park which is normally outside my house when my husband leaves for work we only have a drive for one car, which is mine . I don't have a very safe drive and would not feel comfortable with clients parking on my drive while I park out on the road to solve the issue with the parking permit. And feel that this is what a number of residence will be doing. It's just leaving their cars out on the road and let their drive be free for their visitors, this is not gonna solve the issue. The issue is staff members from the Foscote parking of these roads it should be down to foscote to arrange an alternative parking solution. Since this letter has been sent out, we've seen a decrease of silly parking by these members. I really feel that the parking permits is just gonna make life a lot harder for the residence that haven't done anything wrong.</p> <p>I'm sure if it was one of your homes, you would feel the same way as you should not limit the amount of people that come to visit you, some of the older residence rely on family and friends to pop in for a coffee do their shopping etc.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object									
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<p>o89) Member of public, (Lime Crescent, Banbury)</p>	<p>You've already done this in the street that I live, and since then we've seen the number of people move. This doesn't work and it's unfair. You will always have a few that will agree that is the best option. They're normally people that have drives that can fit their cars on people that don't work from home, people that retired you're not solving an issue you're causing more problem. The issue is that the hospital parking that includes the Foscote Private Hospital. You need to find a solution for them not punish the people that live in this area.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td data-bbox="584 783 1323 847">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="584 847 1323 911">Green Lane area – Object</td> </tr> <tr> <td data-bbox="584 911 1323 970">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td data-bbox="584 1038 1323 1102">Dexter Close – Object</td> <td data-bbox="1323 1038 2020 1102">Ridge Close – Object</td> </tr> <tr> <td data-bbox="584 1102 1323 1166">Foscote Rise – Object</td> <td data-bbox="1323 1102 2020 1166">Valley Road – Object</td> </tr> <tr> <td data-bbox="584 1166 1323 1230">Green Lane – Object</td> <td data-bbox="1323 1166 2020 1230">Windmill Close – Object</td> </tr> <tr> <td data-bbox="584 1230 1323 1276">Lodge Close – Object</td> <td data-bbox="1323 1230 2020 1276"></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o90) Local resident, (Lodge Close, Banbury)</p>	<p>I am a resident at the Greenhill Court flats on Lodge Close. We have car packs that are designated for residents of the flats. My concern is if the surrounding roads (Lodge Close, Windmill Close etc) suddenly require permits people may start parking in our private car parks to bypass the need to pay for a permit. We already have people who are not residents using these car parks when they shouldn't be and my fear is this will make this worse and make it more difficult for us to park.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 497 1326 683"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 753 2033 1002"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – No objection/No opinion</td> </tr> <tr> <td>Foscote Rise – No objection/No opinion</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>	Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Support	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – Support	Green Lane – No objection/No opinion	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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<p>o91) Local resident, (Lodge Close, Banbury)</p>	<p>I am a resident of the Greenhill Court flats on Lodge Close. We have designated resident parking facilities. My concern is that if the surrounding roads (Lodge Close, Windmill Close, etc.) were to implement permit parking, it could lead to an increase in non-resident vehicles utilising our private car parks to avoid permit fees. We currently experience unauthorised parking, and I am apprehensive that such a policy change would exacerbate this issue, making it more challenging for residents to find parking.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1311 1326 1369"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> </table>	Foscote Rise area – No objection/No opinion										
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<p>o92) Local resident, (Lodge Close (Greenhill Court flats), Banbury)</p>	<p>The top end of valley road is very dangerous at certain times due to Cars parking all the way along (including on double yellow lines) and blocking vision of cars coming up (or down) valley road. Similar issue on the bottom corner of Valley Road. You end up having to 'Slalom' between cars.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td data-bbox="584 874 1323 938">Foscote Rise area – No objection/No opinio</td> </tr> <tr> <td data-bbox="584 938 1323 1002">Green Lane area – No objection/No opinio</td> </tr> <tr> <td data-bbox="584 1002 1323 1066">Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td data-bbox="584 1129 1323 1193">Dexter Close – No objection/No opinio</td> <td data-bbox="1323 1129 2029 1193">Ridge Close – No objection/No opinio</td> </tr> <tr> <td data-bbox="584 1193 1323 1257">Foscote Rise – No objection/No opinio</td> <td data-bbox="1323 1193 2029 1257">Valley Road – Support</td> </tr> <tr> <td data-bbox="584 1257 1323 1321">Green Lane – No objection/No opinio</td> <td data-bbox="1323 1257 2029 1321">Windmill Close – Object</td> </tr> <tr> <td data-bbox="584 1321 1323 1375">Lodge Close – Object</td> <td data-bbox="1323 1321 2029 1375"></td> </tr> </table>		Foscote Rise area – No objection/No opinio	Green Lane area – No objection/No opinio	Valley Road area – Partially support/concerns	Dexter Close – No objection/No opinio	Ridge Close – No objection/No opinio	Foscote Rise – No objection/No opinio	Valley Road – Support	Green Lane – No objection/No opinio	Windmill Close – Object	Lodge Close – Object	
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<p>o93) Local resident, (Lodge Close, Banbury)</p>	<p>As a local resident now the area is calm and does not have any traffic issues. Residents are parking there vehicles responsible way so that there is no traffic issues. So there is no need of any traffic implementation in this area. If outsiders are utilising this area then only this implementation is valid.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 427 1326 616"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 683 2033 933"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o94) Local resident, (Lodge Close, Banbury)</p>	<p>Currently paid high amount of council tax and daily live court going high.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 1106 1326 1294"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object								
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o95) Local resident, (Lodge Close, Banbury)	<p>I am a resident of lodge close and I strongly feel that it is not fair on the residents to pay for the parking. For lodge close residents we have separate extended area where we can park the car which would not block any lanes and hence there won't be any congestion concerns. Furthermore, as a common men we are already facing the strain of rising cost of living and this proposal would unnecessarily add more financial burden. We are also worried about the effects of this on the visitors who are visiting us. This might discourage them visiting us which means this will have serious effect on social life. Please if I kindly request council to hear our appeal and reconsider your proposal.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" data-bbox="589 852 1323 1034"> <tr> <td data-bbox="589 852 1323 916">Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td data-bbox="589 916 1323 979">Green Lane area – No objection/No opinion</td> </tr> <tr> <td data-bbox="589 979 1323 1034">Valley Road area – No objection/No opinion</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 1107 2033 1351"> <tr> <td data-bbox="589 1107 1323 1171">Dexter Close – No objection/No opinion</td> <td data-bbox="1323 1107 2033 1171">Ridge Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="589 1171 1323 1235">Foscote Rise – No objection/No opinion</td> <td data-bbox="1323 1171 2033 1235">Valley Road – No objection/No opinion</td> </tr> <tr> <td data-bbox="589 1235 1323 1299">Green Lane – No objection/No opinion</td> <td data-bbox="1323 1235 2033 1299">Windmill Close – Object</td> </tr> <tr> <td data-bbox="589 1299 1323 1351">Lodge Close – Object</td> <td data-bbox="1323 1299 2033 1351"></td> </tr> </table>		Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – No objection/No opinion	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – Object	Lodge Close – Object	
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<p>o96) Local resident, (Lodge Close/Valley Road, Banbury)</p>	<p>I don't wish to pay to park outside my property!!! Nor do I wish to make life complicated for anybody wishing to visit just as for my neighbours. Parking restrictions I'm not needed, there is never any problems regards to parking or not being able to park locally. If you're going to put this include it in my council tax, there is never any problems parking outside my property or the nearby properties, this is not something that it is required. Although I feel it will be enforced regardless of what anybody believes. It is a tax on the working person.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 566 1323 751"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 821 2033 1066"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o97) Local resident, (Lodge Close, Banbury)</p>	<p>I am submitting my response to strongly object to the proposed changes. The current parking situation already provides very limited space for residents. Introducing an annual permit adds an unnecessary and significant extra cost at a time when we are already paying a substantial amount in council tax.</p> <p>I am concerned that introducing a permit system may also encourage members of the public to make use of resident parking areas, making the situation worse instead of improving it.</p>											

	<p>I strongly urge the council to reconsider these proposals. The council should focus on genuinely supporting residents rather than adding further financial burdens. Proper measures should be put in place to ensure residents have priority access to parking without additional costs.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 427 1326 616"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 683 2033 928"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o98) Local resident, (Lodge Close, Banbury)</p>	<p>I believe the roads look scruffy and can be dangerous with cars parked on the road when there's ample parking in residential car parks and drive ways in these areas.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 1139 1326 1327"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support								
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o99) Local resident, (Lodge Close, Banbury)	<p>I support the proposed residents permit parking because lots of non residents park in these areas during the day so residents sometimes cannot park in their local area and the non locals parking often overcrowds the road with vehicles, I partially support the no waiting at any time restrictions but am concerned if local residents may sometimes need to park in these areas if no ware else to park ? also I assume that the Greenhills Court residents private car parks off Lodge Close will not require residents private parking permits ? please advise</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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o100) Member of public, (Manor Road, Banbury)	<p>Residents should be allowed to park outside their property without being charged</p> <p><u>Specific proposals:</u></p>											

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<p>o101) Local resident, (Middleton, Banbury)</p>	<p>Too much station parking</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td colspan="2">Foscote Rise area – Support</td> </tr> <tr> <td colspan="2">Green Lane area – Support</td> </tr> <tr> <td colspan="2">Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> </table>	Foscote Rise area – Support		Green Lane area – Support		Valley Road area – Support		Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support		
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o102) County Councillor (Oxfordshire)	<p>As Active Travel Champion, I support measures which make pavements safer for people. Pavement parking is a huge issue for people and even safely parked cars can cause visibility issues for pedestrians and for cyclists. I therefore support DYs which will restrict parking and improve visibility for pedestrians and for cyclists. I additionally support resident CPZs which reduce parking and the ability to store private cars on public streets for free, whilst still giving residents, visitors, and blue badge holders the ability to park nearby to their houses.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" data-bbox="591 708 1326 890"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="591 963 2031 1203"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> <tr> <td>Lodge Close – Support</td> <td></td> </tr> </table>		Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>o103) Member of public, (Queen Street, Bloxham)</p>	<p>Restricting visits to private homes in this way seems wrong on so many levels.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 363 1326 549"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 619 2033 866"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o104) Local resident, (Ridge Close, Banbury)</p>	<p>We currently live in Ridge Close and have done for over 30 years. As residents we, and our neighbours, rely on the turning areas for parking and visitor parking as we only have space on the driveway for 1 car. We fully agree that permits are required but also feel that the turning areas could provide 5 further spaces without hindering the turning area for bin Lorry's, emergency vehicles, delivery vans etc. (it has been like this for years with no issues)</p> <p>There appears to be a planned 8 bays in Ridge Close. Currently there are 13 resident cars parked on the street and this increases with visitors. Obviously the loss of 5 bays in the turning area is very debilitating. Please re consider the need for more residential and visitor parking as this is vital to all households with more than 1 car (most of them) obviously you will be paid by the residents for parking so it would be assumed there will be sufficient areas to at least park relatively close to our own property.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>											

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<p>o105) Local resident, (Ridge Close, Banbury)</p>	<p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 448 2033 692"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – No objection/No opinion</td> <td>Valley Road – No objection/No opinion</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table> <p>I run my childminding business from my home. My drive is pointless as you can hardly get a car on it. I have to park outside my house. Parents of the children drop off and park behind my car. I would need to give 4/6 permits a day to allow parents to drop off and pick up and have time to chat about how their child's day has been. This can take 20 minutes for each parent so could risk them getting a ticket and could affect my business if a parent knows this risk!</p> <p>The yellow double lines is pointless as you can turn without a problem while residents have extra parking down this road! I think this is an expense the council could use the money elsewhere. It is very annoying when hospital staff/patients park down here but the permits would be even more annoying in my case.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" data-bbox="586 1107 1323 1294"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>		Dexter Close – No objection/No opinion	Ridge Close – Partially support/concerns	Foscote Rise – No objection/No opinion	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion		Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support
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o106) Local resident, (Ridge Close, Banbury)	<p>Having lived in Ridge Close for 25yrs parking was never an issue and was managed well between residents. Over the past 12 months Hospital workers decided upon themselves that our street is the perfect answer for poor parking facilities at the two neighbouring Hospitals. I am unsure as to why the council have decided this is the perfect proposal to resolve an issue created by others on local residents? Why are we being requested to pay fees whilst hospitals are not being requested to resolve their own issues (other than being an easier solution for the council) If it is enforced then the consideration of double yellow lines at the bottom would be ridiculous as you are removing 5 spaces all utilised by residents who live in that location. If this agreed and goes ahead will the council review and pay the costs for dropping kerbs to assist with improving parking solutions? If work is being carried out on properties asking residents to apply for permits is ridiculous as you can not always guarantee as and when they will turn up. I also disagree with the need for limited visitor permits. Will we also see a reduction in council tax?</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – No objection/No opinion</td> <td>Valley Road – No objection/No opinion</td> </tr> </table>		Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Partially support/concerns	Dexter Close – No objection/No opinion	Ridge Close – Object	Foscote Rise – No objection/No opinion	Valley Road – No objection/No opinion
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o107) Local resident, (Ridge Close, Banbury)	<p>i am objecting for the reason that i have a drive way for two cars and why on earth i am going to pay £76 per car for a resident permit that i don't really need to park on the road.its should be free for resident. and should be chargeable for visitor upon the residence request.During this time money is really tight for the struggling family like us.To be honest, our road has so much hole on it and its dangerous to drive sometime.The council should be thinking of resolving this problem first.Or the best solution is to put more double lane and assign a traffic warden to monitor and apply penalty who are violating the parking rule.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="584 740 1326 927"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="584 995 2029 1243"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Support	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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<p>o108) Local resident, (Ridge Close, Banbury)</p>	<p>You are always charging the Motorist and I don't want my visitors to have to pay or me.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 363 1326 549"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 619 2033 863"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o109) Local resident, (Ridge Close, Banbury)</p>	<ul style="list-style-type: none"> I have lived in Ridge Close for over 20 years and I am voicing my strong objection to the proposed parking changes. We have very rarely experienced difficulties with non residents parking in our road. A vast majority of them are hospital workers who park here because of the cost of parking at the Horton Hospital. They should not, in effect, be expected to pay to work. My wife and I have both suffered with cancer in the last few years and had wonderful service from the NHS and hospital staff, many of whom are agency workers and have to already pay a significant amount of money in fuel costs as they don't live in the area and are not particularly well paid. On the rare occasions that there has been an issue, residents have spoken politely to car owners or left a polite note on their car asking them to park a little more considerately. In over 20 years of living here, I can only think of one occasion where the refuse truck has been able to access our road and one occasion when a delivery truck hasn't been able to get all the way down the road. A fair trade off, in my opinion, for not having to pay out YET MORE money to the council. Further, I think it's very unfair to be expected to, in effect, pay to park outside my own house - especially when we have had a rise in council tax AGAIN and fully expect it to rise in 2026 AGAIN! This is also on top of now having to pay to have our 											

	<p>brown garden waste bin emptied - waste that is turned into compost and sold at a profit. I notice that glass bottles can now be placed in our blue recycling bins - how long before we are charged for that as well?</p> <ul style="list-style-type: none">• Further, I see that there will be a limited amount of free visitor car permits issued. After the free quota has gone, visitor permits have to be paid for - so not only are you expecting me to pay to park outside my own house but I will have to pay for my friends and relatives to visit me if no free passes are available! This, in my view, is another unfair consequence of a poorly thought out and unnecessary scheme. Some of our neighbours I've spoken to about this voiced their objections in much "stronger" terms that I will not repeat here.• On top of all this, there is the ludicrous idea of charging contractors for a permit to carry out works at residents' homes. Tradespeople won't absorb these costs and will simply pass it on to us - yet more money we are expected to fork out in a time of rising costs and stagnating wages. Who on earth has ever heard of a council charging homeowners to have a plumber or electrician to come to their home to carry out what could be essential work??!! It's an absolutely preposterous notion.• There is also a plan to introduce double yellow lines at the bottom of our road. All the cars that currently park there are all owned by residents as nearly every household here has at least two cars. The unnecessary introduction of yellow lines would force them to park their cars elsewhere. This would result in "competition" for residents to park in their own street, the unfortunate people who come home late being forced to park their cars in other roads - which will be impossible because of the same restrictions imposed in their streets as ours. Even if residents could find another road to park in, their car is now away from the home which means there is more chance of it being broken into without their knowledge. Not only that but it would cause insurance issues as virtually every car insurance policy has a clause that asks where the car is parked overnight. If the answer isn't outside the owners home, the premium rises - yet ANOTHER cost we would have to bear.• In summary, this "proposed residents' permit parking" is poorly thought out, unwanted by us who live here, costly and a complete waste of time and money to fix issues that don't exist! Further, given the state of the local roads, introducing yet ANOTHER bill for us to pay when the local roads etc are in such a parlous state. Potholes, missing road surfaces, poorly repaired excavations for buried services such as gas and internet, we have not seen a road sweeper in our road in months, paths are overgrown, weeds used to be regularly sprayed by contractors using specially equipped quad bikes - that has stopped. All we are seeing from every direction - be it from retailers, utilities companies, tradespeople and various
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	<p>councils - is an increase in our cost of living at a time where, as I mentioned earlier, wages are stagnating. I haven't had a payrise in two years due to the government's hike in employers' national insurance contributions. I have noticed, however, that council employees have received a payrise of 3.2% which has been backdated to April 2025 and that councillors' allowances are to increase by 8%! Further to this, unions are to push for council employees' pay to rise by 10%! Please bear this in mind when making your decision.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" data-bbox="589 533 1323 715"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 788 2033 1027"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o110) Local resident, (Ridge Close, Banbury)</p>	<p>We support the idea of residents permit parking to deal with hospital overspill but object to the introduction of double yellow lines at the ends of the cul-de-sacs. There are 13 residents cars that park in Ridge Close and only 8 spaces if yellow lines are introduced.</p> <p>The garages were built in the early 1970s when cars were narrower which means households have only one driveway space. If the yellow lines are seen as necessary we would need the scheme to allow and fund dropped kerbs so we could replace front lawns with additional driveway space but losing green gardens would impact on the local environment.</p> <p><u>Specific proposals:</u></p>											

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<p>o111) Local resident, (Ridge Close, Banbury)</p>	<p>I do not agree with double yellow lines being put in the turning circles. In our street, Ridge Close, that provides 5 parking places which we cannot afford to lose. There will not be enough room in the street for residents to park their car particularly if they also get fined for parking on the pavement. This is just a money making exercise for the council and I can see no benefits to residents. There are also not enough visitors permits allowed. You are basically only allowed 1 visitor a week. If free parking was provided for hospital staff there would be no issues with parking in our street. I think also the problem will just spill over into Easington with hospital staff parking there instead.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td data-bbox="584 1109 1323 1169">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="584 1169 1323 1230">Green Lane area – Object</td> </tr> <tr> <td data-bbox="584 1230 1323 1291">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object								
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o112) Local resident, (Ridge Close, Banbury)	<p>I don't agree with the double yellow lines being put in the turning circles as this will reduce parking spaces in the streets a lot. There are no issues turning round at the bottom of the street even with cars parked there so it seems a pointless exercise and will just cause problems. Also we are only allowed 50 visitor parking permits a year which is only 1 visitor a week which is very restrictive. We've lived here nearly 20 years and don't have big issues with the parking. If parking was sorted out for hospital staff there would be no problems.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 746 1326 938"> <tr> <td data-bbox="586 746 1326 810">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="586 810 1326 874">Green Lane area – Object</td> </tr> <tr> <td data-bbox="586 874 1326 938">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1002 2042 1249"> <tr> <td data-bbox="586 1002 1326 1066">Dexter Close – Object</td> <td data-bbox="1326 1002 2042 1066">Ridge Close – Object</td> </tr> <tr> <td data-bbox="586 1066 1326 1129">Foscote Rise – Object</td> <td data-bbox="1326 1066 2042 1129">Valley Road – Object</td> </tr> <tr> <td data-bbox="586 1129 1326 1193">Green Lane – Object</td> <td data-bbox="1326 1129 2042 1193">Windmill Close – Object</td> </tr> <tr> <td data-bbox="586 1193 1326 1249">Lodge Close – Object</td> <td data-bbox="1326 1193 2042 1249"></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o113) Local resident, (Ridge Close, Banbury)</p>	<p>I support the residents parking permit but I don't agree to have double yellow line on the turning areas. This will take away a lot of the local resident and visitor parking spaces.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 395 1326 584"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 652 2033 900"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – No objection/No opinion</td> <td>Valley Road – No objection/No opinion</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>	Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Partially support/concerns	Dexter Close – No objection/No opinion	Ridge Close – Partially support/concerns	Foscote Rise – No objection/No opinion	Valley Road – No objection/No opinion	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o114) Local resident, (Ridge Close, Banbury)</p>	<p>The problem lies in not having enough free parking for hospital staff and visitors. What we need is notices saying residents only parking. As then we can ask the offending vehicles to park elsewhere.</p> <p>No yellow lines please! Living at the bottom of Ridge Close, the turning area is essential for 5 residents to park. The houses are built into the hill, so it is impossible to provide more parking in front of our homes. Already there are grown up children that are unable to have a car because there is nowhere to park.</p> <p>In Ridge Close, there is still plenty of room for vehicles to turn, providing no one is double parked. Visitor parking 25 times a year! One every 2 weeks! Really!!! And remembering to put in their registration into your app! No, please!</p> <p>Many of us work from home, or are retired and have visitors in the week, or our children dropping off our grandchildren, or staying for a few days. This would be very restrictive and inconvenient.</p> <p>So please, a big notice at the top of the road saying residents parking only, and more free hospital parking available to their staff and we won't have a problem. Thank you.</p>											

	<p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 296 1326 480"> <tr> <td>Foscote Rise area – Partially support/concerns</td> </tr> <tr> <td>Green Lane area – Partially support/concerns</td> </tr> <tr> <td>Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 552 2033 799"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>	Foscote Rise area – Partially support/concerns	Green Lane area – Partially support/concerns	Valley Road area – Partially support/concerns	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Partially support/concerns	Valley Road – Object	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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<p>o115) Local resident, (Springfield Avenue, Banbury)</p>	<p>If you bring this proposal into action without additional parking available at the Horton hospital people will look to park the other side of the Oxford road. This will be Horton road, Springfield Avenue and St George's crescent.</p> <p>At the start and end of the school day these areas are chaos, I've seen two children knocked off of bikes on a zebra crossing outside my home since I moved in in September 2025.</p> <p>The additional parking will obscure lines of sight and increase the risk to the thousands of children attending Harriers, Wykham park and BGN.</p> <p>Horton Road is almost impossible for them to cross safely as it is and multiple cars parked along the road will increase the risk.</p> <p>Better parking facilities need to be provided at the Horton before bringing this scheme into place. You are going to put thousands of children's lives at risk and increase the traffic as people won't let their children walk to school if it becomes too unsafe.</p>											

	<p>Improve parking and make the road crossings safer at the schools and then you can enforce your permits. Right now you will be increasing risk and causing many more people to park in unsafe places. They just won't have an option as the hospital car park is not fit for purpose.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 432 1326 619"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 687 2033 935"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o116) Member of public, (Thyme Close, Banbury)</p>	<p>Visiting friends will become a big problem</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1110 1326 1297"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object								
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o117) Local resident, (Valley Road, Banbury)	<p>Questioning impact to residents/visitors on these restrictions</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – Partially support/concerns</td> <td>Ridge Close – Partially support/concerns</td> </tr> <tr> <td>Foscote Rise – Partially support/concerns</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – Partially support/concerns</td> <td>Windmill Close – Partially support/concerns</td> </tr> <tr> <td>Lodge Close – Partially support/concerns</td> <td></td> </tr> </table>	Foscote Rise area – No objection/No opinion	Green Lane area – Support	Valley Road area – Support	Dexter Close – Partially support/concerns	Ridge Close – Partially support/concerns	Foscote Rise – Partially support/concerns	Valley Road – Partially support/concerns	Green Lane – Partially support/concerns	Windmill Close – Partially support/concerns	Lodge Close – Partially support/concerns	
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o118) Local resident, (Valley Road, Banbury)	<p>This will only make parking for residents harder and more complicated then it has to be. everything is getting to restricte in the area, 20mp, permit parking what will be next? Stop trying to make changes to things that work completely fine. You say you want to make things better for the residents but all you're doing is inconveniencing the residents.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p>											

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<p>o119) Local resident, (Valley Road, Banbury)</p>	<p>Can't afford these proposals the very reflect a capitalist approach to society. The majority of houses have more than one car and so how would the second resident park without getting a ticket. It would be hard to get a permit for visitors due to incompetence of council and our of date contact information. The majority of people cannot afford these charges and why should residents pay to park outside a property. Banbury is collapsing so the demand for shopping in town or visiting Banbury is needless so why enforce resident parking. Cities like Oxford or Birmingham need resident parking as events are happening. Banbury is a boring, collapsing market town with very little to do in it.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <p>Foscote Rise area – Object</p> <p>Green Lane area – Object</p> <p>Valley Road area – Object</p> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <p>Dexter Close – Object</p>	<p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <p>Ridge Close – Object</p> <p>Valley Road – Object</p> <p>Windmill Close – Object</p> <p>Lodge Close – Object</p>

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o120) Local resident, (Valley Road, Banbury)	<p>How will the permits and double yellow lines at the end of Valley Road affect access to our "off road" parking areas (area of the garages owned by #54 to #64) and the 3 designated spaces). We at #64 have 2 spaces included in our property deeds, therefore we will not require a permit for our own cars.</p> <p>Also by adding the yellow lines at every end and corner you will reduce the available parking for residents, forcing them to park in other roads causing more issues there. And there is little point in buying visitors permits as there will be no where for them to park anyway.</p> <p>There are currently very few problems with parking down the end of Valley Road, so we will all have to bare an unnecessary cost and extra inconvenience, just because the council's bad planning allowed for too few parking spaces for their Tramway offices and the NHS demanding too high a price for their staff to use the hospital car parks, which are the underlying problems. Why does the council not purchase or lease the unused portion of Morrison's "staff" carpark for the council workers?</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" data-bbox="586 976 1326 1161"> <tr> <td data-bbox="586 976 1326 1040">Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 1040 1326 1104">Green Lane area – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 1104 1326 1161">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1232 2029 1348"> <tr> <td data-bbox="586 1232 1326 1295">Dexter Close – No objection/No opinion</td> <td data-bbox="1326 1232 2029 1295">Ridge Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="586 1295 1326 1348">Foscote Rise – No objection/No opinion</td> <td data-bbox="1326 1295 2029 1348">Valley Road – Object</td> </tr> </table>		Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Object	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – Object
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o121) Local resident, (Valley Road, Banbury)	<p>I live in Valley Road and have 2 cars. As I am able to park only one car in the drive way, I park my second car in the road. As a local resident, it's is too much and frustrating for me to pay for parking permit to park my car in front of my house. It's absolutely ver bad to whole local residents.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 639 1326 823"> <tr> <td data-bbox="589 639 1326 702">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="589 702 1326 764">Green Lane area – Object</td> </tr> <tr> <td data-bbox="589 764 1326 823">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 895 2036 1142"> <tr> <td data-bbox="589 895 1326 957">Dexter Close – Object</td> <td data-bbox="1326 895 2036 957">Ridge Close – Object</td> </tr> <tr> <td data-bbox="589 957 1326 1019">Foscote Rise – Object</td> <td data-bbox="1326 957 2036 1019">Valley Road – Object</td> </tr> <tr> <td data-bbox="589 1019 1326 1082">Green Lane – Object</td> <td data-bbox="1326 1019 2036 1082">Windmill Close – Object</td> </tr> <tr> <td data-bbox="589 1082 1326 1142">Lodge Close – Object</td> <td data-bbox="1326 1082 2036 1142"></td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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o122) Local resident, (Valley Road, Banbury)	<p>I am writing as a resident to formally object the proposed Residents permit parking scheme outlined letter which I have received.</p> <p>I have clearly understood the intention to manage parking pressure in the area,I strongly oppose the introduction of paid permits for residents.</p> <p>This is totally unfair and it is a financial burden on the existing residents on valley road.</p> <p>The proposal of an annual charge of £76 per vehicle, plus additional cost for visitors permits.</p>												

Residents already pay substantial council tax and adding up another mandatory payment to park outside our own house is totally unfair, unreasonable. This is particularly unacceptable for households that rely on multiple vehicles or regular visitors, carers, or family support.

There is no clear evidence that residents are the source of the parking pressure.

Then commuters or visitors parking could be addressed through targeted measures rather than imposing ongoing charges on the residents who are not causing the problems.

Then negative impact on households with lower or fixed incomes. Already living cost is high and introducing compulsory fees disproportionately affects residents. Blue badge exemptions do not address all needs.

Visitors permits add unnecessary complications limiting free visitors permits and for charging for additional ones affects residents who rely on family, carers who regular visits, this adds extra stress.

Working in NHS hospital Monday -Friday I pay extra parking permit in a month and on top of this daily bills are going up, which is not affordable to live

For this reasons I do not believe the proposed scheme delivers fair or meaningful benefits to the residents and I request Oxfordshire county council to withdraw or reconsider the proposal exploring alternative solutions

Thanks

Valley Road Resident

Specific proposals:

'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:

Foscote Rise area – Object
Green Lane area – Object
Valley Road area – Object

'No Waiting at Any Time' parking restrictions (Double yellow lines):

Dexter Close – Object	Ridge Close – Object
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<p>o123) Local resident, (Valley Road, Banbury)</p>	<p>Completely unfair on residents, having to pay to park in front of your own house is so unacceptable and unnecessary. Need to reconsider</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 395 1326 584"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 652 2033 901"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o124) Local resident, (Valley Road, Banbury)</p>	<p>Lives in valley road while parents live in lodge close . We are residents here from 2010. My household has two cars one mine and the other for wife. We both need cars to go to work as we work far away but we only have one drive way . meanwhile my parents needs care and my brother visits them in car often to provide care</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1141 1326 1329"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Object								
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o125) Local resident, (Valley Road, Banbury)	<p>There areas not congested and residents are parking as well . For the visitors it will be very difficult during day time .</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – No objection/No opinion</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – No objection/No opinion	Valley Road – Object	Green Lane – No objection/No opinion	Windmill Close – Object	Lodge Close – Object	
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o126) Local resident, (Valley Road, Banbury)	<p>I'm not paying to park own land. It's absurd to even propose that. You should build a car park for the hospital so the workers can park there. That's why there's an issue with parking. Residents will be billed for the councils inadequate planning and that is unacceptable. Or the passes should be free for residents. Either way it's unacceptable</p>											

	<p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 296 1323 480"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 552 2029 799"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o127) Local resident, (Valley Road, Banbury)</p>	<p>It is disgraceful that we will have to pay to park at our own properties and will be limited of 'free visitors' we are now paying for the oversight of the lack of hospital carparking. Residents that live near to the hospital should not be penalised for any of this. Residents permits should be FREE with unlimited FREE visitors permits! Disgusting!</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1074 1323 1257"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 1329 2029 1382"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object						
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o128) Local resident, (Valley Road, Banbury)	<p>I look after my grand children and their parents pick them up and drop them off Monday to Friday does this mean they will need a permit to do this and anyone visits me for a coffee etc will need a permit . I can not believe this might stop me having any visitors</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 638 1326 823"> <tr> <td data-bbox="591 638 1326 702">Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 702 1326 766">Green Lane area – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 766 1326 823">Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="591 893 2029 1139"> <tr> <td data-bbox="591 893 1326 957">Dexter Close – No objection/No opinion</td> <td data-bbox="1326 893 2029 957">Ridge Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 957 1326 1021">Foscote Rise – No objection/No opinion</td> <td data-bbox="1326 957 2029 1021">Valley Road – Partially support/concerns</td> </tr> <tr> <td data-bbox="591 1021 1326 1085">Green Lane – No objection/No opinion</td> <td data-bbox="1326 1021 2029 1085">Windmill Close – No objection/No opinion</td> </tr> <tr> <td data-bbox="591 1085 1326 1139">Lodge Close – No objection/No opinion</td> <td data-bbox="1326 1085 2029 1139"></td> </tr> </table>		Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Partially support/concerns	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – Partially support/concerns	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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o129) Local resident, (Valley Road, Banbury)	<p>Several reasons we have are grand children being dropped of for baby sitting and I'm a decorator what happens if I'm working in any of these streets if they haven't got drives and any other trades such as plumbers,window cleaners and other trades etc we no it's the hospital workers parking down here give them there own car park at the hospital free of charge end of the day they work there helping and saving peoples life's</p> <p><u>Specific proposals:</u></p>												

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<p>o130) Local resident, (Valley Road, Banbury)</p>	<p>Do not want to pay to park on my own street/surrounding areas</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td colspan="2">Foscote Rise area – Object</td> </tr> <tr> <td colspan="2">Green Lane area – Object</td> </tr> <tr> <td colspan="2">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> </table>	Foscote Rise area – Object		Green Lane area – Object		Valley Road area – Object		Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object		
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o131) Local resident, (Valley Road, Banbury)	<p>I live in Valley Road. I have a driveway for 1 car and I live on my own, but I have friends who regularly visit during the day and I believe that each resident should have 1 permit free of charge and if they then require any further there should be a cost of no more than £50 per year. and contractors if they are working at a specific address should be able to park for free for the period of time they are working there.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 560 1326 743"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 815 2040 1066"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – No objection/No opinion</td> </tr> <tr> <td>Foscote Rise – No objection/No opinion</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>		Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Partially support/concerns	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – Partially support/concerns	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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o132) Local resident, (Valley Road, Banbury)	<p>I am a resident on Valley Road. I am in my 20s with a baby on the way. The thought of the permit parking is worrying. To ask us to pay to enable us to park by our own house whilst also increasing council taxes and forever increasing bills is disgraceful. You will be limiting the amount of visitors we are able to have and again have to pay MORE for further visitors. With a child on the way and the thought of family and friends being restricted to visit due to arranging permits and having to pay further is ridiculous. We by far have more than 25 visitors a year, far more than 50 which you will be restricting us to after taking further money. You cannot expect anyone to have a limit on the amount of visitors they have each year, regardless of their situation. The thought of this new development has prompted us to value the house and consider moving on, something we do not want to do and endure the additional stress of while pregnant.</p>												

	<p>I agree there should be better enforcement on parking areas with people parking carelessly around junctions and current yellow lines being ignored.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 395 1326 582"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 651 2033 896"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> <tr> <td>Lodge Close – Support</td> <td></td> </tr> </table>	Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Object	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>o133) Local resident, (Valley Road, Banbury)</p>	<p>I'm expecting a child and have a large family who would be visiting regularly I don't think 25 free visits per year is acceptable for anyone nor fair that a person should be limited to how many times they can have loved ones visit. The fact that that it is also limited to a set number of visitors per year I fear could lead to some of the most vulnerable people becoming lonely especially if they are (like many) struggling for cash after the recent hike in bills</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1204 1326 1388"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object								
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<p>o134) Local resident, (Valley Road, Banbury)</p>	<p>Many drives are not large in Valley Rd and so parking outside houses for residents visitors is necessary.</p> <p>Regarding no waiting- there are many hospital visitors who park and this does cause congestion at the top to half way down Valley Rd, so some time restriction could be applied- but at any time is excessive in my opinion.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1"> <tr> <td>Dexter Close – No objection/No opinion</td> <td>Ridge Close – No objection/No opinion</td> </tr> <tr> <td>Foscote Rise – No objection/No opinion</td> <td>Valley Road – Partially support/concerns</td> </tr> <tr> <td>Green Lane – No objection/No opinion</td> <td>Windmill Close – No objection/No opinion</td> </tr> <tr> <td>Lodge Close – No objection/No opinion</td> <td></td> </tr> </table>	Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Object	Dexter Close – No objection/No opinion	Ridge Close – No objection/No opinion	Foscote Rise – No objection/No opinion	Valley Road – Partially support/concerns	Green Lane – No objection/No opinion	Windmill Close – No objection/No opinion	Lodge Close – No objection/No opinion	
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<p>o135) Local resident, (Valley Road, Banbury)</p>	<p>Ridiculous idea of a proposal. No major issue at present with only a small amount of available on road parking as it is.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 395 1326 584"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 652 2033 895"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o136) Relative of elderly resident, (Valley Road, Banbury)</p>	<p>Mother has blue badge and struggles to walk, plus cancer, she may have to park some distance away. Will over 70s have unlimited passes? She has regular dog walkers/cleaners, sometimes only staying for an hour, does each person need a permit?</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1141 1326 1329"> <tr> <td>Foscote Rise area – No objection/No opinion</td> </tr> <tr> <td>Green Lane area – No objection/No opinion</td> </tr> <tr> <td>Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p>	Foscote Rise area – No objection/No opinion	Green Lane area – No objection/No opinion	Valley Road area – Partially support/concerns								
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<p>o137) Local resident, (Valley Road, Banbury)</p>	<p>I feel that you've already made your mind up and you haven't considered anything the local residence, but you do need to consider them not everybody has drives for more than one car, either me or my husband have to park on the road, where is other houses do have parking for more than free cars, there's a family homes and at one point in the future our child would want to drive you would be penalising them as you don't be given two permits, we will be leaving our d drive free so that we can have visitors as 25 visits is ridiculous, we have more than one visitor a week by stopping people from having visitors you're strict in their social life which also affects mental health its human right to be able to have family and friends work colleagues to visit you when you want as long as you're respectful of other neighbours which I think you'll find most of us are. We're not Oxford we're not London. I think you need to look closer to the town and improve what used to be an amazing town instead of focusing on the little things that's just gonna make you money.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm) areas:</p> <table border="1" data-bbox="586 917 1326 1106"> <tr> <td data-bbox="586 917 1326 981">Foscote Rise area – Object</td> </tr> <tr> <td data-bbox="586 981 1326 1045">Green Lane area – Object</td> </tr> <tr> <td data-bbox="586 1045 1326 1106">Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 1177 2049 1361"> <tr> <td data-bbox="586 1177 1326 1241">Dexter Close – Object</td> <td data-bbox="1326 1177 2049 1241">Ridge Close – Object</td> </tr> <tr> <td data-bbox="586 1241 1326 1305">Foscote Rise – Object</td> <td data-bbox="1326 1241 2049 1305">Valley Road – Object</td> </tr> <tr> <td data-bbox="586 1305 1326 1361">Green Lane – Object</td> <td data-bbox="1326 1305 2049 1361">Windmill Close – Object</td> </tr> </table>		Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object
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o138) Local Cllr (i.e. Town/Parish/District), (West Street, Banbury)	<p>I am concerned that CPZ extends further downhill that they're needed. For example, in a stretch from 32 Valley Road to 64 Valley Road almost every even numbered house has a driveway. This stretch never gets crowded, so CPZ will have no effect on most residents but it will penalise residents living in odd numbered houses on Valley Road or 2 and 4 Lodge Close. Similarly, stretches of Foscoote Rise and Green Lane that are further away from Hightown Road are not normally crowded and CPZ will penalise people with multiple cars (or vans) or HMO residents.</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="591 740 1326 927"> <tr> <td>Foscoote Rise area – Partially support/concerns</td> </tr> <tr> <td>Green Lane area – Partially support/concerns</td> </tr> <tr> <td>Valley Road area – Partially support/concerns</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="591 999 2033 1243"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscoote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> <tr> <td>Lodge Close – Support</td> <td></td> </tr> </table>		Foscoote Rise area – Partially support/concerns	Green Lane area – Partially support/concerns	Valley Road area – Partially support/concerns	Dexter Close – Support	Ridge Close – Support	Foscoote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>o139) Local resident, (Windmill Close, Banbury)</p>	<p>This is just a money creating scheme for the council, it is creating a problem when there isn't one if the double yellow lines were painted correctly and monitored there would be no problem, it is not the residents causing this so why punish them with a what is a parking tax to park by there own homes please reconsider this and action and monitor double yellow lines correctly i for one have never had a problem parking</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="586 464 1323 651"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> <tr> <td>Valley Road area – Object</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="586 719 2033 967"> <tr> <td>Dexter Close – Object</td> <td>Ridge Close – Object</td> </tr> <tr> <td>Foscote Rise – Object</td> <td>Valley Road – Object</td> </tr> <tr> <td>Green Lane – Object</td> <td>Windmill Close – Object</td> </tr> <tr> <td>Lodge Close – Object</td> <td></td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object	Valley Road area – Object	Dexter Close – Object	Ridge Close – Object	Foscote Rise – Object	Valley Road – Object	Green Lane – Object	Windmill Close – Object	Lodge Close – Object	
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<p>o140) Local resident, (Windmill Close, Banbury)</p>	<p>Im supporting this as being a resident I'm fed up of people park in all manor of stupid ways from the top of the hill making it difficult to see if anything is coming to all the way down parking either side of the road so again causing potential issues. In fact any deliveries with larger vans have had issues getting down resulting in items not being delivered and even the bin lorry not being able to get down.</p> <p>However there is one corner you are failing to put yellow lines on which is the one opposite 33 valley road and 1 windmill close that's opposite to the start of windmill close where the signposts are. People park all around that corner which makes it very very difficult to see traffic coming up from the bottom of valley road/lodge close and also people coming down the hill can't see around that corner.</p> <p>Also being the owner of 1windmill close it's also very difficult at times to get off the drive as cars are opposite and I can't see the road clearly.</p> <p>You are putting double yellows in all other corners why not here? Doesn't make sense.</p>											

	<p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 295 1326 480"> <tr> <td>Foscote Rise area – Support</td> </tr> <tr> <td>Green Lane area – Support</td> </tr> <tr> <td>Valley Road area – Support</td> </tr> </table> <p>'No Waiting at Any Time' parking restrictions (Double yellow lines):</p> <table border="1" data-bbox="589 550 2033 798"> <tr> <td>Dexter Close – Support</td> <td>Ridge Close – Support</td> </tr> <tr> <td>Foscote Rise – Support</td> <td>Valley Road – Support</td> </tr> <tr> <td>Green Lane – Support</td> <td>Windmill Close – Support</td> </tr> <tr> <td>Lodge Close – Support</td> <td></td> </tr> </table>	Foscote Rise area – Support	Green Lane area – Support	Valley Road area – Support	Dexter Close – Support	Ridge Close – Support	Foscote Rise – Support	Valley Road – Support	Green Lane – Support	Windmill Close – Support	Lodge Close – Support	
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<p>o141) Local resident, (Windmill Close, Banbury)</p>	<p>Why should we pay to park outside of our own home. At the minute my daughter and family are living with us so that takes us to 4 cars at the minute. My 2 other children live away and visit and why should they pay to park outside. Absolutely ridiculous. Im sure the stupid people who suggested this wouldn't want to pay. I am also a childminder for your council and have parents coming to pick up their children. They have to come in and chat about their child's day. Some will think twice about using us if there is a chance of getting a ticket.</p> <p>The only reason this is being done is because of the hospitals extortionate parking fees and lack of parking. We don't get hospital parking down here very often so don't see a reason for putting it in place in windmill close.</p> <p>DONT DO THIS ABSOLUTE LIBERTY TO OUR RESIDENTS. IT IS ALL A MONEY MAKING SCHEME FOR YOU</p> <p><u>Specific proposals:</u></p> <p>'Residents permit holders parking only' (Mon – Sat 8am – 6pm)' areas:</p> <table border="1" data-bbox="589 1241 1326 1364"> <tr> <td>Foscote Rise area – Object</td> </tr> <tr> <td>Green Lane area – Object</td> </tr> </table>	Foscote Rise area – Object	Green Lane area – Object									
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	Valley Road area – Object	
o142) Local resident, (Windmill Close, Banbury)	'No Waiting at Any Time' parking restrictions (Double yellow lines):	
	Dexter Close – Object	Ridge Close – Object
	Foscoote Rise – Object	Valley Road – Object
	Green Lane – Object	Windmill Close – Object
	Lodge Close – Object	
	Plenty of land within hospital grounds to build a car park. Putting parking restrictions would stop friends and relatives visiting. Then who is going to police the parking, because nobody does it now.	
	<u>Specific proposals:</u>	
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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

BANBURY: BROUGHTON ROAD & GILKES YARD – PROPOSED PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) Approve the proposed 'Residents permit holders parking only' (at all times) area on the entire length of Gilkes Yard, as advertised.
- b) Approve the proposed 'Residents permit holders parking only' (at all times) parking bays on Broughton Road, as advertised.
- c) Approve the proposed 'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road, as advertised.
- d) Approve the amended proposal to include Nos.32 & 34 Broughton Road within the permit eligibility area.

Executive Summary

2. This report presents the consultation responses to the proposed permit parking area for Broughton Road and Gilkes Yard, Banbury as shown in **Annex 1** and recommends the introduction of controls to deliver a resident's parking scheme.
3. 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).
4. Further to requests from residents, an informal consultation exercise was carried out in July - August 2025, which aimed to gauge the views of local communities on the potential for new permit parking schemes to be brought forward. 26 supported the idea of a controlled parking scheme, with 4 not

supporting and 9 undecided. 26 felt the existing no waiting at any time restrictions were appropriate whilst 13 did not

5. The responses and feedback provided from the informal consultation have aided in the development of a proposed permit parking scheme for Broughton Road and Gilkes Yard, Banbury
6. These proposals have been put forward in accordance with parking policy, for road safety reasons to protect visibility and turning at junctions, to secure resident parking, reduce congestion and improve traffic flows and ensure that the correct restrictions are in the correct places.

Corporate Policies and Priorities

7. 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).
8. 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.
- 9.
10. 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.

Financial Implications

11. 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.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

12. 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.

13. 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:
Nicole Olavesen – Solicitor (Regulatory)
Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

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

Equality & Inclusion Implications

15. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. If required, Blue-badge holders are allowed to park on double yellow lines (providing a loading/unloading ban is not in force) for up to a maximum of three hours and without time limit or restriction within permit holder only areas. An Equality Impact Assessment is provided in **Annex 4**.

Sustainability Implications

16. 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.

Risk Management

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

Formal Consultation

18. Formal consultation was carried out between 04 December 2024 and 09 January 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, relevant local District Cllrs, Banbury Town Council, and the local County Councillor representing the Banbury Easington division.

19. Letters were sent directly to approx. 196 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
20. Relevant parish/town councils, and local Cllrs (including County, District, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary
21. A total of 27 responses were received via the online survey during the formal consultation period. Charts summarising the overall responses are provided in **Annex 2**. A table outlining the level of support and objection among respondents who identified themselves as residents of Broughton Road or Gilkes yard is set out below.

table1. (Residents of Broughton Road or Gilkes Yard) Do you support the introduction of the proposed permit parking area?

Road	Object	Partially support / concerns	Support	No objection / No opinion	Total
Broughton Road	10	1	8	-	19
Gilkes Yard	-	1	2	-	3

table2. (Residents of Broughton Road or Gilkes Yard) Do you support the introduction of 'no waiting at any time' (double yellow lines)?

Road	Object	Partially support / concerns	Support	No objection / No opinion	Total
Broughton Road	7	1	11	-	19

22. Additionally, a further six emails and one postal response were received directly with Thames Valley Police and Cherwell DC Planning not objecting. A response was received from the County Councillor for the Banbury Ruscombe division and the remaining five emails and one postal response were from a local landlord and local residents within the proposed scheme, and offered a mix of support, objection and comments.
23. Following the close of the consultation, no formal response has been received from the County Councillor for the Banbury Easington division. However, the Councillor has the opportunity to speak at the CMD meeting.
24. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

A. General feedback to the proposals (Key themes and comments from respondents):

25. Consultation responses were mixed across the proposed scheme area. The predominant theme related to concerns regarding capacity.

Support:

26. 12 comments of support were received.

Capacity:

27. A number of respondents expressed the view that there is insufficient capacity to support a permit parking scheme (7 comments). Some residents also raised concerns that the proposed extension of double-yellow lines, and the resulting reduction in available parking, would have a negative impact (3 comments).

Enforcement:

28. Several respondents felt that the current level of parking enforcement is inadequate and expressed concern that enforcement would remain insufficient even after the introduction of a permit scheme (4 comments).

Financial concerns:

29. Some respondents stated that residents should not be required to pay for parking permits (3 comments). Others perceived the scheme as either a revenue-generating initiative or an unnecessary use of funds (3 comments). Additional concerns were raised regarding the cost of permits, which some felt was too high (2 comments).

Displacement:

30. Four comments referenced concerns about the displacement of vehicles. Of these, three related specifically to Gillett Close and one to Bath Road.

No issue:

31. Some respondents reported that they do not believe there is currently a parking issue within the area (3 comments).

Too restrictive:

32. One respondent raised concerns about the limits on the number of permits per property, noting that they have four vehicles. The County Councillor for Banbury Ruscote division also raised concerns that the permit scheme may encroach closer to their division and highlighted issues with the one-permit-per-household restriction, particularly for residents with work vehicles.

Desire for further restrictions / wider scheme:

33. A small number of respondents requested an extension of the permit parking area to nearby Bath Road (2 comments). Two comments also requested the introduction of marked bays allocated to each property.

Childcare parking and delivery drivers:

34. Individual comments were received regarding challenges with childcare drop-off arrangements, parking for a nearby school drop off/ pick up and parking provision for delivery drivers.

Eligibility area:

35. One respondent noted that, although their property does not front the proposed permit bays, they reside on Broughton Road and currently use those bays for visitor parking.

Letter not received:

36. One respondent reported that they did not receive the letter outlining the proposals.

B. Officer response:

37. The proposals have been developed in response to the feedback received from residents and the informal consultation carried out in July/August 2025. Of the responses submitted via the online consultation platform, 26 were supportive of the introduction of a controlled parking scheme, while 4 did not support the proposal and 9 were undecided. In relation to the existing No Waiting at Any Time restrictions, 26 respondents felt they were appropriate, whereas 13 did not.

38. Where informal consultation has taken place prior to a statutory consultation, there is an inherent potential for bias towards objections at the second stage. Individuals who opposed the scheme initially are more likely to submit further objections, whereas those who previously indicated support may not feel it necessary to respond again to subsequent consultations. 39 residents responded to the online informal consultation whilst 27 responded to the formal consultation (with a further five emails and one postal completion).

Support:

39. Comments of support are noted.

Capacity:

40. We believe that overall capacity for the permit system will be sufficient. The 'no waiting at any time' restriction was proposed in order to address visibility

and safety issues for vehicles leaving Gilkes Yard and the area to the rear of properties 104-154 Broughton Road. Capacity will be monitored closely through parking beat surveys and by reviewing permit uptake. A full evaluation of the scheme will take place approximately 12 months after implementation.

Enforcement:

41. If the scheme is approved, enforcement would be undertaken by our current provider, Trellint, working in collaboration with county council officers to ensure sufficient coverage of the restrictions. When new restrictions are introduced, it is standard practice to increase enforcement activity during the initial months, both to provide visibility and to encourage compliance.

Financial concerns:

42. 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.
43. Residents are not obliged to purchase a permit and have the option to park on private driveways or outside of the scheme. Permits are not necessary for those parking off street on private property.

Displacement:

44. The potential displacement of vehicles following the introduction of parking controls is a recognised concern. Should the proposals proceed, any emerging displacement issues will be monitored, and additional or revised restrictions will be considered where necessary.

No issue:

45. Three respondents stated that they do not consider parking to be an issue; however, a further twelve comments welcomed the scheme, highlighting daily difficulties caused by non-resident parking.

Too restrictive:

46. Under the scheme rules, residents may hold one resident permit in their name, with a maximum of two permits allowed per property. A work or business vehicle can be included, provided evidence is supplied by the employer confirming that the vehicle is kept at the property.
47. Where a resident has both a personal and a work vehicle, options include transferring the registered keeper to another household member or seeking alternative nearby parking, such as district council car parks.

48. Residents may also apply for visitor permits regardless of whether they hold a resident permit. Visitor permits are issued free of charge to residents aged 70 or above. For all other residents, the first block of 25 visitor permits is free of charge, and a second block is available for £31.50 (up to a maximum of 50 per year). Visitor permits are available to all residents aged 17 and over.
49. Blue Badge holders may park without time limit in resident-permit-only areas and may also park for up to 3 hours on double-yellow lines, provided that no loading restrictions apply
50. There are no current plans to extend the scheme into another division. Parking schemes are developed and agreed with the relevant county councillor at each stage of the process, and any future proposals would continue to be subject to that same level of member involvement and approval.

Desire for further restrictions / wider scheme:

51. Permit parking areas do not usually include individually marked bays, as residents generally park considerably without obstructing neighbours. If implemented, the scheme will be monitored, with a full review after approximately 12 months. At that stage, any required amendments can be made, including consideration of additional nearby areas that may also benefit from parking controls.

Childcare parking and delivery drivers:

52. Residents may use visitor permits for childcare drop-off or pick-up arrangements. Non-residents, including parents of children attending Frank Wise School on Hornbeam Close, will not be permitted to park within the permit zone unless they hold a valid visitor permit. The school has dedicated parking spaces, and there are alternative unrestricted parking options within a six-minute walk.
53. Delivery drivers may continue to park as usual, provided they are actively loading or unloading.

Eligibility area:

54. In line with recommendation (d), officers propose that numbers 32 and 34 Broughton Road be included within the eligibility area.

Letter not received:

55. Letters were sent directly to approximately 196 properties in the vicinity of Broughton Road and Gilkes Yard on 4 December 2024, with public notices displayed on site the same day. While it is unfortunate that a respondent did not receive a letter, the council cannot be held responsible for postal delivery issues.

Monitoring & Evaluation

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

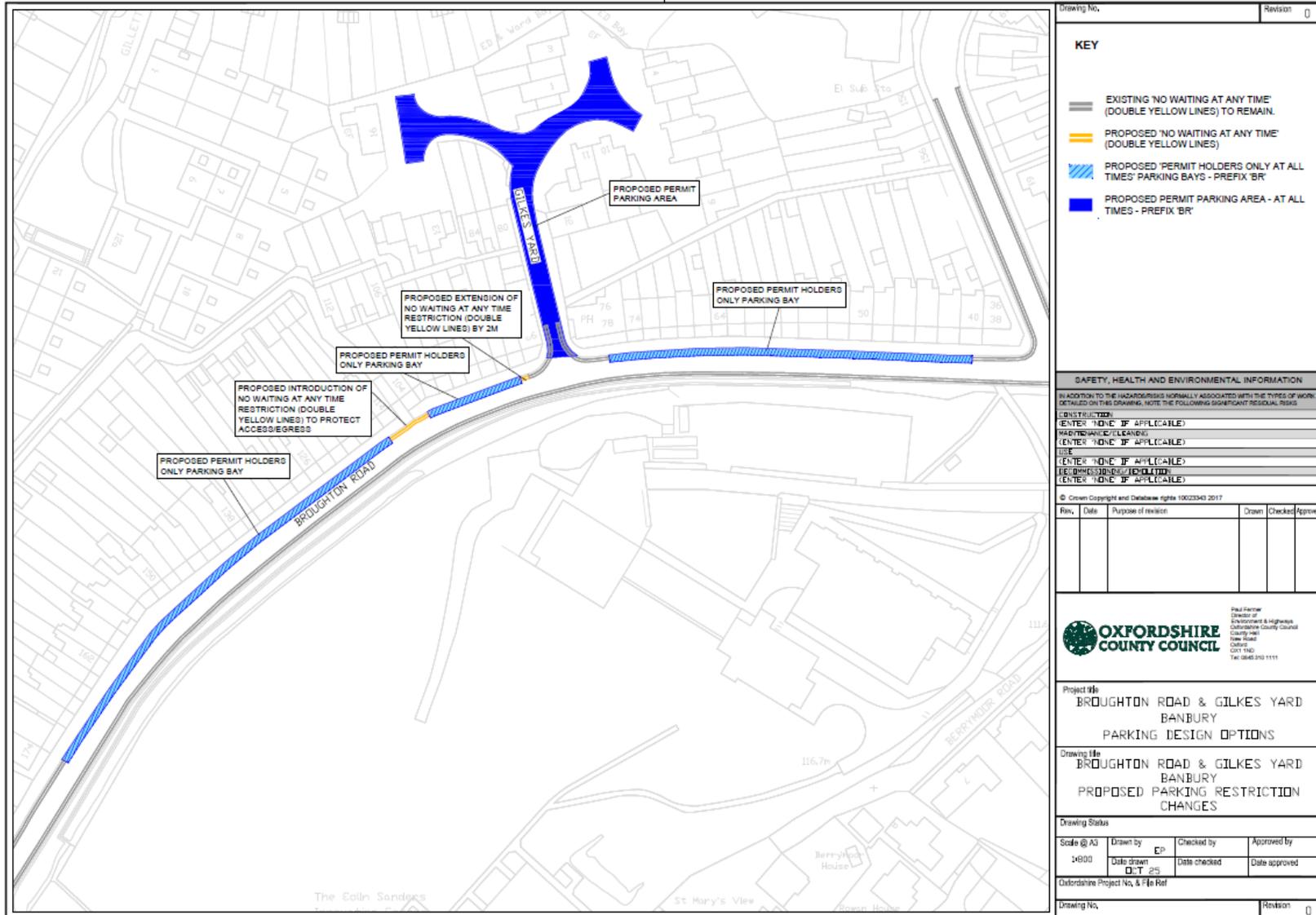
Paul Fermer
Director of Environment & Highways

Annex(es): Annex 1: Consultation plans
 Annex 2: Consultation response charts
 Annex 3: Consultation responses
 Annex 4: Equality Impact Assessment

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

Contact Officer(s): Emma Palmer (Senior Officer – TRO and Schemes)
 James Whiting (Team Leader – TRO and Schemes)

February 2026



Drawing No. Revision 0

KEY

- EXISTING 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES) TO REMAIN.
- PROPOSED 'NO WAITING AT ANY TIME' (DOUBLE YELLOW LINES)
- PROPOSED 'PERMIT HOLDERS ONLY AT ALL TIMES' PARKING BAYS - PREFIX 'BR'
- PROPOSED PERMIT PARKING AREA - AT ALL TIMES - PREFIX 'BR'

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:

CONSTRUCTION:
 (ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/OPERATION:
 (ENTER 'NONE' IF APPLICABLE)

USE:
 (ENTER 'NONE' IF APPLICABLE)

DECOMMISSION/TELECOM:
 (ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Paul Farmer
 Director of
 Environment & Highways
 County Hall
 Oxford
 OX1 1BQ
 Tel: 01865 201111

Project title
 BROUGHTON ROAD & GILKES YARD
 BANBURY
 PARKING DESIGN OPTIONS

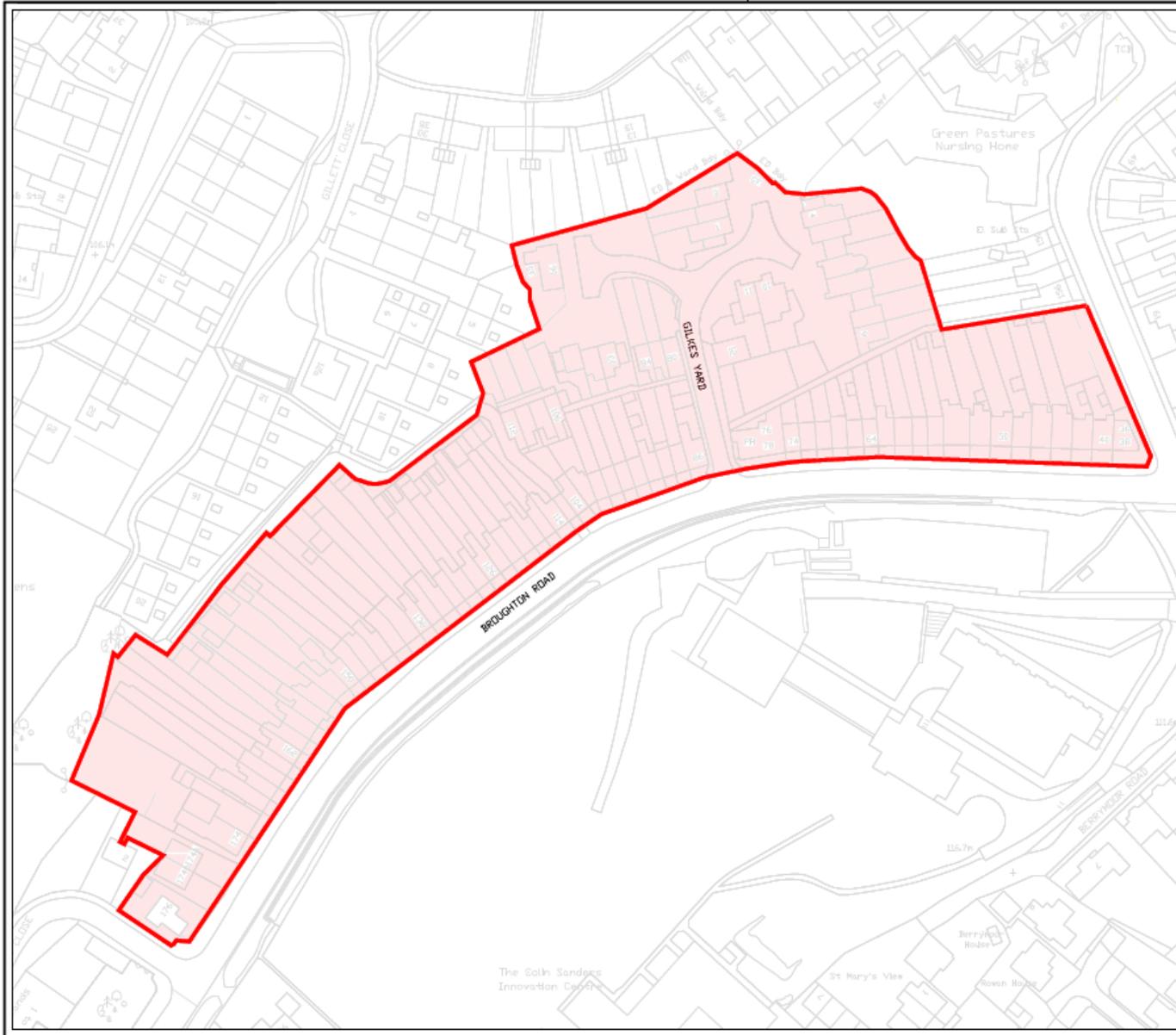
Drawing title
 BROUGHTON ROAD & GILKES YARD
 BANBURY
 PROPOSED PARKING RESTRICTION
 CHANGES

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:600	EP		
Date drawn	Date checked	Date checked	Date approved
01.12.25			

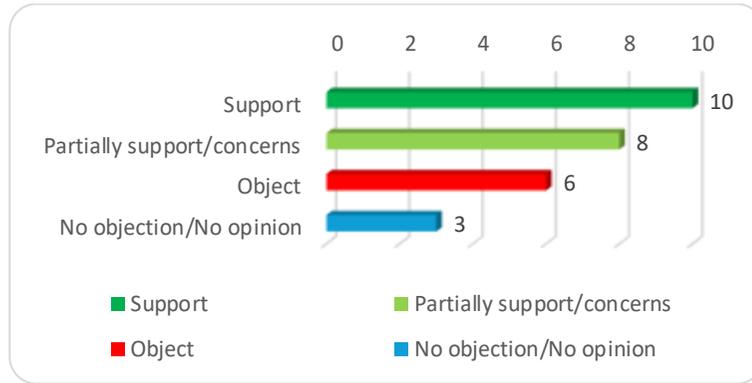
Oxfordshire Project No. & File Ref

Drawing No. Revision 0

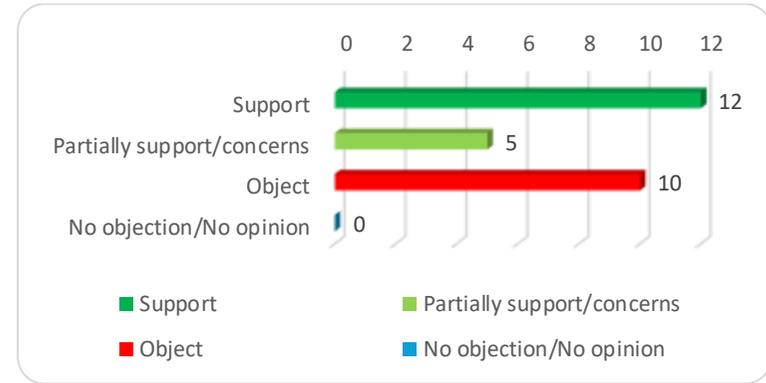


Drawing No.		Revision 0	
KEY			
		PROPOSED RESIDENT PERMIT ELIGIBILITY AREA - PREFIX 'BR'	
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
<small>IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:</small>			
RESTRICTIONS:			
<small>ENTER 'NONE' IF APPLICABLE</small> HAZARDOUS/LEGISLATION:			
<small>ENTER 'NONE' IF APPLICABLE</small> TIME:			
<small>ENTER 'NONE' IF APPLICABLE</small> LEGISLATION/STANDARDS:			
<small>ENTER 'NONE' IF APPLICABLE</small>			
<small>© Crown Copyright and Database rights 1002343 2017</small>			
Rev.	Date	Purpose of revision	Drawn Checked Approved
Paul Farmer Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxon OX1 1AD Tel: 0465 210 1111			
Project title			
BROUGHTON ROAD & GILKES YARD BANBURY PARKING DESIGN OPTIONS			
Drawing title			
BROUGHTON ROAD & GILKES YARD BANBURY PROPOSED RESIDENT PERMIT ELIGIBILITY AREA			
Drawing Status			
Scale @ A3	Drawn by	Checked by	Approved by
1:4000	EP		
	Date drawn	Date checked	Date approved
	01.07.25		
Oxfordshire Project No. & File Ref			
Drawing No.		Revision 0	

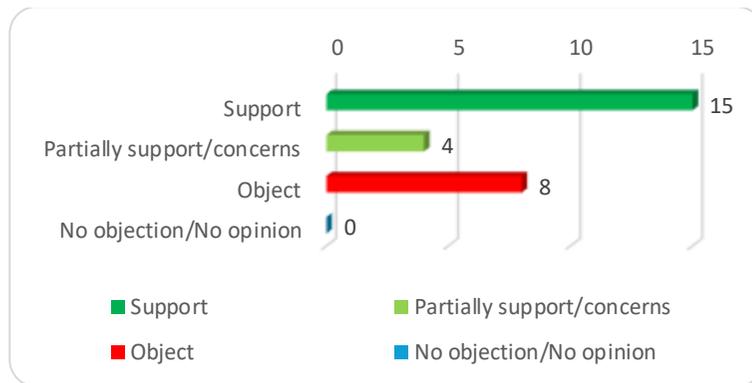
B. 'Residents permit holders parking only' (at all times) area in Gilkes Yard



A. 'Residents permit holders parking only' (at all times) area on Broughton Road



C. 'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road



A. Email responses:*(statutory consultees, then ordered by date of receipt)*

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	No objection
(s3) Cherwell District Council, (Planning & Development)	No objection
(e1) County Cllr, (Banbury Ruscott division)	Could I note as local member? The following I would not support any further encroachment a CPZ's closer to Banbury Ruscott division I feel the current system where you only get one permit per household is unfair on people that live alone and maybe have a car and also work vehicles. And need to get to work with or self-employed traders.
(e2) Member of public, (Lower Tadmerton, Banbury)	<p>I am writing in response to the above consultation regarding the proposed introduction of residents' permit parking on Broughton Road and Gilkes Yard.</p> <p>I am the owner of (redacted) Broughton Road, Banbury (OX16 9QQ), comprising 12 self-contained flats.</p> <p>I wish to make the Council aware of a significant site-specific issue which I believe is directly relevant to the objectives of this scheme.</p>

- Existing Off-Street Parking Provision

The properties at Broughton Road benefit from a **substantial off-street car park to the rear**, which I provide specifically for resident use. This parking arrangement has successfully reduced reliance on on-street parking by residents for many years.

However, access to this car park is constrained by a **small strip of land owned by Oxfordshire County Council**, located at the entrance to the car park. As a result, I am required to pay a **quarterly charge of £1,013.50** to permit residents to access parking that is otherwise privately provided, amounting to **over £4,000 per annum**.

- Impact of the Proposed Permit Scheme

The introduction of residents' permit parking on Broughton Road, while understandable in principle, risks creating an unintended consequence for these properties.

If residents are encouraged or required to rely on on-street permit parking while continued charges and restrictions apply to the use of existing off-street parking, this could **increase pressure on Broughton Road**, contrary to the stated aims of the scheme.

In practical terms, there is already sufficient private parking capacity to serve these 12 dwellings — it is simply being constrained by the current access arrangement.

- Request for Consideration

In light of the above, I would respectfully ask the Council to consider one of the following options:

1. **The sale of the small access strip** to enable unrestricted permanent access to the rear car park; or
2. **The removal of ongoing charges and/or the granting of a permanent easement** for access to the car park for residential use.

- Either option would:

- Reduce on-street parking demand
- Support the objectives of the proposed residents' parking scheme

	<ul style="list-style-type: none"> • Avoid unnecessary congestion on Broughton Road • Encourage the use of existing off-street parking provision <p>I believe this represents a pragmatic and mutually beneficial solution and would welcome the opportunity to discuss this matter further with the relevant officer or department.</p> <p>Thank you for considering this response as part of the consultation process.</p> <p>If you would like more information regarding the car park please let me know.</p>
(e3) Local resident, (Gilkes Yard, Banbury)	<p>I have received a letter from the Council regarding the proposed residents permit parking in Gilkes Yard, Banbury OX16 9GF.</p> <p>I would like to support this proposal and apply for a permit please.</p> <p>I did approach Cherwell council whether this could be possible a few months ago.</p>
(e3) Member of public, (Gillet Close, Banbury)	<p>Thank you for your letter dated 3rd December outlining the Oxfordshire County Council's proposal for better parking management of the area outlined above.</p> <p>I am writing to you on behalf of a resident who does not have either a computer or a smart phone. She has asked me to email her response and to raise her concerns.</p> <p>Whilst she agrees that the area in question is very badly congested, causing over-parking and narrowing of the road for other users, we are writing to outline deep concerns on the effect this proposal will have on the area as a whole (which is also badly over-parked and congested). Where residents of Broughton Road (or their visitors) need to find alternative parking, they will seek to use any available space.</p> <p>The resident lives in social housing for the elderly. Gillet Close has a parking area for residents which is necessary as the elderly find it difficult (if not impossible) to carry heavy loads any distance ie weekly shopping. In addition, the parking in Gillet Close is used by carers. This parking area is already abused by those resident in Gillet Road who use this dedicated space when Gillet Road is over-parked, especially at the weekends.</p>

	<p>Any parking restrictions in Broughton Road will have a knock-on effect on parking on the roads in close proximity which may cause mis-use of the parking in Gillet Close. The resident would like consideration to be given to the potential problems which may give rise to parking becoming unavailable in Gillet Close. If approval is given to the proposed parking restrictions in Broughton Road, please can consideration also be given to protect resident parking in Gillet Close?</p>
(e4) Local resident, (Banbury)	<p>I am writing about the proposed permit parking in the Broughton Road, Banbury. I would like to point out that to issue two parking spaces per house will not help as most have two vehicles at the moment. My husband and myself are both pensioners over 70 – only on the state pension and having to find an extra £76 will stretch our finances even more. As pensioners do we have to pay, your letter wasn't very clear. We both suffer with arthritis and would like our space to be close to our house so would the house number be marked on the road to avoid others parking in our space. I am sure we will hear what is going to happen.</p>

B. Online responses:

(ordered by town, then road name)

RESPONDENT	COMMENTS
(o1) Local resident, (Bath Road, Banbury)	<p>I am a resident of Bath Road. On the bend between Park Road and Broughton Road, we have approximately 7 parking spaces, if everyone parks neatly, for the seven or eight houses without off street parking available. We have people using those spaces from the Nursing Home adjacent - visitors seen going into Green Pastures - also students for the College and overspill from Park Road and Broughton Road, even some people who like to walk through the park to town. It is very pressured.</p>

	<p>I requested residents parking several years ago, but I was told the council could not fund any proposals at that time. I support the proposal for residents only parking in this area. As I have previously requested the same for the Bath Road bend between Park Road and Broughton Road. The reason I have selected only 'partially supported' is that I do not want to have to struggle with even more cars looking for free spaces because Broughton Road is no longer available.</p> <p>I would like to see this end of Bath Road added to the Residents Only scheme.</p> <p><u>Specific proposals:</u></p> <table border="1" data-bbox="510 499 2029 707"> <tr> <td data-bbox="510 499 1713 568">'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td data-bbox="1713 499 2029 568">Partially support/ concerns</td> </tr> <tr> <td data-bbox="510 568 1713 636">'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td data-bbox="1713 568 2029 636">Partially support/ concerns</td> </tr> <tr> <td data-bbox="510 636 1713 707">'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td data-bbox="1713 636 2029 707">Partially support/ concerns</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Partially support/ concerns	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Partially support/ concerns	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Partially support/ concerns
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'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Partially support/ concerns						
'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Partially support/ concerns						
(o2) Local resident, (Bath Road, Banbury)	<p>I am a resident of Bath rd at the end on the bend between Park rd & Broughton rd. if the proposal goes ahead this will put more pressure on the small amount of parking spaces we have here, which is already a nightmare. I would like to see our end of Bath rd to be included in this proposal for a residents only scheme.</p> <p><u>Specific proposals:</u></p> <table border="1" data-bbox="510 981 2029 1189"> <tr> <td data-bbox="510 981 1713 1050">'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td data-bbox="1713 981 2029 1050">Partially support/ concerns</td> </tr> <tr> <td data-bbox="510 1050 1713 1118">'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td data-bbox="1713 1050 2029 1118">Partially support/ concerns</td> </tr> <tr> <td data-bbox="510 1118 1713 1189">'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td data-bbox="1713 1118 2029 1189">Partially support/ concerns</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Partially support/ concerns	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Partially support/ concerns	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Partially support/ concerns
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(o3) Local resident, (Broughton Road, Banbury)	<p>I don't believe parking permits will help at all with the parking situation. Yes parking is difficult on these roads however each I can identify every car parked alongside the road as belonging to a resident. We don't really have non residents parking here so introducing a permit is not reducing the number of cars needing to park. There are more resident car owners than there are spaces so there will always be parking difficulties.</p>						

	<p>Also a very worrying section of the proposal indicates an increase in double yellow lines. This I assume will be in places where cars are currently able to park. I don't see how reducing the amount of available parking spaces will make the parking situation better. Double yellow lines should be removed to give more parking room.</p> <p>Finally you also propose charging for the parking permits which is completely unfair. If you are introducing residents permits under the guise of improving the lives of the residents surely this should be free for said residents?</p> <p>I just don't see anyway how this is making anything better.</p> <p><u>Specific proposals:</u></p> <table border="1" data-bbox="510 568 2033 675"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Object</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Object</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Object</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Object	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Object	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Object
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(o4) Local resident, (Broughton Road, Banbury)	<p>It is unnecessary to introduce permits for this section of road. Parking isn't an issue and therefore I oppose being made to pay for a permit outside my own property. This will be damaging to those who live on Broughton Road</p> <p><u>Specific proposals:</u></p> <table border="1" data-bbox="510 948 2033 1086"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Partially support/ concerns</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Object</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Support</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Partially support/ concerns	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Object	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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(o5) Local resident, (Broughton Road, Banbury)	<p>I strongly object to paying for a parking permit on my road and believe that it will make little or no difference to parking availability</p> <p><u>Specific proposals:</u></p> <table border="1" data-bbox="510 1329 2033 1394"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>No objection/No opinion</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	No objection/No opinion				
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	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Object						
	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support						
(o6) Local resident, (Broughton Road, Banbury)	<p>We object. As a 3 car, 1 van household, we find it ludicrous that there is a 2 permit limit per house at a charge of over £70 per permit. It's a discrimination against hard working families that struggle financially on low income salaries, on top of the road tax, insurance, servicing and vehicle costs. Not to mention the cost of food, bills, council tax and living expenses, fuel etc. Two of the cars are used for work, and the van is used for work, the fourth car is a private vehicle for when the van driver is not working, as he cannot use the van outside of work purposes.</p> <p>This appears to be another way to tax the residents of Banbury.</p> <p>It's also not likely that the upper end of Broughton Road is used for commuters or shoppers, it's too far a walk to walk to the station and shoppers can pay £1-3 in town if they're shopping, so I see no real benefit to the actual residents of the road, only an additional cost for the luxury of reduced parking spaces.</p> <p>By extending the double yellows, an additional 3 spaces will be lost.</p> <p>While houses on Broughton Road have rear access, most modern day cars find it hard to get up the upper end of their gardens via the tight bends, getting into gardens is also tight due to over growth, mud and slopes.</p> <p>Furthermore, we note that most of the houses are 2 car households, and people don't seem to have an issue finding spaces now, but your proposal means they'll lose £140 for the same courtesy.</p> <p>We sincerely object to the proposal.</p> <p><u>Specific proposals:</u></p> <table border="1" data-bbox="510 986 2033 1094"> <tr> <td data-bbox="510 986 1715 1018">'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td data-bbox="1715 986 2033 1018">Object</td> </tr> <tr> <td data-bbox="510 1018 1715 1050">'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td data-bbox="1715 1018 2033 1050">Object</td> </tr> <tr> <td data-bbox="510 1050 1715 1094">'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td data-bbox="1715 1050 2033 1094">Object</td> </tr> </table>		'Residents permit holders parking only' (at all times) area in Gilkes Yard	Object	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Object	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Object
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(o7) Local resident, (Broughton Road, Banbury)	<p>My only reservation relates to the quantity of spaces available, given that there are a number of flat conversions on the Broughton Road.</p> <p><u>Specific proposals:</u></p>							

	<p>'Residents permit holders parking only' (at all times) area in Gilkes Yard</p>	<p>Partially support/ concerns</p>
	<p>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</p>	<p>Support</p>
	<p>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</p>	<p>Support</p>
<p>(o8) Local resident, (Broughton Road, Banbury)</p>	<p>I only partially support the parking permits because I am concerned that I will pay my £76 per year and the parking won't be monitored. I have witnessed shocking parking from both residents and non-residents. It is incredibly frustrating when I take my car to somewhere local and a resident has parked so poorly that I am unable to get into either space around the car that has been parked since I left a perfectly good spot less than half an our previously. If this scheme is just another money making scheme to fund more council spending, I am fully against it. What guarantees do we have that cars parking across 2 spaces or without a permit will be moved?</p> <p>I suggest that parking bays need to be marked and people encouraged to park their cars within the bays, however, you need to listen to residents if they have been unable to park in bays due to poor parking by others. This is an extremely complex situation which you need to consider carefully. I will be making official complaints if this is just a money making activity which isn't going to be monitored!</p> <p>The no waiting at any time is ridiculous and won't be either enforceable or manageable. What about delivery drivers - if residents order online, the companies need to be able to make deliveries without adding unnecessary time to their incredibly busy journey.</p> <p>I am also concerned that 2 permits per household will not solve the congestion that we currently face.</p> <p>In addition to these comments, I would like to point out that I DID NOT receive a letter through my door regarding this matter, my neighbour had to forward the link to me! This is also unacceptable which clearly demonstrates why I am concerned that this project will be poorly managed and communicated!</p> <p><u>Specific proposals:</u></p>	
	<p>'Residents permit holders parking only' (at all times) area in Gilkes Yard</p>	<p>Partially support/ concerns</p>
	<p>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</p>	<p>Partially support/ concerns</p>

	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Object						
(o9) Local resident, (Broughton Road, Banbury)	<p>We have been living on Broughton Road since 2022 and have noticed that the parking situation has worsened over the years. We've seen that people park on the road and then walk into town or to the train station, and this can make it especially challenging for residents to find parking close to their homes. We don't own a car currently but have rented one on a number of occasions, and have frequently had to park a 5-10 minute walk from the house. Additionally, we will buy a car in January or February, as we are expecting a baby in April. Once we have an infant, it will become even more important to be able to park close to our home.</p> <p>Finally, parts of Broughton Road get quite narrow and we've noticed that cars driving by are often going well above the speed limit. So limiting parking to residents (and hopefully enforcing it to limit those illegally parked) will help make this stretch somewhat safer.</p> <p>Thank you for working to make this a possibility.</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Support</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Support</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Support</td> </tr> </table>		'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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(o10) Local resident, (Broughton Road, Banbury)	<p>I have lived on broughton road for the last 4 years and am always struggling to park by my house. I have seen so many people placing bins outside there house on the road to stop people parking. My neighbour deliberately refuses to drive now just so she doesn't loose her space. Over weekends people park on the double yellows and no one ever tickets them and it's dangerous coming out of gylkes yard when people have parked across the yellows as you can't see traffic</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Support</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Support</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Support</td> </tr> </table>		'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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(o11) Local resident, (Broughton Road, Banbury)	<p>There aren't enough parking spaces as it is, so I don't see how the proposal for parking permits would work, especially with the suggestion to extend the 'no waiting at any time' restrictions. A better solution would be to find a suitable location to build additional parking specifically for residents</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Object</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Object</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Object</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Object	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Object	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Object
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'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Object						
(o12) Local resident, (Broughton Road, Banbury)	<p>I am objecting from broughton road (one property away from the ones that are allowed to apply for permit) due to this being the only available parking for any visitors for my property</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Object</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Object</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Support</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Object	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Object	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support						
(o13) Local resident, (Broughton Road, Banbury)	<p>This permit parking is a must, there are far too many non residents parking on this road making it impossible at times for residents to park, I strongly support it!</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Support</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Support</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Support</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support						

<p>(o14) Local resident, (Broughton Road, Banbury)</p>	<p>I have lived here for 20+ years with my family. We have found it a constant battle in getting a parking space, specifically in the evenings. in recent years it has gotten to a point where my parents no longer go out past 6pm in their car due to worrying they won't get a parking space.</p> <p><u>Specific proposals:</u></p> <table border="1" data-bbox="510 400 2033 507"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Support</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Support</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Support</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support						
<p>(o15) Local resident, (Broughton Road, Banbury)</p>	<p>I support all of them because I'm always struggling to find parking in my road</p> <p><u>Specific proposals:</u></p> <table border="1" data-bbox="510 719 2033 826"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Support</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Support</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Support</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support						
<p>(o16) Local resident, (Broughton Road, Banbury)</p>	<p>I appreciate that parking is difficult in the area, but I believe this is due to the density of residents, not non-resident vehicles parking in the area. There is no indication as to the scale of non-resident parking in the area. I feel this proposal would make parking more expensive for residents, with very little effect on the number of cars parking in the area. Additionally, I have never seen any kind of enforcement action take place on Broughton Road or Gilkes Yard. It is not uncommon to see, for example, cars parked on the double yellow lines around the entrance to Gilkes Yard. Despite this being a frequent occurrence, no enforcement action has ever been visible. As a result I have no faith that a resident permit system would affect the situation, as there would be no practical consequence to transgressing this new rule. I do support the addition of double yellow lines on the indicated area of Broughton Road, but only if this is paired with enforcement action.</p> <p><u>Specific proposals:</u></p> <table border="1" data-bbox="510 1305 2033 1374"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Object</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Object</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Object	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Object		
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	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Partially support/ concerns
(o17) Local resident, (Broughton Road, Banbury)	It is becoming increasingly more difficult to park on Broughton Road, and especially the town end, which can be particularly frustrating when you come home with luggage, shopping or large packages. It also means when forced to park far from your front door you can't see or keep an eye on your car easily.	
	<u>Specific proposals:</u>	
	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support
	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support
	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
(o18) Local resident, (Broughton Road, Banbury)	To be able to park outside or near my flat.	
	<u>Specific proposals:</u>	
	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support
	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support
	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
(o19) Local resident, (Broughton Road, Banbury)	There is very little impact on Broughton Road from commuter or visitor parking; I have lived here for in excess of 30 years and have observed that parking during working hours is never a problem. OCC are trying to solve a problem for which their stated cause is not the issue.	
	The real issue lies with the fact that there is simply not enough space for residents' parking. Many households have more than one vehicle. Parking at the rear of properties is not a viable option for most residents. Access to the rear is via an unsuitable, narrow single-track path with is used frequently by pedestrians. The first-come-first-served parking that has operated for years should continue. I would feel particularly aggrieved at paying in excess of £100 per year (taking into account the requirement to pay for additional visitor passes) and STILL not be able to park anywhere along the entire road. Please do not waste taxpayers money on this scheme, spend it where it is wanted/needed. <u>Specific proposals:</u>	

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(o20) Local resident, (Broughton Road, Banbury)	<p>Very rarely are are commuters and non residents parked on the area you propose to set up parking permits and charges. Having spoken to a lot of the residents, all have said they recognise the cars parked as those belonging to residents. I can park near my house without issue without having to pay costs that I can't afford. I have had a real terms pay cut for the past 15 years and adding a parking tax to that because I can't afford a house with a driveway is immoral. Because many of the houses have more than one adult and the houses are narrow, I still wouldn't be guaranteed a parking space even though I would have to pay £76 per year. I would expect more from a LibDem run council.</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Object</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Object</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Object</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Object	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Object	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Object
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(o21) Local resident, (Broughton Road, Banbury)	<p>I object to the Residents parking only bays, because I don't feel that non-residents are a particular issue. Also, I feel it is probably important for parents of children to be able to park there in the morning while dropping off their physically/mentally challenged children because I understand that they are not able to park at the school (many residents have already driven to work at this point so I've never seen it as an issue).</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Object</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Object</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Object</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Object	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Object	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Object
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(o22) Local resident, (Gilkes Yard, Banbury)	<p>Due to the inconsiderate parking along Gilkes Yard and Broughton Road I support permit holders only provided these residents do not have to pay for this permit. Double yellow lines are a waste of time as there are no traffic wardens to implement this. This is my experience over the last 18 years .</p>						

	<p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Partially support/ concerns</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Partially support/ concerns</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Object</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Partially support/ concerns	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Partially support/ concerns	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Object
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'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Object						
(o23) Local resident, (Gilkes Yard, Banbury)	<p>Too many crappy cars which need a visit to a breakers yard, suspect a fee will help people decide this moment is sooner rather than later</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Support</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Support</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Support</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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(o24) Local resident, (Gilkes Yard, Banbury)	<p>It is currently very difficult/dangerous to pull out of Gilkes Yard onto Broughton road due to poor visibility and cars parked including cars parked on double yellow lines. Therefore I fully support these proposals (thanks!).</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td>'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td>Support</td> </tr> <tr> <td>'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td>Support</td> </tr> <tr> <td>'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td>Support</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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(o25) Local resident, (Gillet Close, Banbury)	<p>I'm a resident of Gillett Close, which are bungalows for elderly people. We already have difficulty parking in our parking area because people living on the Broughton Road park there and cut through, this will increase the amount of people parking in the area cause residents who struggle to walk to have to park further away, even making some of them housebound. Serious knock on effect to other local residents!</p>						

	<p><u>Specific proposals:</u></p> <table border="1"> <tr> <td data-bbox="512 331 1713 400">'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td data-bbox="1713 331 2033 400">Partially support/ concerns</td> </tr> <tr> <td data-bbox="512 400 1713 469">'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td data-bbox="1713 400 2033 469">Partially support/ concerns</td> </tr> <tr> <td data-bbox="512 469 1713 537">'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td data-bbox="1713 469 2033 537">Partially support/ concerns</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Partially support/ concerns	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Partially support/ concerns	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Partially support/ concerns
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'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Partially support/ concerns						
<p>(o26) Local resident, (Gillet Close, Banbury)</p>	<p>I support the idea of permits, but alas I Live in Gillett Close and parking is limited for Residents here and we are already fighting to get a space for ourselves now, and I fear more vehicles will park in our close when the parking ammendments come into force on the Broughton Road and Gilkes Yard</p> <p><u>Specific proposals:</u></p> <table border="1"> <tr> <td data-bbox="512 815 1713 852">'Residents permit holders parking only' (at all times) area in Gilkes Yard</td> <td data-bbox="1713 815 2033 852">Support</td> </tr> <tr> <td data-bbox="512 852 1713 888">'Residents permit holders parking only' (at all times) parking bays on Broughton Road</td> <td data-bbox="1713 852 2033 888">Support</td> </tr> <tr> <td data-bbox="512 888 1713 925">'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road</td> <td data-bbox="1713 888 2033 925">Support</td> </tr> </table>	'Residents permit holders parking only' (at all times) area in Gilkes Yard	Support	'Residents permit holders parking only' (at all times) parking bays on Broughton Road	Support	'No Waiting at Any Time' restriction (Double yellow lines) on Broughton Road	Support
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Oxfordshire County Council

Equalities Impact Assessment

**BROUGHTON ROAD AND GILKES YARD, BANBURY – PROPOSED PARKING MEASURES
INCLUDING RESIDENTS PERMIT PARKING SCHEME**

JANUARY 2026

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Section 1: Summary details

Directorate and Service Area	ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	BROUGHTON ROAD AND GILKES YARD, BANBURY – PROPOSED PARKING MEASURES INCLUDING THE INTRODUCTION OF A RESIDENT’S PERMIT PARKING SCHEME
Is this a new or existing function or policy?	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county’s recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan 2023-2028</p> <p>LTCP - We have ambitious plans to give residents more options for travel as outlined in our countywide Local Transport and Connectivity Plan. By supporting and encouraging active travel – walking and cycling – we can help improve people’s health and wellbeing, reduce traffic congestion, and help address the climate crisis. In particular Policy 31:</p> <ol style="list-style-type: none"> a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. Continue to work closely with all stakeholders, partners, and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. <p>NMP – Builds on LTCP as an operational document to better manage the highway network, reduce traffic congestion by (in this case) better management of the on-street parking asset, providing parking surety for local communities, redirecting commuter parking to off-street facilities, creating an environment that encourages active travel by improving bus journey times and active travel modes.</p>

	<p>With the introduction of Civil Parking Enforcement across the County in 2021, we are embarking on a series of parking reviews across the County to ensure that the right restrictions are implemented in the right places, supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced.</p> <p>Many areas in Oxfordshire are already covered by permit parking schemes and where these have been implemented, they have been extremely successful in removing commuter parking. Permit parking schemes help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in Permit controlled areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Residents can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits.</p> <p>Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.</p>
Completed By	Emma Palmer – Senior Officer – West and Cherwell (TRO and Schemes)
Authorised By	
Date of Assessment	

Section 2: Detail of proposal

<p>Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Following an informal consultation with residents, which was carried out in July/August 2025, Officers have worked to develop proposals for various roads in Broughton Road and Gilkes Yard, Banbury. The proposals look to address issues arising from all day parking from commuters and non-residents in the town, whilst also providing options for residents by way of a parking permit.</p>
<p>Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The proposals include a mixture of no waiting restrictions and permit holder only areas and bays. The restrictions are proposed to better manage parking in Broughton Road and Gilkes Yard, Banbury which will give priority to residents by preventing all day parking by non-residents. No waiting restrictions are proposed at locations where access needs to be maintained and to promote road safety. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, as the town falls within the Civil Enforcement Area for Cherwell.</p>
<p>Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our</p>	<p>An informal consultation conducted in 2025 received 39 responses to the question of whether a Controlled Parking Zone (CPZ) should be introduced. Of those, 26 respondents were in favour of the proposal, 9 were undecided, while 4 were opposed. Regarding existing parking restrictions, 26 respondents considered the current single and double yellow lines to be appropriate, whereas 13 felt they were not. The County Councillor has agreed the proposals ahead of the formal consultation.</p>

<p>ability to deliver our climate commitments.</p>	
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The proposals have been developed in consultation with the County Councillor and following informal consultation with residents to address a known problem of lack of resident parking within Broughton Road and Gilkes Yard, Banbury.</p> <p>The do-nothing option would likely result in the county council continuing to receive complaints about the parking impacting the local community due to a lack of parking capacity for residents.</p>

Section 3: Impact Assessment - Protected Characteristics	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children. No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC project team	Post implementation engagement including with Local Member

<p>Disability</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care.</p> <p>Management of on street parking may impact on people reliant on care.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in permit holder spaces without time limit.</p>	<p>OCC project team</p>	<p>Post implementation engagement including with Local Member</p>
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Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on marital status.			
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.	Residents are also able to apply for carer permits.	OCC project team	Post implementation engagement including with Local Member

Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation.			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on religion or belief.			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on armed forces.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	The polices for operating permit parking areas includes provision for carers in the form of a permit which the person requiring care can hand the care provider at each visit. Further provision is provided for by the introduction of time limited bays which cater for sort visits.	OCC project team	Post implementation engagement including with Local Member
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Introduction of a charge for parking permits	The charge for residents' permits are kept to a	OCC project team	Post implementation

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
					<p>minimum to cover the costs of operating a permit parking scheme. The decision to proceed with a scheme takes into account all factors including new fees and charges for residents and business users.</p>		<p>engagement including with Local Member</p>

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff working for the County Council will not be disproportionately impacted.			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Social workers and registered carers are already catered for in OCC polices and can apply for a permit to allow them to park in permit parking areas whilst undertaking their duties.	OCC project team	Monitoring as part of a wider policy changes.
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact on social value within existing contracts.			

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	30/01/2027
Person Responsible for Review	Emma Palmer - Senior Officer – West and Cherwell (TRO and Schemes)
Authorised By	

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Oxfordshire County Council
Equalities Impact Assessment

HIGHTOWN ROAD AREA (PHASE 2), BANBURY – PROPOSED PARKING MEASURES
INCLUDING RESIDENTS PERMIT PARKING SCHEME

JANUARY 2026

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Section 1: Summary details

Directorate and Service Area	ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	HIGHTOWN ROAD AREA, BANBURY (PHASE 2) – PROPOSED PARKING MEASURES INCLUDING THE INTRODUCTION OF A RESIDENT’S PERMIT PARKING SCHEME
Is this a new or existing function or policy?	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county’s recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan 2023-2028</p> <p>LTCP - We have ambitious plans to give residents more options for travel as outlined in our countywide Local Transport and Connectivity Plan. By supporting and encouraging active travel – walking and cycling – we can help improve people’s health and wellbeing, reduce traffic congestion, and help address the climate crisis. In particular Policy 31:</p> <ol style="list-style-type: none"> a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. Continue to work closely with all stakeholders, partners, and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. <p>NMP – Builds on LTCP as an operational document to better manage the highway network, reduce traffic congestion by (in this case) better management of the on-street parking asset, providing parking surety for local communities, redirecting commuter parking to off-street facilities, creating an environment that encourages active travel by improving bus journey times and active travel modes.</p> <p>With the introduction of Civil Parking Enforcement across the County in 2021, we are embarking on a series of parking reviews across the County to ensure that the right restrictions are implemented in the right places, supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced.</p>

	<p>Many areas in Oxfordshire are already covered by permit parking schemes and where these have been implemented, they have been extremely successful in removing commuter parking. Permit parking schemes help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in Permit controlled areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Residents can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits.</p> <p>Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.</p>
Completed By	Emma Palmer – Senior Officer – West and Cherwell (TRO and Schemes)
Authorised By	
Date of Assessment	

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Following the implementation of resident parking areas in the Hightown Road area of Banbury (Phase 1) in March 2025 and an informal consultation with residents, which was carried out in July/August 2025, Officers have worked with the County Councillors to develop proposals for various roads in the Hightown Road area Banbury (Phase 2). The proposals look to address issues arising from all day parking from commuters and non-residents in the town, whilst also providing options for residents by way of a parking permit.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The proposals include a mixture of no waiting restrictions and permit holder only areas. The restrictions are proposed to better manage parking in the Hightown Road area of Banbury which will give priority to residents by preventing all day parking by non-residents. No waiting restrictions are proposed at locations where access needs to be maintained and to promote road safety.</p> <p>Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, as the town falls within the Civil Enforcement Area for Cherwell.</p>
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that</p>	<p>An informal consultation conducted in 2025 received 84 responses to the question of whether a Controlled Parking Zone (CPZ) should be introduced. Of those, 44 respondents were in favour of the proposal, 17 were undecided, while 23 were opposed.</p> <p>Regarding existing parking restrictions, 54 respondents considered the current single and double yellow lines to be appropriate, whereas 30 felt they were not.</p>

<p>supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The County Councillor has agreed the proposals ahead of the formal consultation.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The proposals have been developed in consultation with the County Councillor and following informal consultation with residents to address a known problem of lack of resident parking within the Hightown Road area, Banbury.</p> <p>The do-nothing option would likely result in the county council continuing to receive complaints about the parking impacting the local community due to a lack of parking capacity for residents.</p>

Section 3: Impact Assessment - Protected Characteristics	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children. No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC project team	Post implementation engagement including with Local Member

<p>Disability</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care.</p> <p>Management of on street parking may impact on people reliant on care.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in permit holder spaces without time limit.</p>	<p>OCC project team</p>	<p>Post implementation engagement including with Local Member</p>
<p>Gender Reassignment</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.</p>			
<p>Marriage & Civil Partnership</p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>No specific impacts identified and a CPZ is not considered to impact disproportionately on marital status.</p>			

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.	The recommended amendment to the advertised proposals includes dual purpose bays which cater for both residents and other users, who will be able to park for up to 2 hours. With higher turnover of spaces there is a greater probability that users will be able to find spaces closer to their destinations. Residents are also able to apply for carer permits.	OCC project team	Post implementation engagement including with Local Member
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation.			

Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on religion or belief.			
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Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on armed forces.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	The policies for operating permit parking areas includes provision for carers in the form of a permit which the person requiring care can hand the care provider at each visit.	OCC project team	Post implementation engagement including with Local Member

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (* Job Title, Organisation)	Timescale and monitoring arrangements
					Further provision is provided for by the introduction of time limited bays which cater for sort visits.		
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Introduction of a charge for parking permits	The charge for residents' permits are kept to a minimum to cover the costs of operating a permit parking scheme. The decision to proceed with a scheme takes into account all factors including new fees and charges for residents and business users.	OCC project team	Post implementation engagement including with Local Member

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff working for the County Council will not be disproportionately impacted.			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Social workers and registered carers are already catered for in OCC polices and can apply for a permit to allow them to park in permit parking areas whilst undertaking their duties.	OCC project team	Monitoring as part of a wider policy changes.
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact on social value within existing contracts.			

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	30/01/2027
Person Responsible for Review	Emma Palmer - Senior Officer – West and Cherwell (TRO and Schemes)
Authorised By	

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

WITNEY: WEST END – PROPOSED PARKING RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) Approve the proposed 'Permit holders only' parking bays on the north side of West End, as advertised.
- b) Approve the Shared use parking bays, 'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times) on the south side of West End, as advertised.
- c) Not approve the proposed 'No Waiting at Any Time' (double yellow line) restrictions on West End.

Executive Summary

2. This report presents the consultation responses to the proposed permit parking area for West End, Witney as shown in **Annex 1** and recommends the introduction of controls to deliver a resident's parking scheme.
3. 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).
4. To formalise the current resident parking arrangement to ensure consistency and regulatory compliance throughout Oxfordshire, an informal consultation exercise was carried out in July - August 2025, which aimed to gauge the views of local communities on the potential to formalise the current informal permit agreement. Residents were given three options:
 - i. Formalising of the existing arrangement by way of Permit Holders Only bays: Support – 34, Don't support – 5, Undecided/unsure – 6

- ii. Remove the existing time restricted bays leaving the bays unrestricted:
Support – 5, Don't support - 37, Undecided/unsure – 3
 - iii. Retain the existing time restricted bays with no exemption for residents:
Support – 11, Don't support – 30, Undecided/unsure – 4.
5. The responses and feedback provided from the informal consultation have aided in the development of a proposed formal permit parking scheme for West End, Witney.
6. These proposals have been put forward in accordance with parking policy, for road safety reasons to protect visibility and turning at junctions, to secure resident parking, reduce congestion and improve traffic flows and ensure that the correct restrictions are in the correct places.

Corporate Policies and Priorities

7. 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).
8. 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.
9. 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.

Financial Implications

10. 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.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

11. 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.

12. 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:

Nicole Olavesen – Solicitor (Regulatory)

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

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

Equality & Inclusion Implications

14. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals. If required, Blue-badge holders are allowed to park on double yellow lines (providing a loading/unloading ban is not in force) for up to a maximum of three hours and without time limit or restriction within permit holder only areas. Equality Impact Assessment is provided in **Annex 5**.

Sustainability Implications

15. 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.

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 04 December 2024 and 09 January 2025. A notice was published in the Witney Gazette, 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, Witney Town Council, West Oxfordshire District Council, the local District Councillors, and the County Councillor for Witney North and East.

18. Letters were sent directly to approx. 107 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
19. Relevant parish/town councils, and local Cllrs (including County, District, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary
20. A total of 26 responses were received via the online survey during the formal consultation period. Charts summarising the overall responses are provided in **Annex 3**. A table outlining the level of support and objection among respondents who identified themselves as residents of West End is set out below.

table1. **(Residents of West End)** Do you support the introduction of the proposed permit parking provision on West End?

Road	Object	Partially support / concerns	Support	No objection / No opinion	Total
North side	2	-	10	-	12
South side	5	4	3	-	12

21. Additionally, an email from Thames Valley Police was received with no objection.
22. Following the close of the consultation, no formal response has been received from the County Councillor for the Witney North and East division. However, the councillor has the opportunity to speak at the CMD meeting.
23. The full responses are shown in **Annex 4**, 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

A. General feedback to the proposals (Key themes and comments from respondents):

Support:

24. Three comments of support were received.

Witney Town Council response:

25. Witney Town Council responded to the consultation with the following concerns:

- Witney Town Council does not support the introduction of this proposed residents' permit parking scheme. The town council does not consider that the proposal provides clear or effective solution to the issues currently experienced in the area.
- The area is already a recognised choke point.
- The primary concern raised by residents is the lack of enforcement of existing parking restriction. Improved and consistent enforcement would be a more appropriate response.
- Having 'permit holders only' on the north side of West End and 'permit holders or 2 hours' on the south side could be confusing.

26. To summarise, 'Witney Town Council considers that prioritising the enforcement of existing restrictions would represent a simpler, clearer, and more effective approach than implementing a residents' permit parking scheme in this location'.

Permits both sides:

27. A number of respondents expressed the view that the bays should be permit parking only on both sides, with no provision for timed parking (6 comments). Some residents also raised concerns that the proposed extension of parking bays and reduction of double yellow lines, would have a negative impact on deliveries, congestion and safety (3 comments).

Enforcement:

28. Some respondents feel that the current level of parking enforcement is inadequate (2 comments).

Financial concerns:

29. Some respondents stated that residents should not be required to pay for parking permits (4 comments) with one respondent concerned about the high cost of permits when they have been free previously. Other comments state that the respondents would like the current arrangement to remain (2 comments). One respondent would like to request that any permits are digital rather than physical. Another respondent would like higher charges for larger vehicles. One respondent believes that this proposal will lead to charges for all car parking in Witney.

Wider restrictions / wider scheme

30. Two comments referenced a desire for a scheme in other areas whilst one respondent would like to see an increase in parking bays along West End.

Capacity:

31. Two respondents are concerned that the capacity on West End is not sufficient to allow resident permit parking.

Congestion:

32. One respondent is concerned that the scheme will potentially bring further traffic to the road.

Businesses:

33. One respondent is concerned that businesses will suffer if patrons are unable to park.

B. Officer response:

34. As an aim to formalise the current resident parking arrangement to ensure consistency and regulatory compliance throughout Oxfordshire, proposals were developed in response to the informal consultation carried out in July/August 2025. Of the responses submitted via the online consultation platform, 34 respondents were in support of formalising the existing arrangement by way of Permit Holders Only bays, whilst 5 did not support and 6 were undecided/unsure.
35. A second option of removing the time restriction of 2 hours and leaving the bays unrestricted had 5 respondents in support, 37 not supporting and 3 undecided/unsure.
36. A third option of retaining the existing 2-hour time restriction on bays with no exemption for residents had 11 respondents supporting, 30 not supporting and 4 undecided/unsure.
37. Where informal consultation has taken place prior to a statutory consultation, there is an inherent potential for bias towards objections at the second stage. Individuals who opposed the scheme initially are more likely to submit further objections, whereas those who previously indicated support may not feel it necessary to respond again to subsequent consultations. 45 residents responded to the online informal consultation whilst 26 responded to the formal consultation.

Support:

38. Comments of support are noted.

Witney Town Council response:

39. Witney Town Council were invited to comment on the scheme proposals ahead of the consultation period and chose to submit their response via the online consultation portal.

40. The scheme has been developed to formalise the current informal resident parking arrangements, ensuring consistency and regulatory compliance across Oxfordshire. The proposals support the delivery of this consistency.
41. As part of the scheme design process, officers measured the highway width to confirm whether the removal of existing 'No Waiting at Any Time' restrictions (double yellow lines) and the extension of certain parking bays could be safely accommodated. Several consultation responses raised concerns about the potential negative impact of these changes. In light of this feedback, officers recommend withdrawing the proposal to reduce double yellow lines and extend parking bays from the scheme as per **recommendation c)** and the amended plan in **Annex 2**.
42. Should the scheme be approved, enforcement would be carried out by our existing provider, Trellint, working in collaboration with county council officers to ensure effective coverage. When new restrictions are implemented, it is standard practice to increase enforcement activity during the initial months to provide visibility and support compliance.
43. If approved, the scheme's signage will clearly set out the restrictions, helping to minimise any potential confusion among users. Mixed restriction arrangements are already in place in other areas of Witney and across the county and have proven to operate successfully.
44. As the scheme seeks to formalise existing resident parking arrangements to ensure consistency and regulatory compliance throughout Oxfordshire, and to enable more efficient enforcement, the option to take no action and retain the status quo is not viable. During the informal consultation, the majority of residents indicated a preference for formalising current arrangements through the introduction of 'Permit Holders Only' bays.

Permits both sides:

45. Whilst it is recognised that residents would prefer to have permit holder only bays throughout West End, there are a few businesses that this would have a negative impact on. The proposed restriction on the south side of West End would allow permit holders to park at all times with anyone being able to park for 2 hours Mon – Sun 8am – 6pm. Outside of the designated times only permit holders will be able to park.
46. During the informal consultation most respondents indicated that they faced severe difficulty when trying to park on weekday evenings and at weekends. The proposals should mitigate this issue and it is important to remember that currently anybody is able to park in the bays throughout West End for up to 2 hours.
47. Due to feedback received in the formal consultation it is recommended that the proposal to reduce double yellow lines and extend parking bays be withdrawn from the proposals as per **recommendation c)** and the amended plan in **Annex 2**.

Enforcement:

48. Should the scheme be approved, enforcement would be carried out by our existing provider, Trellint, working in collaboration with county council officers to ensure effective coverage. When new restrictions are implemented, it is standard practice to increase enforcement activity during the initial months to provide visibility and support compliance.

Financial concerns:

49. 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.
50. Residents are not obliged to purchase a permit and have the option to park outside of the scheme. Residents will be issued with a virtual permit and therefore will not be required to display a permit on a vehicle. There are no plans to assign higher charges to larger vehicles.
51. Some respondents stated that residents should not be required to pay for parking permits (4 comments) with one respondent concerned about the high cost of permits when they have been free previously. Other comments state that the respondents would like the current arrangement to remain (2 comments).
52. One respondent would like to request that any permits are digital rather than physical. Another respondent would like higher charges for larger vehicles. One respondent believes that this proposal will lead to charges for all car parking in Witney.

Wider restrictions / wider scheme

53. Additional restrictions fall outside the scope of this scheme. However, the scheme will be closely monitored following implementation, and there may be opportunities to extend it to neighbouring roads in the future should evidence support this.

Capacity:

54. It is anticipated that overall capacity within the permit system will be sufficient. Permit uptake and the operation of the scheme will be closely monitored to ensure it continues to function effectively.

Congestion:

55. The proposed scheme will formalise an existing informal resident parking arrangement by providing designated 'Permit Holders Only' bays, while retaining limited public parking for up to two hours. As a result, it is not expected to generate additional vehicle movements or increase congestion within the area.

Businesses:

56. Visitors will be able to use the shared-use bays, operating as 'Permit Holders Only or two hours, no return within one hour', between 8am and 6pm daily. It is considered that a two-hour parking period provides sufficient time for customers to visit local businesses, with public car parks also available within a 15-minute walking distance.

Monitoring & Evaluation

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

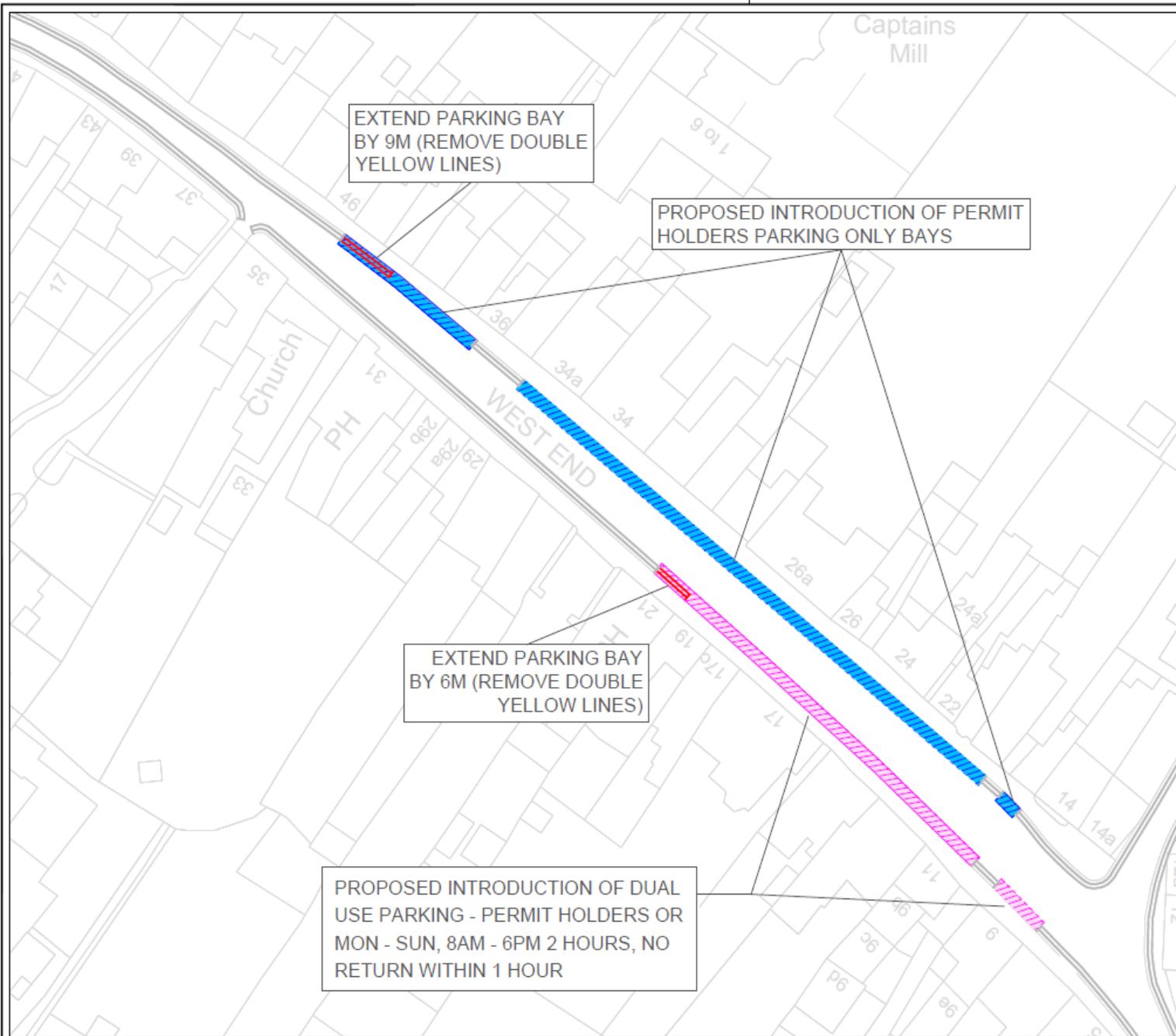
Paul Fermer
Director of Environment & Highways

Annex(es): Annex 1: Consultation plan
 Annex 2: Amended proposal plan
 Annex 3: Consultation response charts
 Annex 4: Consultation responses
 Annex 5: Equality Impact Assessment

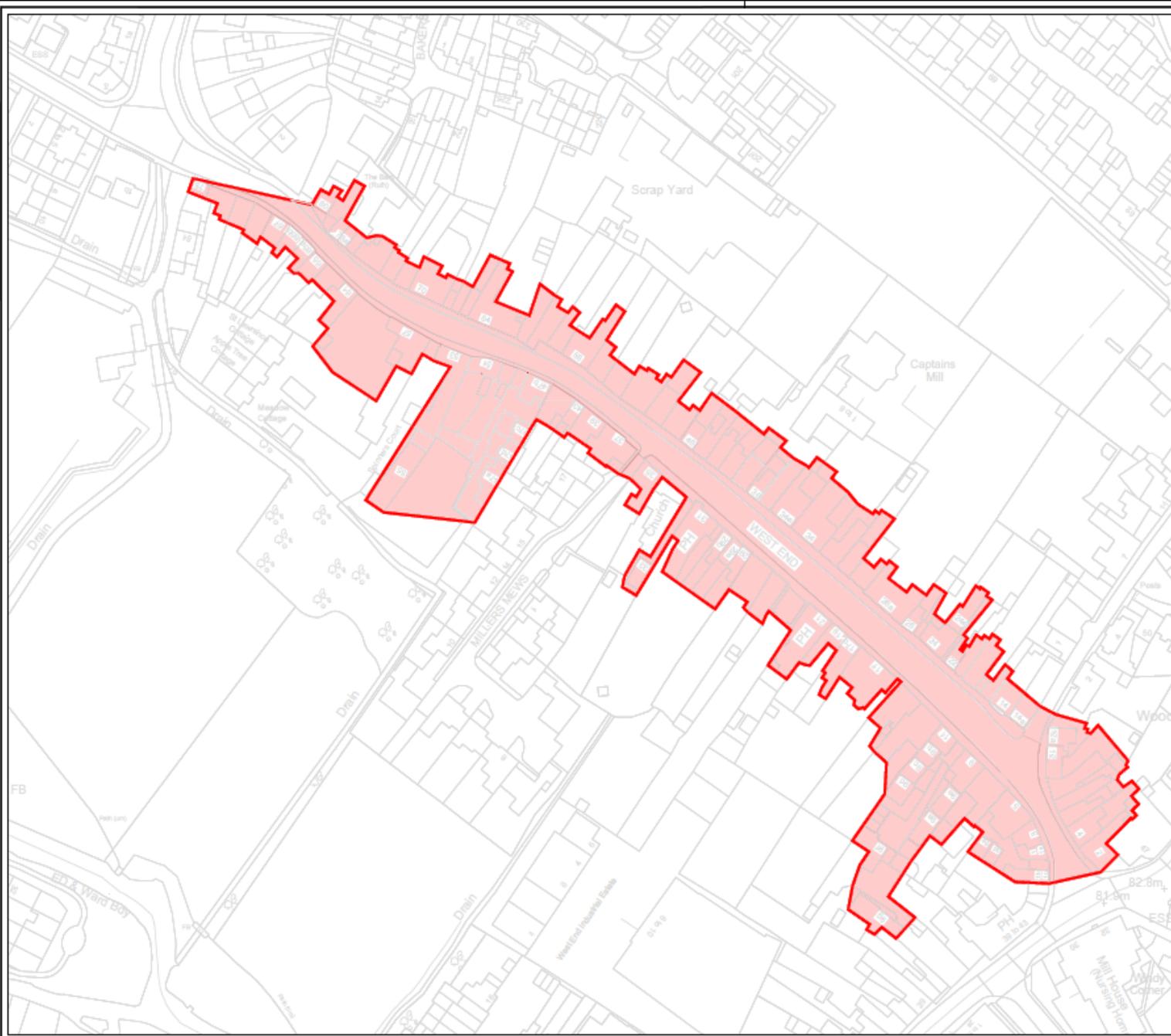
Background papers: n/a
Other Documents: n/a

Contact Officer(s): Emma Palmer (Senior Officer – TRO and Schemes)
 James Whiting (Team Leader – TRO and Schemes)

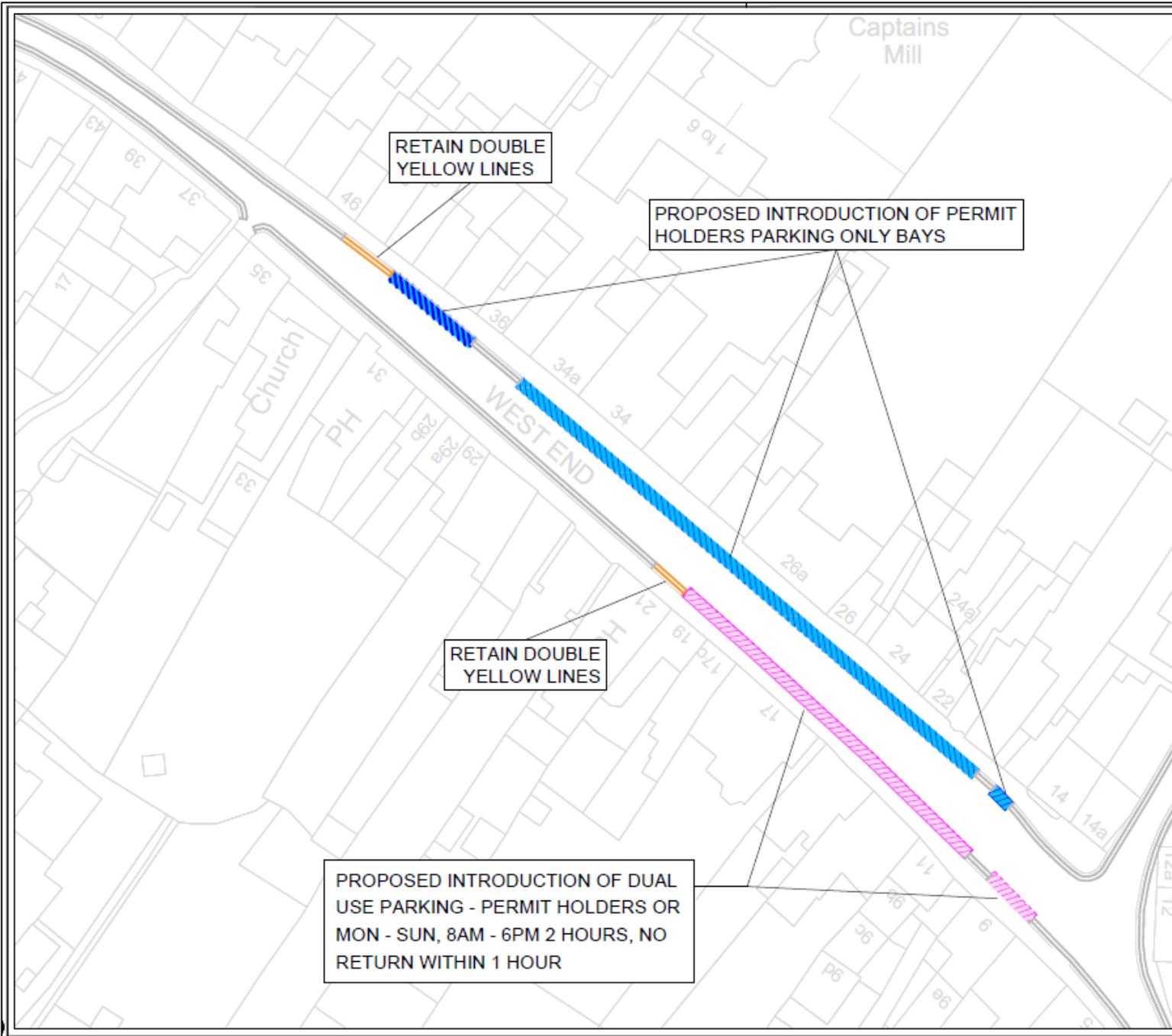
February 2026



Drawing No.	Revision				
0					
KEY:					
	EXISTING NO WAITING AT ANY TIME (DOUBLE YELLOW LINES) TO REMAIN				
	PROPOSED DUAL USE PARKING - PERMIT HOLDERS (PREFIX 'WE') OR MON - SUN, 8AM - 6PM 2 HOURS, NO RETURN WITHIN 1 HOUR PARKING BAYS				
	PROPOSED PERMIT HOLDERS ONLY (PREFIX 'WE') PARKING BAYS				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARD/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)					
© Crown copyright and database rights 2023 OS AC0000851087					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 Paul Ferner Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 0845 310 1111					
Project title					
WEST END, WITNEY FORMAL PARKING CONSULTATION					
Drawing title					
WEST END, WITNEY PARKING SCHEME DESIGN OPTIONS					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:500	EP				
	Date drawn	Date checked	Date approved		
	OCT 2025				
Oxfordshire Project No. & File Ref					
Drawing No.	CIL/2025/2026/WE02				Revision
					0

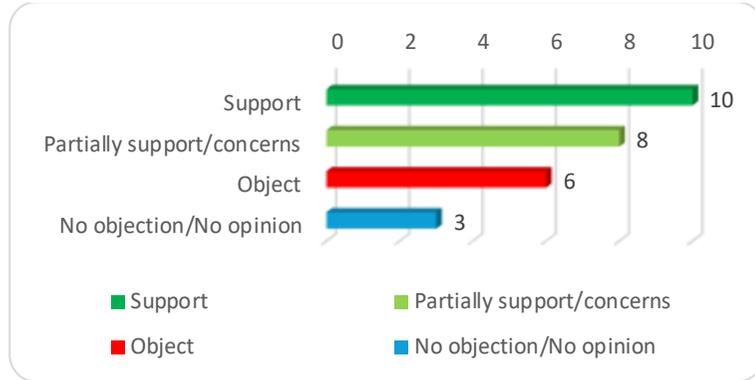


Drawing No.	Revision				
0					
KEY:					
	PERMIT ELIGIBILITY AREA WE' PREFEIX				
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDOUS RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
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MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)					
USE (ENTER NONE IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)					
© Crown copyright and database rights 2023 OS AC0000051067					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 <small>Paul Farmer Director of Environment & Highways Oxfordshire County Council Courts Hill New Road Oxford OX1 1ND Tel: 0845 202 1111</small>					
Project title					
WEST END, WITNEY FORMAL PARKING CONSULTATION					
Drawing title					
WEST END, WITNEY PERMIT ELIGIBILITY AREA					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:1250	Date drawn OCT 2025	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
Drawing No.	CIL/2025/2028/WE01				Revision
					0

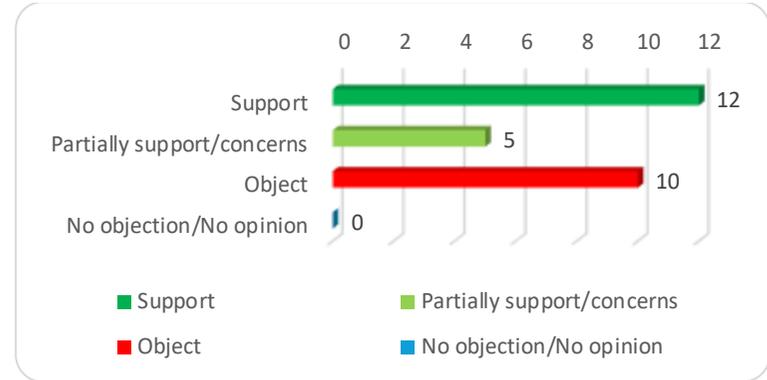


Drawing No.	Revision 0				
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© Crown copyright and database rights 2023 OS A0000051087					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
OXFORDSHIRE COUNTY COUNCIL <small>Paul Farmer Director of Environment & Highways Oxfordshire County Council New Road Oxford OX1 1UD Tel: 0845 210 1111</small>					
Project title					
WEST END, WITNEY FORMAL PARKING CONSULTATION					
Drawing title					
WEST END, WITNEY PARKING SCHEME DESIGN OPTIONS					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
1:500	EP	EP			
Date drawn	Date checked	Date approved			
JAN 2026					
Oxfordshire Project No. & File Ref					
Drawing No. CIL/2025/2026/WE02					Revision 0

A. Permit holders only parking on the North side.



B. Shared use parking bays on the South side.



A. Email responses: (statutory consultees, then ordered by date of receipt)

RESPONDENT	COMMENTS
(s1) Traffic Management Officer, (Thames Valley Police)	No objection

B. Online responses: (ordered by town, then road name)

RESPONDENT	COMMENTS				
(o1) Local resident, (Cherry Tree Way, Witney)	The road simply needs the parking enforced. The Yellow line parking is what causes the issues experienced.				
	<u>Specific proposals:</u>				
	<table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td>Support</td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td>Object</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Support	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
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(o2) Member of public, (Deer Park, Witney)	Should be for residents only				
	<table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td>No objection/No opinion</td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td>Object</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	No objection/No opinion	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
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(o3) Local resident, (Farmers Close, Witney)	I have no opinion on who uses the parking spaces, given that I'm not a user. However as a driver in the area, can inform you that lengthening the available area for parking will result in more traffic jams; there are a number of spots where the road is only wide enough for one vehicle if others were parked along the length. Namely outside the elm				

	<p>tree pub, and further toward the Hailey Road roundabout on the north side the street. Where people already double park causes issues with two way traffic.</p> <table border="1" data-bbox="510 331 2033 427"> <tr> <td data-bbox="510 331 1659 363">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1659 331 2033 363">No objection/No opinion</td> </tr> <tr> <td data-bbox="510 363 1659 427">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1659 363 2033 427">No objection/No opinion</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	No objection/No opinion	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	No objection/No opinion
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(o4) Local resident, (Holloway Road, Witney)	<p>I support the proposals as they will make life easier for residents. However I would like to see higher charges for larger SUVs than for small cars. Big, heavy cars take up a lot more space, damage the road more, and block emergency vehicles and dustbin lorries. It seems fair that parking charges reflect this.</p> <table border="1" data-bbox="510 600 2033 695"> <tr> <td data-bbox="510 600 1659 632">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1659 600 2033 632">Support</td> </tr> <tr> <td data-bbox="510 632 1659 695">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1659 632 2033 695">Support</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Support	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Support
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(o5) Local cllr, (Witney Town Council)	<p>Witney Town Council met on 8th December 2025 and make the following response to the consultation.</p> <p>Witney Town Council does not support the introduction of this proposed residents' permit parking scheme. The Council does not consider that the proposal provides a clear or effective solution to the issues currently experienced in the area, and no tangible benefits have been demonstrated.</p> <p>While the Town Council welcomes progress on addressing local parking concerns and acknowledges that recent residents' permit parking schemes have been successful in locations such as Church Green and Corn Street, these areas differ significantly in character, layout, and parking demand to West End.</p> <p>Witney Town Council notes that the area is already a recognised choke point, and that the primary concern raised by residents is the lack of enforcement of existing parking restrictions. In particular, the inconsistent enforcement of double yellow lines has not been adequately addressed within the proposal. The Town Council considers that improved and consistent enforcement of current restrictions would be a more appropriate and effective response.</p> <p>The Council also has concerns about the complexity of introducing different parking systems on opposite sides of the road. This may cause confusion for residents, visitors, and enforcement officers, potentially leading to reduced compliance and increased safety concerns for road users.</p> <p>In summary, Witney Town Council considers that prioritising the enforcement of existing restrictions would represent a simpler, clearer, and more effective approach than implementing a residents' permit parking scheme in this location.</p>				

	'Permit holders only' parking bays on the north side of West End	Object
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
(o6) Local resident, (New Yatt Road, Witney)	The bottom end of New Yatt Road from Farmers Close and Woodgreen also needs residents permits, otherwise those who cannot use West End and commuters/shoppers working in town just clog up New Yatt Road.	
	'Permit holders only' parking bays on the north side of West End	Support
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(o7) Local resident, (Northfield Square, Witney)	This is the thin end of the wedge and I can see this council wanting to charge for parking in Witney. Witney is a vibrant town because people can drive in and park for free.	
	'Permit holders only' parking bays on the north side of West End	Object
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(o8) Member of public, (Quarry Road, Witney)	'Permit holders only' parking bays on the north side of West End	Object
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(o9) Local resident, (Slate Crescent, Stonesfield)	Witney is both a service centre and employment centre for all the villages and hamlets around, people need to be able to park to work and live. It is not practical for many people (if they have a bus) to use this to get children to school, do the shopping and work all day. It is not fair or reasonable to charge for a permit for home owners to park in West End or elsewhere. Businesses in Bridge Street and West End area will suffer idf people cannot park. Elsewhere where this policy has been implemented, again a service centre - Charlbury - local people cannot easily access services or attend events because parking is significantly reduced. Residents have utilised their permits and park all	

	<p>day, other roads providing access jam up, bays reduce the number of vehicles that can park and yellow lines are added to reduce parking further. Please leave well alone or increase freedom to park, NOT RESTRICT.</p>				
	<table border="1"> <tr> <td data-bbox="510 300 1659 331">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1659 300 2029 331">Object</td> </tr> <tr> <td data-bbox="510 331 1659 395">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1659 331 2029 395">Object</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Object	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
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<p>(o10) Local resident, (The Crofts, Witney)</p>	<p>The Crofts has the same problem with commuter parking, as a resident are you planning to help the residents as the problem with daily commuter car dumpers is getting worse</p> <table border="1"> <tr> <td data-bbox="510 651 1659 715">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1659 651 2029 715">Partially support/ concerns</td> </tr> <tr> <td data-bbox="510 715 1659 778">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1659 715 2029 778">Partially support/ concerns</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Partially support/ concerns	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Partially support/ concerns
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<p>(o11) Local resident, (Town, Witney)</p>	<p>Not enough parking spaces nearby for Witney residents</p> <table border="1"> <tr> <td data-bbox="510 967 1659 999">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1659 967 2029 999">Object</td> </tr> <tr> <td data-bbox="510 999 1659 1062">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1659 999 2029 1062">Object</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Object	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
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<p>(o12) Local resident, (Vanner Road, Witney)</p>	<p>When will it stop!!!!!!</p> <table border="1"> <tr> <td data-bbox="510 1179 1659 1211">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1659 1179 2029 1211">Object</td> </tr> <tr> <td data-bbox="510 1211 1659 1275">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1659 1211 2029 1275">Object</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Object	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
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<p>(o13) Local resident, (Vanner Road, Witney)</p>	<p>Parking is very difficult on West End, I live nearby but not directly on West End. I would broadly support local residents parking permits in the limited bay areas to assist those living on West End to park and not be subject to</p>				

	<p>misuse of public parking. Mainly because orderly parking on West End is essential as it can block, the priority should be residents, there are very few businesses on West End now to warrant shopping/patron parking as a priority in my view. Support the residents.</p> <table border="1" data-bbox="510 331 2031 459"> <tr> <td data-bbox="510 331 1680 395">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1680 331 2031 395">Partially support/ concerns</td> </tr> <tr> <td data-bbox="510 395 1680 459">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1680 395 2031 459">Partially support/ concerns</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Partially support/ concerns	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Partially support/ concerns
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(o14) Local resident, (West End, Witney)	<p>It should be permit holders only on both sides. It is already very difficult to park after 3 pm.</p> <table border="1" data-bbox="510 571 2031 667"> <tr> <td data-bbox="510 571 1680 603">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1680 571 2031 603">Support</td> </tr> <tr> <td data-bbox="510 603 1680 667">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1680 603 2031 667">Object</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Support	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
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(o15) Local resident, (West End, Witney)	<p>Parking for residents is very very difficult in West End and more control to prevent non residents parking without a visitors permit is a welcome proposed change. I fully support the proposal to make the North side of the street permit holders only parking but only if it applies to the South side as well. We live on the south side and we already often have large vans and cars parking there all day without permits as this is rarely policed. Allowing non residents parking on the south side will mean all vehicles from non residents will park on our side of the street which is very unfair. Making it completely resident permit holders parking both sides removes any ambiguity about whether or not non residents can park there without a permit. It is essential that you police this change. If you insist on allowing non residents to park without a permit I cannot support your plan if you apply this just to the south side of West End. Why have you not considered making residents permits for the over 70's free just as you propose for the visitors permits they will need. Also £65 for a resident permit for West End is an outrageously high fee considering they have previously, I believe, been free!</p> <p>Finally, please can this be managed digitally? If we have to have a sticker for the windscreen please ensure they are self adhesive and not needing a plastic wallet as these always peel off when the screen gets hot.</p> <table border="1" data-bbox="510 1177 2031 1273"> <tr> <td data-bbox="510 1177 1680 1209">'Permit holders only' parking bays on the north side of West End</td> <td data-bbox="1680 1177 2031 1209">Support</td> </tr> <tr> <td data-bbox="510 1209 1680 1273">'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td data-bbox="1680 1209 2031 1273">Partially support/ concerns</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Support	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Partially support/ concerns
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(o16) Local resident, (West End, Witney)	<p>While I understand that there would be some need for non-resident parking to support the local businesses, there is exceptionally limited spaces for residents of the street.</p>				

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(o17) Local resident, (West End, Witney)	<p>Parking is very difficult at the moment for residents of West End. This would compound the problems, as well as potentially bringing further traffic to this beautiful old road, which is not designed for heavy traffic..</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td>Object</td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td>Object</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Object	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
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(o18) Local resident, (West End, Witney)	<p>Why are residents now being asked to pay for the permit? If we are having to pay then the whole road on both sides should be resident parking only. It seems unfair to charge for parking when parking is not always available. I often have to park somewhere else due to lack of spaces which I don't mind currently as the permit is free.</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td>Support</td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td>Object</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Support	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
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(o19) Local resident, (West End, Witney)	<p>No need to change current arrangements. This is a trap to make residents pay for parking permits which are currently free</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td>Object</td> </tr> <tr> <td>'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End</td> <td>Object</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Object	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
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(o20) Local resident, (West End, Witney)	<p>We have just exchanged on a property on West End and one of our biggest concerns with buying this property was around parking- it almost resulted in us not buying the property. This proposal alleviates some of this pressure, meaning there is a higher chance we will find a parking space while also allowing parking for those attending the pub etc on the south side. I think this is a fair and good compromise. My only request is for more permit parking if possible by extending the current bays down West End if that is feasible.</p> <table border="1"> <tr> <td>'Permit holders only' parking bays on the north side of West End</td> <td>Support</td> </tr> </table>	'Permit holders only' parking bays on the north side of West End	Support		
'Permit holders only' parking bays on the north side of West End	Support				

	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Support
(o21) Local resident, (West End, Witney)	The only thing I don't agree with is the extending of parking bay towards 46 West End. People already park on the yellow lines making it hard to get out of Millers Mews. If the bay is extended my concern is that this will mean people park even further down to the point of parking outside 50 West End	
	'Permit holders only' parking bays on the north side of West End	Support
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Support
(o22) Local resident, (West End, Witney)	It is always so busy on that road and when it's dark and raining and we have to walk 10 minutes with bags of shopping it is awful! Some people end up parking on double yellow lines!	
	'Permit holders only' parking bays on the north side of West End	Support
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Support
(o23) Local resident, (West End, Witney)	Supportive of prioritizing resident's parking in the West End area.	
	'Permit holders only' parking bays on the north side of West End	Support
	'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Partially support/ concerns
(o24) Local resident, (West End, Witney)	<ul style="list-style-type: none"> • North - support - this is needed for the residents due to the lack of practical alternatives for the majority of West End residents. • South - objection - there need to be sufficient spaces for the residents - especially if, after the 50 year custom of having it free, then having to pay - the legality of this also needs full consideration - what precisely are the mechanisms, statutes and custom being the oldest source of English Law. • For the two businesses that front onto West End - neither, in my view, rely on passing vehicle trade. I like the Bampton House people and I understand that their trade is predominantly online with occasional foot traffic. I don't know the other people, but there never seem to be many people in there and those I have seen, sit outside and I suspect they either don't use a vehicle or have alternative parking (?) In my 37 years as a resident, businesses nowadays fronting West End don't have a record of longevity, especially in recent years. 	

		'Permit holders only' parking bays on the north side of West End	Support
		'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object
(o25) Local resident, (West End Industrial Estate, Witney)	I don't agree with the removal of double yellow lines and new space being added on the south side at the junction of the Industrial Estate which is already difficult to exit when cars or vans contravene the yellow lines. If this becomes a permanent space at the point where the main road narrows most it will increase the risk of accidents significantly. The estate businesses regularly accept van or lorry deliveries and access for these will be compromised by a vehicle located in that space.		
		'Permit holders only' parking bays on the north side of West End	Support
		'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Partially support/ concerns
(o26) Local resident, (Woodlands Road, Witney)	People shouldn't have to pay for parking outside or near their home.		
		'Permit holders only' parking bays on the north side of West End	Object
		'Permit holders or 2 hours no return within 1 hour, on all days 8am-6pm' (with permit holders only outside of these times on the south side of West End	Object



Oxfordshire County Council

Equalities Impact Assessment

**WEST END, WITNEY – PROPOSED PARKING MEASURES INCLUDING RESIDENTS PERMIT
PARKING SCHEME**

JANUARY 2026

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Section 1: Summary details

Directorate and Service Area	ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	WEST END, WITNEY BANBURY – PROPOSED PARKING MEASURES INCLUDING THE INTRODUCTION OF A RESIDENT’S PERMIT PARKING SCHEME
Is this a new or existing function or policy?	No – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county’s recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan 2023-2028</p> <p>LTCP - We have ambitious plans to give residents more options for travel as outlined in our countywide Local Transport and Connectivity Plan. By supporting and encouraging active travel – walking and cycling – we can help improve people’s health and wellbeing, reduce traffic congestion, and help address the climate crisis. In particular Policy 31:</p> <ol style="list-style-type: none"> a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. Continue to work closely with all stakeholders, partners, and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. <p>NMP – Builds on LTCP as an operational document to better manage the highway network, reduce traffic congestion by (in this case) better management of the on-street parking asset, providing parking surety for local communities, redirecting commuter parking to off-street facilities, creating an environment that encourages active travel by improving bus journey times and active travel modes.</p> <p>With the introduction of Civil Parking Enforcement across the County in 2021, we are embarking on a series of parking reviews across the County to ensure that the right restrictions are implemented in the right places,</p>

	<p>supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced.</p> <p>Many areas in Oxfordshire are already covered by permit parking schemes and where these have been implemented, they have been extremely successful in removing commuter parking. Permit parking schemes help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits.</p> <p>All residents in Permit controlled areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Residents can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits.</p> <p>Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.</p>
Completed By	Emma Palmer – Senior Officer – West and Cherwell (TRO and Schemes)
Authorised By	
Date of Assessment	

Section 2: Detail of proposal

<p>Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Following an informal consultation with residents, which was carried out in July/August 2025, Officers have worked to develop proposals for West End, Witney. The proposals look to address issues arising from all day parking from commuters and non-residents in the town, whilst also providing options for residents by way of a parking permit.</p>
<p>Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The proposals include a mixture of permit holder bays and shared use bays 'Permit holders or 2 hours, no return within 1 hour, Mon – Sun 8am -6pm'. The restrictions are proposed to formalise an informal resident parking agreement to ensure consistency and regulatory compliance throughout Oxfordshire which will give priority to residents by preventing all day parking by non-residents. No waiting restrictions are proposed at locations where access needs to be maintained and to promote road safety. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, as the town falls within the Civil Enforcement Area for Cherwell.</p>
<p>Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our</p>	<p>An informal consultation exercise was carried out in July - August 2025, which aimed to gauge the views of local communities on the potential to formalise the current informal permit agreement. Residents were given three options:</p> <ul style="list-style-type: none"> iv. Formalising of the existing arrangement by way of Permit Holders Only bays : Support – 34, Don't support – 5, Undecided/unsure – 6 v. Remove the existing time restricted bays leaving the bays unrestricted: Support – 5, Don't support – 37, Undecided/unsure – 3 vi. Retain the existing time restricted bays with no exemption for residents: Support – 11, Don't support – 30, Undecided/unsure – 4.

<p>ability to deliver our climate commitments.</p>	<p>The County Councillor has agreed the proposals ahead of the formal consultation.</p>
<p>Alternatives considered / rejected Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The proposals have been developed in consultation with the County Councillor and following informal consultation with residents to formalise an existing informal resident parking agreement.</p> <p>The do-nothing option would likely result in the county council continuing to receive complaints about the parking impacting the local community due to a lack of parking capacity for residents and would not bring the West End area in line with formal controlled parking zones throughout the county.</p>

Section 3: Impact Assessment - Protected Characteristics	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including older people and children. No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC project team	Post implementation engagement including with Local Member

<p>Disability</p>	<p><input type="checkbox"/></p>	<p><input checked="" type="checkbox"/></p>	<p><input type="checkbox"/></p>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care.</p> <p>Management of on street parking may impact on people reliant on care.</p> <p>A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in permit holder spaces without time limit.</p>	<p>OCC project team</p>	<p>Post implementation engagement including with Local Member</p>
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Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on marital status.			
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. A reduction in commuter parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.	Residents are also able to apply for carer permits.	OCC project team	Post implementation engagement including with Local Member

Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation.			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on religion or belief.			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on armed forces.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	The polices for operating permit parking areas includes provision for carers in the form of a permit which the person requiring care can hand the care provider at each visit. Further provision is provided for by the introduction of time limited bays which cater for sort visits.	OCC project team	Post implementation engagement including with Local Member
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Introduction of a charge for parking permits	The charge for residents' permits are kept to a	OCC project team	Post implementation

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
					<p>minimum to cover the costs of operating a permit parking scheme. The decision to proceed with a scheme takes into account all factors including new fees and charges for residents and business users.</p>		<p>engagement including with Local Member</p>

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff working for the County Council will not be disproportionately impacted.			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Social workers and registered carers are already catered for in OCC polices and can apply for a permit to allow them to park in permit parking areas whilst undertaking their duties.	OCC project team	Monitoring as part of a wider policy changes.
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact on social value within existing contracts.			

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	30/01/2027
Person Responsible for Review	Emma Palmer - Senior Officer – West and Cherwell (TRO and Schemes)
Authorised By	

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

OXFORD & DIDCOT: VARIOUS CPZs – PROPOSED PARKING PERMIT ELIGIBILITY & ADMIN AMENDMENTS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to approve the following amendments to permit eligibility, as advertised:

- (a) Exclude the following properties in Oxford from eligibility to apply for resident's parking permits & residents' visitors parking permits:
 - (i) Marston North – No.44 Arlington Drive,
 - (ii) Marston South – the Flats at Friar Court, No.2 Old Marston Road (30 student rooms),
 - (iii) North Oxford – the new properties at the 'University College Annexe' development at No.115 Banbury Road/No.98 Woodstock Road/Staverton Road, and
 - (iv) Wood Farm – No.59 & No.67 Masons Road.

- (b) Include property Nos.1-44 Rymans Court (Didcot) in the list of those eligible to apply for resident's parking permits & residents' visitors parking permits.

Executive Summary

2. This report presents responses received to a statutory consultation on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits and parking provision as a result of planning approvals, or to correct historical administrative inconsistencies.

3. The proposals have been put forward as a result of either planning permissions which have been granted by Oxford City Council for residential units on the basis that applications for Residents Parking Permits will be subject to the relevant Traffic Regulation Order for that area, which may limit eligibility for residents to obtain residents and/or visitors parking permits, or following internal review of current eligibility when requested.

4. The variation orders for Marston North, Marston South, North Oxford, and Wood Farm propose that various properties are excluded from eligibility to apply for resident's parking permits & residents' visitors parking permits as a result of planning conditions being placed when permission was granted by the City Council for the development of the sites for residential purposes, or conversion of existing single dwellings into 'Homes of Multiple Occupation' (HMOs).
5. Additionally, following requests received and a subsequent review by Officers, it is also proposed that residents of Nos.1-44 Rymans Court in Dicot, will be eligible to apply for both resident's parking permits & residents' visitors parking permits within the newly implemented Central Didcot residents parking permit scheme.

Corporate Policies and Priorities

1. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
 - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

6. Where appropriate, funding for consultation (and all other aspects associated with amending the relevant Traffic Regulation Orders) on the proposals has been provided by the various developers of the specific properties in question.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

7. 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.
8. 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.
9. In some cases, these proposals have been put forward because of associated conditions within the planning permissions granted by Oxford City Council as a result of the development of properties within the city for residential purposes.
10. When appropriate, developers have separately entered into a planning agreement or 'Unilateral Undertaking' under s106 of the Town and Country Planning Act 1990 with the County Council to undertake the promotion, consultation and, if appropriate, the making of a traffic regulation order to exclude the specific sites from eligibility for parking permits as appropriate. The 'Unilateral Undertaking' is a simplified version of a planning agreement, and is entered into by the landowner and any other party with a legal interest in the development site.

Comments checked by:

Nicole Olavesen – Solicitor (Regulatory)

Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

11. The design & appraisal of the proposals, as well as the consultation process have been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

12. Officers note that the proposals may have a negative impact on those with mobility issues in terms of parking provision, it is considered that these are mitigated by the fact that in all permit schemes that operate in Oxfordshire, blue badge holders can park with their badge on display in permit bays or areas without time limit or the need to hold a valid permit.
13. Additionally, the County 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.

14. Proposals brought forward for changing permit eligibility also link to the City Council's planning policies, which require developments to be 'car free' where criteria stipulates that there are good transport links and access to local facilities nearby.

Sustainability Implications

15. The proposals will help ensure that developments do not generate a level of on-street vehicular parking which would be prejudicial to highway safety or cause parking congestion in the immediate locality. Also, the measures will help facilitate the passage of traffic, thereby limiting any adverse effect on safety to road users, and local amenities in the immediate vicinity.

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 04 December 2025 and 09 January 2026. A notice was published in the Oxfordshire Herald Series & Oxford Times newspapers, and an email was sent to statutory consultees and key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access and disabled peoples user groups, Oxford City Council, South Oxfordshire District Council, relevant local City and District Cllrs, and the local County Councillors representing the Marston & Northway, Summertown & Walton Manor, Churchill & Lye Valley, and Didcot West divisions.
18. Letters were also sent directly to approximately 700 properties in total, in the immediate vicinity of the various properties.
19. During the course of the formal consultation, 59 responses were received via the online survey, and these are summarised in the table below:

Proposal	Support	Partially support and/or concerns	Object	No objection or opinion	Total
Exclude No.44 Arlington Drive	15	1	8	35	59
Exclude Flats at Friar Court	18	2	4	35	59
Exclude properties at	43	2	7	7	59

'University College Annexe'					
Exclude No.59 Masons Road	14	2	4	39	59
Exclude No.67 Masons Road	14	2	4	39	59
Include Nos.1-44 Rymans Court	14	2	7	36	59

20. Officers note that in a number of responses where an objection was submitted via the online survey, the comments provided actually suggest they support the proposals – and is likely due to a simple misunderstanding of the way the online survey questions were structured.
21. Additionally, a further five emails were received directly – with Thames Valley Police submitting a non-objection, along with Risinghurst and Sandhills Parish Council who try and support planning guidance whenever possible. The County Cllr responsible for the 'Jericho & Osney' division & a local resident submitted their support for the proposal to exclude the properties at the new 'University College Annexe', with a resident of Didcot supporting the proposal to allow the flats at Rymans Court to be eligible to apply for permits.
22. The full responses are shown in **Annex 1**, 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 response to the general concerns about having constraints placed on residents' ability to park where they live, it is important to note that the restrictions have been put forward in response to the development of properties for residential purposes within existing Controlled Parking Zones (CPZs), and Officers from the Transport Development Control department will have contributed outlining the County Councils view, with permit allocation and/or varying permit types helping to play a part in the effective long-term management of CPZ's.
24. As such, the proposals (as put forward) help meet the City Council's 'car-free' policies that for residential development within CPZs where the site is within 800m of a local shop and 400m of a frequent bus service, the development should be 'car free'. Thus, helping ensure that the potential increase in residents at properties as a result of local development do not result in increased demand for on-street parking in the local area, which would likely adversely affect existing residents & their visitors ability to park.
25. In terms of Oxfordshire County Council wider transport policies, the proposals align with the 'Local Transport and Connectivity Plan' (LTCP) and the 'Central Oxfordshire Travel Plan' (COTP), given that LTCP's hierarchy is to cater for

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – Thank you for the consultation documents. The Police have no objection.
(e2) Risinghurst and Sandhills Parish Council	No objection – Risinghurst and Sandhills Parish Council takes the view that they support planning guidance whenever possible. When an HMO is applied for, they have lodged their comments and/or objections and will support the enforcement of any planning conditions set by the planning officer.
(e3) County Cllr, (Jericho & Osney division)	Support – I very much agree with the proposal to exclude the new properties at the University College Annexe (115 Banbury Rd/98 Woodstock Rd/Staverton Rd) from eligibility to apply for residents' and visitors' parking permits. There are going to be hundreds of new student residents on the site, and it would be completely inappropriate and impractical for them to have permits – there is just no room in the surrounding streets for any more cars.
(e4) Local Resident, (Oxford, Staverton Road)	Support – I am strongly in favour of the exclusion of the University College Annexe residents from applying for residents' parking and visitor parking permits. There are a very limited number of spaces available, particularly as Banbury and Woodstock Roads understandably do not permit parking, and to allow the significant number of new residents to compete for these spaces would seriously limit the ability of families and longstanding residents to park near to harms and allow visitors to do the same. The University project should be expected to provide spaces for those they have added to the neighbourhood.
(e5) Local Resident, (Didcot, Britwell Road)	Support – I feel Rymans Court should be able to be eligible to apply for residents & visitors parking permits, as at times with residents, visitors and carers, the car park can be full, meaning some have to park on the road at times.

B. Online responses: (**Note** – when a response is blank for a given proposal, this equates to a submission of “No objection/No opinion” having been provided by the respondent)

RESPONDENT	COMMENTS
(o1) Local resident, (Didcot, Britwell Road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude ‘University College Annexe’ – Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court – Support</p> <p>It is important that Rymans Court residents can get visitors passes as parking is for residents only in the private car park</p>
(o2) Local resident, (Didcot, Britwell road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude ‘University College Annexe’ – Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court – Support</p> <p>I am a resident of Rymans Court and was very upset and disappointed when I discovered residents of Rymans Court were not eligible to apply for visitors parking. At certain times of the year and also if we have social gathering 17 parking spaces for residents and visitors is just not enough to meet our needs. Most of the time our parking is sufficient but as I have stated certain days i.e.Christmas,Easter and Mother’s day. without the additional visitors parking we will not get the family visits we so look forward to and we will be penalised as residents locally with lots of off road parking can apply for residents and visitors parking permits. Could I suggest in the interim that Rymans Court be issued with paper permits as Christmas is fast approaching.</p>

<p>(o3) As part of a group/organisation, (Grove, Caudwell close)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court – Support</p> <p>I am the Development manager (warden) at Rymans Court. The development consists of 43 flats occupied by residents over the age of 60 known as independant living) Some residents still own cars and drive. But we also have residents who require carers and other home based support.</p> <p>Our car park has 16/17 car parking spaces, however in the terms of the lease agreement, the parking spaces are for resident owned cars only.</p> <p>As all the residents / addresses at site are addressed as Rymans Court, Britwell Road and each property is liable for individual council tax. I feel that is a discriminatory against the residents of Rymans Court to at least have the same options as those living in individual properties along the road.</p> <p>It is very unlikely that many would request visiting parking permits however they should have the / a choice.</p>
<p>(o4) Local resident, (Oxford, Arlington Drive)</p>	<p>Exclude No.44 Arlington Drive – Object Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>They should require permits like they rest of the street.</p>
<p>(o5) Local resident, (Oxford, Arlington Drive)</p>	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support</p>

	<p>Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>Allowing too many HMO's in the area has already created chaos. during the day there are few cars however outside the permit times many of the residents return home with some have 6 -10 extra vehicles per property ion Arlington drive.</p>
<p>(o6) Local resident, (Oxford, Arlington Drive)</p>	<p>Exclude No.44 Arlington Drive – Object Exclude No.2 Old Marston Road – Partially support/concerns Exclude 'University College Annexe' – Partially support/concerns Exclude No.59 Masons Road – Partially support/concerns Exclude No.67 Masons Road – Partially support/concerns Include Nos.1-44 Rymans Court – Partially support/concerns</p> <p>Parking is hard enough with multiple residents houses , people are parking on the bath making hard to pass on the path</p>
<p>(o7) Local resident, (Oxford, Arlington Drive)</p>	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Partially support/concerns Exclude 'University College Annexe' – Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>My main concern is Marston, and specifically Arlington Drive. There are now many HMOs where I live with insufficient off road parking to accommodate 8 or 9 bed occupancy of former '3-bed semis' if they all want to bring cars. This results in inconsiderate on street parking which is occasionally quite obstructing to larger vehicles such as delivery vans and ambulances. Whilst I am understanding of the need for cheaper housing options I am really concerned that the proliferation of HMOs, with it's changing population who have no real commitment to the neighbourhood has destroyed the previous family community feel to the place, and that this will potentially have a detrimental effect on local facilities and schools in the future.</p>

<p>(o8) Local resident, (Oxford, Arlington Drive)</p>	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>There are too many cars parked on the road as it is especially at school times</p>
<p>(o9) Local resident, (Oxford, Arlington Drive)</p>	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Object</p> <p>Arlington Drive is already heavy effected by parking all day and there has been issues with impassable places on a regular basis by badly parked vehicles, too many vehicles and illegally parked not permitted vehicles. Additionally, there is much building work planned on this road snd others in the area, constant renovations and vehicles for traders don't allow for additional parking. Ultimately planning permission was given based on my parking permits for multiple occupancies or the like. Therefore as plan ING permission was not granted for parking this should remain and so still be excluded for any requesting a review or change to eligible parking permits.</p> <p>Finally, Oxford has a congestion charge for areas on, it's not just 6 places that have too much traffic and this would open the flood gates for any large occupied property. To allow this the properties should not be multiple occupancies and revert back to a normal property use. No. 43 Arlington Drive is opposite me abd they have five cars as a minimum, three parked off the road but any additionally parked are always parked illegally with no permits because they aren't allowed. Their parking is no considerate. My neighbour has two caters visit three to four times a day with two separate cars. This makes Arlibgton drive busy all day and additional parking is not feasible or realistic. My driveway is often blocked by such parked cars. Please not not allow more originally excluded vehicles.</p>

<p>(o10) As a business, (Oxford, Banbury)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>As a business owner, we would support the exclusion of parking permits in North Oxford. The reason for our position is overcrowding, resulting in no available space for hotel guests or contractors to park.”</p>
<p>(o11) Local resident, (Oxford, Banbury Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Unacceptable intensification of demand on limited facility</p>
<p>(o12) Local resident, (Oxford, Bardwell Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <ol style="list-style-type: none"> 1. University College Annexe is near to where I live. I am not familiar with the others so I am unable to give comment on them. 2. Oxford University students have traditionally *not* been allowed permits or parking spaces. The amount of student accommodation in North Oxford has been increasing and (it appears) will continue to increase. Wolfson College is

	<p>currently building an extension in Linton Road - it would seem unreasonable to exclude the new Wolfson residents if the new Univ residents were not also excluded.</p> <p>3. The contractors working on the Univ Annexe are already parking on the East side of Banbury Road - the implication is that there isn't enough parking provision between Woodstock and Banbury Roads - and there wouldn't be enough for the students, either.</p> <p>4. It should be noted that Univ's plans for the site appear to be to have the accommodation occupied both in and out of the University term, so there would be no relief to the neighbourhood during the holidays.</p>
(o13) Local resident, (Oxford, Belbroughton Road)	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>Something has to be done to control increased traffic caused by new developments and students. What is being proposed is the bare minimum. I would support even tougher measures.</p>
(o14) Local resident, (Oxford, Benson Place)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Object Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>This will be largely used by commuting college employees, as it is currently, not for residential purposes..</p>
(o15) Local resident, (Oxford, Charlbury road)	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support</p>

	<p>Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>Support measures to reduce the attractiveness of using cars within the ring road, especially for offices and businesses.</p>
(o16) Local resident, (Oxford, Charlbury Road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Object Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>There will be too many people living there and at the moment there are not enough spaces for residents or their visitors. Staverton should provide it's own parking.</p>
(o17) Local resident, (Oxford, Linton Road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Oxford's streets are congested enough without additionally vehicles owned by students adding to the problem.</p>
(o18) Local resident, (Oxford, linton road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p>

	<p>The new development of the University College Annexe is already on a scale that threatens the quiet residential character of this part of the North Oxford protected area. The residents of the Annexe should not be allowed to add to this pressure by bringing cars into the area, with all the associated problems of noise, pollution and road hazards. There are excellent bus services on the Banbury and (to a lesser degree) on the Woodstock Road, and anyone using the Annexe should have the strongest possible encouragement to use those services.</p>
(o19) Local resident, (Oxford, Linton road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>The residents of university college annexe are students who should use active transport or public transport and not add to traffic and parking congestion in our already congested city streets.</p>
(o20) Local resident, (Oxford, Linton Road)	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Object</p> <p>I wish to preserve North Oxford as a residential area and to prevent its becoming absorbed into an extended campus.</p>
(o21) Local resident, (Oxford, Masons Rd)	<p>Exclude No.44 Arlington Drive – Object Exclude No.2 Old Marston Road – Object Exclude 'University College Annexe' – Object Exclude No.59 Masons Road – Object Exclude No.67 Masons Road – Object Include Nos.1-44 Rymans Court – Object</p>

	This survey illustrates everything that is wrong with the council. Constantly working against the interests of the public.
(o22) Local resident, (Oxford, No)	<p>Exclude No.44 Arlington Drive – Object Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>They should not be singled out of the street</p>
(o23) Member of public, (Oxford, Norham Raod)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Will not be used by residents on site, merely as additional commuter parking as is was historically.</p>
(o24) Local resident, (Oxford, Northmoor Road)	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Partially support/concerns Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>In principle, I believe all new developments should rely on sustainable transport unless there are special circs involved. But I am concerned that residents of the new development will simply come and park in the timed bays in Northmoor Road, as indeed the constructors are doing now (all day and every day). Restrictions need to be enforced.</p>

(o25) Local resident, (Oxford, Northmoor Road)	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>It is already very hard to park in our area due to schools, building works etc, so I don't support any extra parking.</p>
(o26) Local resident, (Oxford, Northmoor Road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>There are so many parking permits in place in OX2 mainly belonging to the schools and endless contractors that all roads are fully occupied ever day making it look as if no restrictions are in place.</p>
(o27) Local resident, (Oxford, Rawlinson)	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>These developments were built in full knowledge of the restrictions on parking</p>
(o28) Local resident, (Oxford, Rawlinson)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support</p>

	<p>Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>There's are already enough vehicles parking in our street . Additionally this what not how the application for the New College was done originally. As residents we were told it would not add to the considerable traffic issues during term time.</p>
(o29) Local resident, (Oxford, Rawlinson Road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>I live in Rawlinson Road, backing onto the Univ site.Our road is often packed with cars and I don't want the limited spaces to be used by the Universsity College Annexe site. They have their own parking spaces and also bicycle racks for students.</p>
(o30) Local resident, (Oxford, Rawlinson Road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>I live in Rawlinson Road where there is already a lot of pressure on street parking in the area.</p>
(o31) Local resident, (Oxford, Rawlinson Road)	<p>Exclude No.44 Arlington Drive – Partially support/concerns Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Partially support/concerns</p>

	<p>Exclude No.67 Masons Road – Partially support/concerns Include Nos.1-44 Rymans Court – Partially support/concerns</p> <p>New development should usually be car free. Univ development stated that it is to be car free. Allowing visitors permits only seems a sensible thing.</p>
(o32) Local resident, (Oxford, Rawlinson Road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Resident parking in Rawlinson Road very difficult over last two years due to contractor s taking up spaces - rarely monitored or fined. The campus is proud to be 'car free' so why should local residents be inconvenienced by this policy?</p>
(o33) Local resident, (Oxford, Rawlinson Road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>We live on Rawlinson Road. This street is overrun with unauthorised parking. A lot of this comes from workmen on the Stavertonia project (who are supposed to use the Park and Ride), but even before this project began many cars parking were parking here who do not have the right to do so. In addition we have a problem with tour buses using Rawlinson Road as a place to wait. No additional parking should be allowed on Rawlinson Road, or on any street near Stavertonia. Most of the houses on Rawlinson Road have off-street parking. Parking spaces on the street should be reserved for people who are given parking permits by residents...visitors and tradespeople working for residents. Frequent enforcement of existing parking rules would solve most of the problem.</p>

<p>(o34) Local resident, (Oxford, Rawlinson Road)</p>	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>The occupants of the Univ site are all students who should not have cars. In addition on-street parking is already limited in the area with three nurseries in Rawlinson Road or at the corner with Woodstock Road, all requiring short term parking space.</p>
<p>(o35) Local resident, (Oxford, Staverton)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Object Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Live at the annexe in staverton and have flat neighbours who would need parking spaces</p>
<p>(o36) Rather not say, (Oxford, Staverton)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Univ have ALWAYS stated that students are not permitted to bring cars to university. This is in direct opposition to their promise to residents on this site. As their site is close to congestion charge zones, national cycle route and the current Council's active plan to eliminate cars from Oxford it seems disingenuous oof Univ and the Council to encourage students to have their own cars to park. Strongly object.</p>

<p>(o37) Local resident, (Oxford, Staverton)</p>	<p>Exclude No.44 Arlington Drive – Object Exclude No.2 Old Marston Road – Object Exclude 'University College Annexe' – Object Exclude No.59 Masons Road – Object Exclude No.67 Masons Road – Object Include Nos.1-44 Rymans Court – Object</p> <p>Anyone living within the congestion zone should be eligible for resident's parking permits and visitors parking permitd</p>
<p>(o38) Local resident, (Oxford, Staverton Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>I have commented on the exclusion for parking rights for the University College Annexe and Banbury Rd because as a resident of Staverton Rd, the revamping of the Annexe has been a huge concern in particular parking concerns in an already congested area with many school kids using us as a designated safe route. We'd like to keep it as safe as possible.</p>
<p>(o39) Local resident, (Oxford, Staverton Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>The University College site is a highly intense development in a residential area: it received hundreds of objections when it was submitted for planning. The College undertook to ban student parking.</p>

	<p>It is appropriate and necessary for the Council to reflect this by prohibiting use of residents' parking on the whole site including the Annexe. I fully support the proposal.</p>
<p>(o40) Local resident, (Oxford, Staverton Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>The restriction recommended for Staverton Road Permits addressed towards the residents of the new University College development (so called 'Stavertonia') is essential for this road which is not only residential, but has exceptionally high use at many times in the day by young people cycling to schools along the designated cycle route. It is of vital health and safety requirements that street parking in this busy road should be constrained to that which is absolutely necessary only. If the resident student population of the University development were permitted to apply for road parking in this area, it would be disastrous for the local community, and also lead to dangerous congestion & narrowing of the road for the vulnerable children who frequent it. The restriction is therefore absolutely essential.</p>
<p>(o41) Local resident, (Oxford, Staverton Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>I feel very strongly about this. There is a ban on university students bringing cars to Oxford. University College management has assured residents that students are told that they are not to bring cars to Oxford. However, University College Annexe students do sometimes manage to acquire permits which undermines the ban as most students honour the ban. It is unclear how those who obtain permits manage to flout the rules. If those living in the new properties (or any others) at the University College Annexe were eligible for parking permits this would have a significant negative impact on local roads as so many students live on the Univ site. I note that we live close to the University College Annexe site and each year students from University College and/or Trinity College ring our doorbell</p>

	and ask if we can help them obtain parking locally be allowing them to park on our drive or help them get permits - we always point out the ban on them having cars in Oxford and decline to help.
(o42) Local resident, (Oxford, Staverton Road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Not enough parking spots already in these streets and adjacent ones</p>
(o43) Local resident, (Oxford, Staverton Road)	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>No car policy, car free zone, allowing permits goes against this policy We are enduring congestion charges to limit cars and this works in the opposite direction</p>
(o44) Local resident, (Oxford, Staverton road)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Students should not be allowed to bring cars to UNIV north, it would clog up all the residential parking spots</p>

<p>(o45) Local resident, (Oxford, Staverton Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>University College made a pledge in its planning application for the Staverton Road Annexe that there would be no parking offered to student residents. It is a rule of the University that students are not supposed to bring cars to Oxford at all. I do not wish to see these promises reneged upon. Furthermore I do not see how the council can issue permits to temporary residents who don't even pay council tax as students!</p>
<p>(o46) Local resident, (Oxford, Staverton Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>The University should hold to its original vision for the site, i.e., halls of car-free student residence rather than premises in a dormitory suburb.</p>
<p>(o47) Local resident, (Oxford, Staverton Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Univ management have always stated that there is a ban on students bringing cars to Oxford and that University College Annexe is, and will be, a "car free" site as far as students are concerned. If those living on site became eligible</p>

	<p>for permits this would almost certainly mean an unacceptable increase in on-street parking in Staverton Road and other local roads.</p>
<p>(o48) Local resident, (Oxford, Staverton Road)</p>	<p>Exclude No.44 Arlington Drive – Object Exclude No.2 Old Marston Road – Object Exclude 'University College Annexe' – Object Exclude No.59 Masons Road – Object Exclude No.67 Masons Road – Object Include Nos.1-44 Rymans Court – Object</p> <p>I object to students at Univ South on Staverton Road being able to obtain parking permits. It was previously stated that students should not be able to bring cars to university. Also the side street parking on Staverton and other roads between Woodstock and Banbury Roads has increased significantly since the the congestion charge was implemented.</p>
<p>(o49) Local resident, (Oxford, Windsor Crescent)</p>	<p>Exclude No.44 Arlington Drive – Object Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>I am writing to express my concerns regarding the proposed Traffic Regulation Orders (TROs) that seek to exclude certain properties—particularly those designated as Homes of Multiple Occupation (HMOs)—from eligibility to apply for on-street residents' parking permits and visitors' parking permits in the Arlington Drive area. Although I live on a neighbouring street rather than Arlington Drive itself, the decisions made under the TRO will directly influence how on-street parking is managed across the wider neighbourhood.</p> <p>My objection relates specifically to the complete removal of eligibility for these households to apply for on-street parking permits, even when doing so would not increase parking pressure or compromise the objectives of the scheme. I believe such a blanket exclusion is not proportionate, not justified by local conditions, and inconsistent with how other residential properties—many of which already operate multiple on-street vehicles—are treated under the same scheme.</p>

1 >> A Blanket Ban on On-Street Permits for HMOs Is Disproportionate

The proposed exclusion prevents certain households from applying for:

- * Residents' on-street parking permits, and
- * Visitors' on-street parking permits,

regardless of their actual parking needs or the capacity of the surrounding roads.

Meanwhile, other standard residential homes in the immediate area are freely able to apply for one or more on-street permits. In many cases, these households legitimately operate two or more vehicles, all of which rely on the same shared public highway. If the street system can accommodate these multiple-vehicle households without issue, it is inconsistent to entirely prohibit an HMO household from applying even for a single on-street permit, whether for residents or visiting guests.

This inconsistency highlights that the restriction applied to HMOs is not evidence-based or proportionate to actual on-street usage.

2 >> Planning Conditions Should Not Automatically Remove All On-Street Permit Eligibility

The planning conditions cited as justification state that eligibility for permits may be limited, not that it must be completely removed. They are intended to prevent developments that generate excessive on-street parking, not to prohibit any use of on-street space where demonstrably safe and manageable.

However, in the Arlington Drive area, on-street parking is not saturated, and traffic moves without obstruction except during school pick-up/drop off. The local network does not display the level of congestion that would justify removing the ability for certain households to apply even for visitor permits.

If the Council's purpose is to manage and balance on-street capacity, then a complete prohibition—rather than a considered cap or controlled allocation—goes beyond what is necessary to achieve that purpose.

3 >> On-Street Conditions Do Not Support the Need for a Full Exclusion

As a resident of a nearby street, I observe daily that:

- * On-street parking availability is consistently sufficient.
- * There is not a persistent shortage of spaces.
- * The flow of traffic is not impeded.

Both residents and legitimate visitors are currently accommodated without congestion.

In this context, allowing HMO properties to apply for a single residents' permit or visitor permits would not change the nature of on-street demand in any material way. The proposed total exclusion therefore fails to reflect the actual parking patterns and needs of our streets.

4 >> Denying Visitor Parking Access Is Especially Unreasonable

	<p>Visitors' parking permits exist to address temporary and occasional needs—maintenance workers, carers, deliveries, family visits, friends and other essential short-term access. These activities occur at all residential properties, including HMOs, and are not inherently linked to long-term vehicle ownership.</p> <p>Preventing a property from obtaining any visitor permits significantly disadvantages that household while providing no demonstrable benefit to the surrounding streets. Occasional visitor parking does not create congestion, nor does it contribute meaningfully to long-term vehicle numbers on the road.</p> <p>A policy that denies such basic, essential access appears overly restrictive and disconnected from realistic residential needs.</p> <p>5 >> A Balanced Approach Would Meet All Council Objectives</p> <p>The Council's stated aims—facilitating traffic movement, preventing congestion, and protecting local amenity—are entirely reasonable. These objectives can still be fully achieved while allowing HMO residents:</p> <ul style="list-style-type: none"> * To apply for one residents' on-street permit, and/or * To obtain visitor parking permits for essential short-term access. <p>A limited, controlled allowance is wholly compatible with sustainable parking management. It also ensures fairness, reduces disproportionate exclusion, and recognises the legitimate needs of households who rely on the same public streets as their neighbours.</p> <p>>> Conclusion</p> <p>For the reasons set out above, I respectfully request that Oxford City Council reconsider the proposed prohibition and instead permit affected properties in the Arlington Drive area to apply for:</p> <p>At least one residents' on-street parking permit, and/or</p> <p>Visitors' parking permits, which are essential for day-to-day living and do not contribute to long-term parking stress.</p> <p>Such an approach would:</p> <ul style="list-style-type: none"> * Align with actual on-street capacity, * Ensure fairness across different household types, <p>Support the Council's objectives without unnecessary over-restriction.</p>
<p>(o50) Local resident, (Oxford, Woodstock Road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p>

	<p>This development describes itself as a 'major expansion'. However, it sits between residential roads that only have a limited amount of parking. Also, this is student accommodation and it is not clear why parking would be needed. Lastly, the development is described as having 'a focus on sustainability'. That suggests there was not an intention that the 150 residents would be offered on-road parking spaces.</p>
(o51) Local resident, (Oxford,)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>exclude</p>
(o52) Local resident, (Oxford, Linton Road)	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>Limited parking already for local residents.</p>
(o53) Local resident, (Oxford, Rawlinson)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p>

	<p>I do not have sufficient information on the Didcot proposals or the Wood Farm ones to have an opinion on them - but as a north Oxford resident I am very aware of the impact it would have on the local roads if students at the new University College annexe had parking permits and this large extra group of people suddenly also required accommodation for their cars in the already congested neighbouring residential roads. The Marston South proposal appears similar - with potentially numerous extra vehicles attempting to park in existing residential roads - with no provision having been made for these additional vehicles as part of the developments.</p>
(o54) Local resident, (Oxford, Rawlinson)	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Object</p> <p>The road at Rawlinson is incredibly dangerous in morning. Cars parked randomly no ability for residents to park. Cars racing up and down far too fast. The university development was promised as a no car area. If you offer parking permits the whole incentives will change. Students should not be allowed to bring cars. The development was conditional on this basis. The proposal to give them parking permits breaks this and I strongly object.</p>
(o55) Local resident, (Oxford, Rawlinson)	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>I support the exclusion of the University College Annexe properties from the right of parking permits, as this development in the back gardens of four streets was always promised to be car free. The development comprises graduate/undergraduate flats, and Oxford university students are not supposed to have cars anyway. No new roads have been created, meaning any parking permits issued to this massive increase in population would entitle the dwellers to park in existing surrounding roads, already under pressure. I have no views on the other areas mentioned as I don't know the conditions there.</p>

<p>(o56) Local resident, (Oxford, Rawlinson Road)</p>	<p>Exclude No.44 Arlington Drive – Support Exclude No.2 Old Marston Road – Support Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Support Exclude No.67 Masons Road – Support Include Nos.1-44 Rymans Court – Support</p> <p>During the planning process for the University College Annexe we were informed that it would be a no car site. The construction process has been a nightmare for local residents with construction workers parking in nearby streets and totally disregarding parking rules. There are limited spaces and University College should be kept to their promise of no cars . If people who work on site need to park the college should make on site provision or they should use the park and ride</p>
<p>(o57) Local resident, (Oxford, Staverton)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p> <p>Univ college stated that no students would be allowed to bring cars and thus would significantly increase the traffic on Staverton road</p>
<p>(o58) Local resident, (Oxford, Staverton road)</p>	<p>Exclude No.44 Arlington Drive – Exclude No.2 Old Marston Road – Exclude 'University College Annexe' – Support Exclude No.59 Masons Road – Exclude No.67 Masons Road – Include Nos.1-44 Rymans Court –</p>

	<p>Not allowing parking permits for surrounding roads will ensure there is no increase in car parking on these roads. Car parking can be a danger to cyclists. Hopefully this will also limit car journeys to the new properties which are very near to good public transport links.</p>
<p>(o59) Local resident, (Oxford, Staverton Road)</p>	<p>Exclude No.44 Arlington Drive – Object Exclude No.2 Old Marston Road – Object Exclude 'University College Annexe' – Object Exclude No.59 Masons Road – Object Exclude No.67 Masons Road – Object Include Nos.1-44 Rymans Court – Object</p> <p>No comment</p>

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

SOUTH OXFORDSHIRE & VALE OF THE WHITE HORSE DISTRICTS: VARIOUS LOCATIONS – PROPOSED DISABLED PERSONS PARKING PLACES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of new Disabled Persons Parking Places on: Swinburne Road, Abingdon; Aston Street, Aston Tirrold; Colwell Road, Berinsfield; Dibley's, Blewbury; Winter's Field, Crowmarsh Gifford; Champion Hall Drive, Didcot; Manor Close, Drayton; Coulings Close, East Hendred; Ludbridge Close, East Hendred; Boucher Close, Grove; Hawksworth Close, Grove; St. Ives Road, Grove; Bell Street, Henley on Thames; Wilson Avenue, Henley on Thames; Poplar Grove, Kennington; Littleworth Road, Littleworth; Duke of York Avenue (No.7), Milton; Priest Close, Nettlebed; Foxborough Road, Radley; Allnatt Avenue, Wallingford; Orchard Way, Wantage; Stockham Park, Wantage, as advertised.
- (b) Approve the removal of Disabled Persons Parking Places on: Northcourt Road, Abingdon; Swinburn Road, Abingdon; Boucher Close, Grove; Park Road, Henley on Thames; Lea Road, Sonning Common; Peppard Road, Sonning Common; Churchill Crescent, Thame; Park Street, Thame (outside No.26); Newbury Street, Wantage; Manor Road, Whitchurch on Thames, as advertised.
- (c) Approve the relocation of Disabled Persons Parking Place on: Luker Avenue, Henley on Thames, as advertised.
- (d) Approve the formalisation of Disabled Persons Parking Place on: Hawksworth Close, Grove, as advertised.
- (e) Not approve the Disabled Persons Parking Places on:; Duke of York Avenue (outside No. 5), Milton; Sunningwell Road, Sunningwell (St. Leonards Church), as advertised.
- (f) Not approve the removal of the Disabled Persons Parking Place on Berkeley Road, Thame, and Park Street outside No.34, Thame.

Executive Summary

2. This report presents objections received during the course of the statutory consultation on the proposals to remove, amend and introduce new 'Disabled Persons Parking Places' (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts.
3. The proposals have been put forward following requests from residents, including – where a new place has been requested - an assessment of eligibility, applying the national guidelines on the provision part of such parking places. **Annexes 1 to 33** provide plans of the locations for which objections have been received or concerns raised.
4. The provision of Disabled Persons Parking Places is reviewed when requested by members of the public. Specific proposals are assessed applying national regulations and guidance on the suitability of providing new bays or amending or removing existing ones.

Corporate Policies and Priorities

5. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1,2 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
 - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

6. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's revenue budget.

Comments checked by:
Matt Kocak – Finance Business Partnering Manager
Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

7. 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.
8. 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:
Nicole Olavesen – Solicitor (Regulatory)
Nicole.Olavesen@Oxfordshire.gov.uk

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 'Traffic & Road Safety' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

9. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals, with the provision of Disabled Persons Parking Places assisting those with a mobility impairment.

Sustainability Implications

10. The proposals are being put forward to help facilitate the mobility of disabled persons in the vicinity of their places of residence.

Risk Management

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

Formal Consultation

12. Formal consultation was carried out between 19 November 2025 and 19 December 2025. A notice was published in the Oxfordshire Herald Series newspaper and the Henley Standard, and an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, access & disabled peoples user groups, Councillors, and the relevant local County Councillors.
13. Letters were sent to approx. 600 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
14. During the course of the formal consultation, 157 responses were received, and these are summarised in the table below:

Town	Location	Support	Object	Concerns
Abingdon	Northcourt Road (removal)	1		
	Swinburne Road	4	3	3
	Swinburne Road (removal No.13)			
Aston Tirrold	Aston Street		1	2
Berinsfield	Colwell Road	1		
Blewbury	Dibleys	2		
Crowmarsh Gifford	Winters Field	2		
Didcot	Campion Hall Drive		3	
Drayton (Abingdon)	Manor Close	4	6	1
East Hendred	Coulings Close	1	5	1
East Hendred	Ludbridge Close	4	4	1
Grove	Boucher Close (removal)	4		
	Hawksworth Close	1	3	
	Hawksworth Close (formalisation)			
	St. Ives Road		1	
Henley on Thames	Bell Street	1	6	
	Luker Avenue (relocation)	8		
	Park Road (removal)	3	2	
	Wilson Avenue			1
Kennington	Poplar Grove	1		
Littleworth	Littleworth Road	2		
Milton (Abingdon)	Duke of York Avenue (No. 5)	1	5	1
	Duke of York Avenue (No. 7)			
Nettlebed	Priest Close	1	4	2
Radley	Foxborough Road	3	1	
Sonning Common	Lea Road (removal)	5		

	Peppard Road (removal)	1		
Sunningwell	Sunningwell Road	2	7	
Thame	Berkeley Road (removal)		2	
	Churchill Crescent (removal)	2		
	Park Street (removal)	9	3	
Wallingford	Allnatt Avenue	1	4	3
Wantage	Newbury Street	8	1	
	Orchard Way		3	
	Stockham Park			1
Whitchurch on Thames	Manor Road (removal)	3	2	

15. Additionally, Thame Town Council, Thames Valley Police and Oxford Bus Company responded expressing no objection. Cllrs for Benson, Crowmarsh and Henley on Thames responded expressing no objection to those proposals in their areas.
16. The full responses are shown in **Annex 34**, 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

17. Comments and recommendations are provided in response to the concerns and objections as given in **Annex 34** in respect of each of the proposed sites in the following paragraphs.
18. The eligibility for a Blue Badges is determined by teams at the County Council following thorough assessments, which are separate to the process for Disabled persons parking places applications (DPPPs). If through the DPPP application process evidence is provided that a valid blue badge is being used by the applicant, this is deemed acceptable for the purposes of promoting the introduction of a DPPP.
19. If a member of the public believes that a blue badge is being misused or someone is committing benefit fraud, they should be reporting it to the department for work and pensions (DWP), or the County Council's blue badge team.

Abingdon - Northcourt Road: (proposed removal of a DPPP)

20. One expression of support was received; it is recommended to approve the removal of the disabled parking place.

Abingdon – Swinburne Road: (proposed new DPPP)

21. Three objections, three expressions of concern and four expressions of support was received; concerns were made over the lack of parking in the road and the length of the existing disabled parking place being too long, if another bay were to be installed at the same length it would take up more than two parking places; the new disabled parking place would join the existing disabled parking place, the total length would be approximately 1 metre less than two standard length disabled bays, so should not take up more than two parking places.
22. Given that the applicant already parks in Swinburne Road and that we are removing a disabled parking place further along the road, there would not be a loss of parking, it is recommended to approve the disabled parking place and remove the existing disabled parking place outside No. 13.

Aston Tirrold – Aston Street: (proposed new DPPP)

23. Two objections and one expression of concern was received; concerns were made over parking and that the disabled bay should be within the layby. The disabled parking place will be located within the layby and given that the applicant already tries to park here there would not be a loss of parking, it is recommended to approve the disabled parking place.

Berinsfield – Colwell Road: (proposed new DPPP)

24. One expression of support was received; it is recommended to approve the disabled parking place.

Blewbury – Dibley's: (proposed new DPPP)

25. Two expressions of support were received; it is recommended to approve the disabled parking place.

Crowmarsh – Winter's Field: (proposed new DPPP)

26. Two expressions of support were received; it is recommended to approve the disabled parking place.

Didcot – Champion Hall Drive: (proposed new DPPP)

27. Three objections were received; no comments were expressed; it is recommended to approve the disabled parking place.

Drayton – Manor Close: (proposed new DPPP)

28. Six objections, one expression of concern and four expressions of support was received; concerns were made over locating a disabled parking place in the only turning place in the close, however officers do not have concerns around accessibility and residents are likely to continue to park in this location unless formal restrictions were introduced. Given that the applicant already

- tries to park at this location, the disabled parking place could be used by any blue badge holder, it is recommended to approve the disabled parking place.
29. East Hendred – Coulings Close: (proposed new DPPP)
30. Five objections, one expression of concern and one expression of support was received; a disabled parking place would be a private parking place for one individual, taking away further parking places from residents; given that the applicant already tries to park at this location and that a disabled parking place can be used by any blue badge holder, it is recommended to approve the disabled parking place.
- East Hendred – Ludbridge Close: (proposed new DPPP)
31. Four objections, one expression of concerns and four expressions of support was received; concerns over reduced parking for visitors, the location of the disabled parking place would not serve other blue badge holders; given that the applicant has to park near to their property, this location is the most suitable for them, there would not be a loss of parking places given that the applicant already tries to park at this location, the disabled parking place could be used by any blue badge holder, it is recommended to approve the disabled parking place.
- Grove – Boucher Close: (proposed removal of a DPPP)
32. Fours expression of support was received; it is recommended to approve the removal of the disabled parking place.
- Grove – Hawksworth Close: (proposed new DPPP and formalisation of a DPPP)
33. Three objections (one objection to formalisation of DPPP) and one expression of support was received; concerns over lack of parking places in the close, given that the applicants already park in the close there would not be a loss of parking places, it is recommended to approve the formalisation of the informal disabled parking place and approve the new disabled parking place.
- Grove – St. Ives Road: (proposed new DPPP)
34. One objection was received; there is ample parking in the road and no need for a disabled parking place, it is recommended to approve the disabled parking place to help to ease access for the blue badge holder.
- Henley on Thames – Bell Street: (proposed new DPPP)
35. Six objections and one expression of support was received; the blue badge holder can park outside their property without any issues; given that the applicant needs to always be able to park near their property, it is recommended to approve the disabled parking place.

Henley on Thames – Luker Avenue: (proposed relocation of a DPPP)

36. Two objections and three expressions of support was received; given that no comments were expressed, it is recommended to approve the relocation of the disabled parking place to outside No. 70.

Henley on Thames – Park Road: (proposed DPPP removal)

37. Eight expressions of support were received; the DPPP is occasionally used, it is recommended to approve the removal of the disabled parking place, if a DPPP is required by a resident living in another location a new application for a DPPP would be considered.

Henley on Thames – Wilson Avenue: (proposed new DPPP)

38. One expression of concern was received; concerns were that two DPPP's would be installed, given that one DPPP is proposed, it is recommended to approve the disabled parking place.

Kennington – Poplar Grove: (proposed new DPPP)

39. One expression of support was received; it is recommended to approve the disabled parking place.

Littleworth – Littleworth Road: (proposed new DPPP)

40. Two expressions of support were received; it is recommended to approve the disabled parking place.

Milton (Abingdon) – Duke of York Avenue: (proposed new DPPP's outside No's 5 & 7)

41. Five objections, one concern and one expression of support was received; concerns were received over lack of parking places, the applicant for the DPPP at No. 5 has withdrawn their application, it is recommended to not approve the disabled parking place outside No. 5; given that the other applicant already tries to park outside No. 7, there would not be a loss of available parking places, it is recommended to approve the disabled parking place at No. 7.

Nettlebed – Priest Close: (proposed new DPPP)

42. Four objections, two expressions of concern and one expression of support was received; a disabled parking place would cause a blind spot, when other vehicles park around it. It is a waste of taxpayers' money. The applicant cannot have mobility issues due to the fact they have a first floor flat; given that vehicles already park in the location where we are proposing a DPPP it should not cause any new visibility issues, it is recommended to approve the disabled parking place.

Radley – Foxborough Road: (proposed new DPPP)

43. One objection and three expressions of support was received; the proposed disabled parking place is in the wrong place, there is already another disabled place in this area, given that the applicant already tries to park at this location, it is recommended to approve the disabled parking place.

Sonning Common – Lea Road: (proposed DPPP removal)

44. Five expressions of support were received; it is recommended to approve the removal of the disabled parking place.

Sonning Common – Peppard Road: (proposed DPPP removal)

45. One expression of support was received; it is recommended to approve the removal of the disabled parking place.

Sunningwell – Sunningwell Road outside St. Leonard’s Church: (proposed new DPPP)

46. Seven objections and two expressions of support was received; Feedback received for this proposal stated that is both unnecessary and damaging to the village setting. It is not in keeping and particularly unsuitable outside this Grade II listed building. The bay is unnecessary as there is already a large car park with disabled bays opposite. This would introduce modern visual clutter directly in front of the church gate which is also a focal point for weddings. This proposal wasn't discussed within Sunningwell Parish Council and therefore not approved. The church stands at the heart of one of Oxfordshire’s most carefully preserved historic villages. Sunningwell’s defining character, free from road markings, signage clutter and excessive modern interventions is precisely what makes it unique. Introducing painted white lines and a metal restriction sign at the church entrance would be nothing short of heritage vandalism.
47. Given the representations received, it is recommended to not approve the proposal to allow for further discussions with the Parish Council.

Thame – Berkeley Road: (proposed DPPP removal)

48. Two objections were received; the DPPP is still required, it is recommended to not approve the removal of the disabled parking place.

Thame – Churchill Crescent: (proposed DPPP removal)

49. Two expressions of support were received; it is recommended to approve the removal of the disabled parking place.

Thame – Park Street: (proposed DPPP removal)

50. Three objections and nine expressions of support was received; one DPPP is still used on a regular basis by visiting blue badge holders, it is recommended

to approve the removal of one of the disabled parking places outside No. 26 and to retain the disabled parking place outside No. 34 which is also a business.

Wallingford – Allnatt Avenue: (proposed new DPPP)

51. Four objections, three expressions of concern and one expression of support was received; introducing a second DPPP could significantly worsen the residents parking situation, could we look at providing a disabled bay near to the garages; we could not provide a DPPP where the garages are because this is non-highway land, we always try to locate a DPPP near to the applicants property, given that the applicant tries to park at this location, it is recommended to approve the disabled parking place.

Wantage – Newbury Street: (proposed DPPP removal)

52. One objection and eight expressions of support was received; no objection comments were logged; it is recommended to approve the removal of the disabled parking place.

Wantage – Orchard Way: (proposed new DPPP)

53. Three objections were received; the demand for parking is already limited, providing a DPPP would have a disproportionate impact on residents who rely entirely on kerbside parking; given that the driver for the applicant already tries to park at this location it is recommended to approve the disabled parking place.

Wantage – Stockham Park: (proposed new DPPP)

54. One expression of concern was received; concerns were over the location of the DPPP, will it be within the fence line of the applicant's property; the DPPP will be located approximately 12 metres from the junction, given that the applicant already parks at this location, it is recommended to approve the disabled parking place.

Whitchurch on Thames – Manor Road: (proposed DPPP removal)

55. Two objections and three expressions of support to the removal was received; the retention of a permanently unused DPPP significantly reduces available parking for residents, the applicant has introduced a driveway at their property, the DPPP is used primarily to drop off and collect, so remains unused for most of the day; given that the applicant has a recently installed off road parking place available to them now, they no longer reach the criteria for a DPPP, it is recommended to approve the removal of the disabled parking place.

Paul Fermer
Director of Environment and Highways

Annex(es):

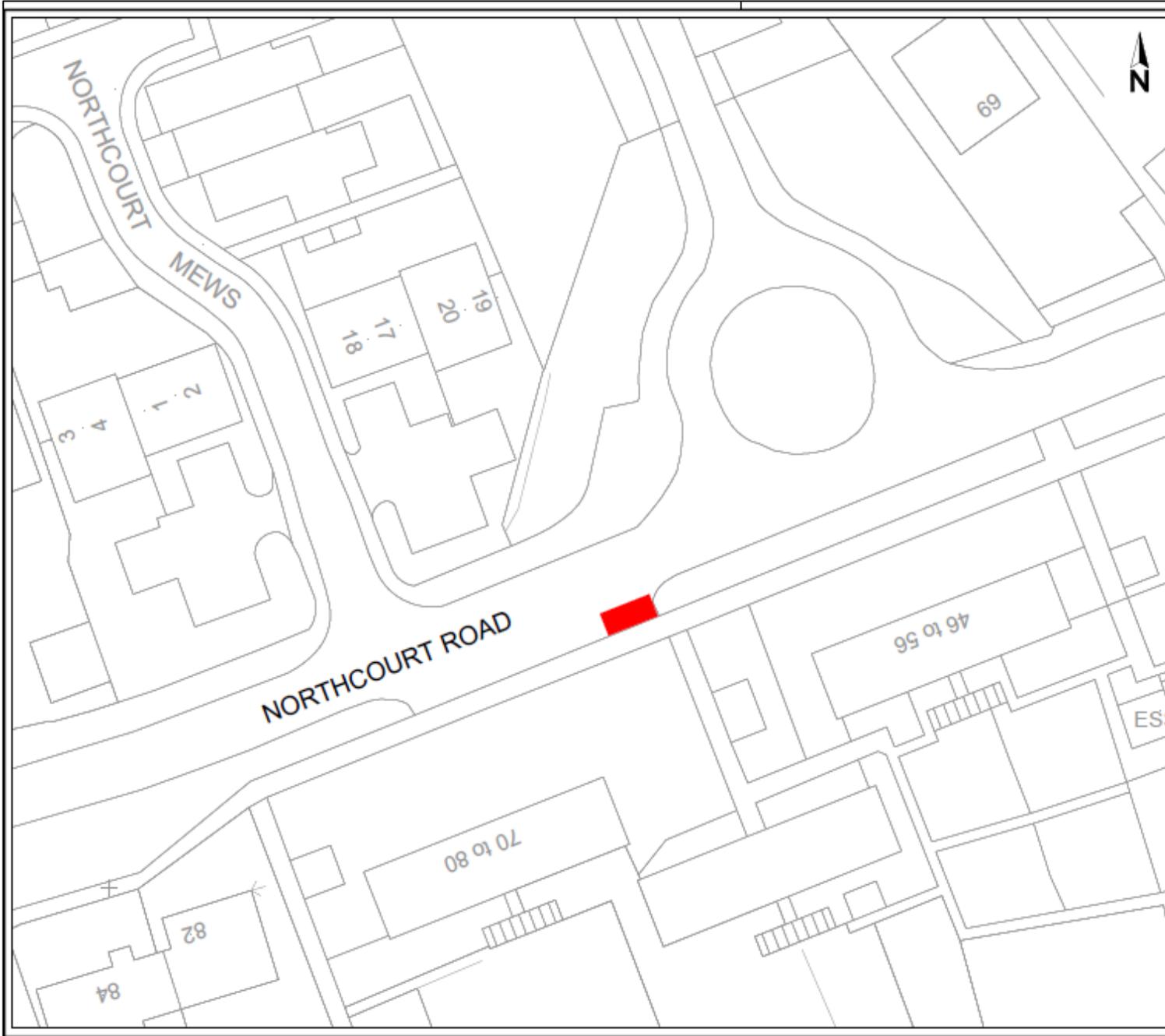
Annexes 1-33: Consultation plans

Annex 34: Consultation responses

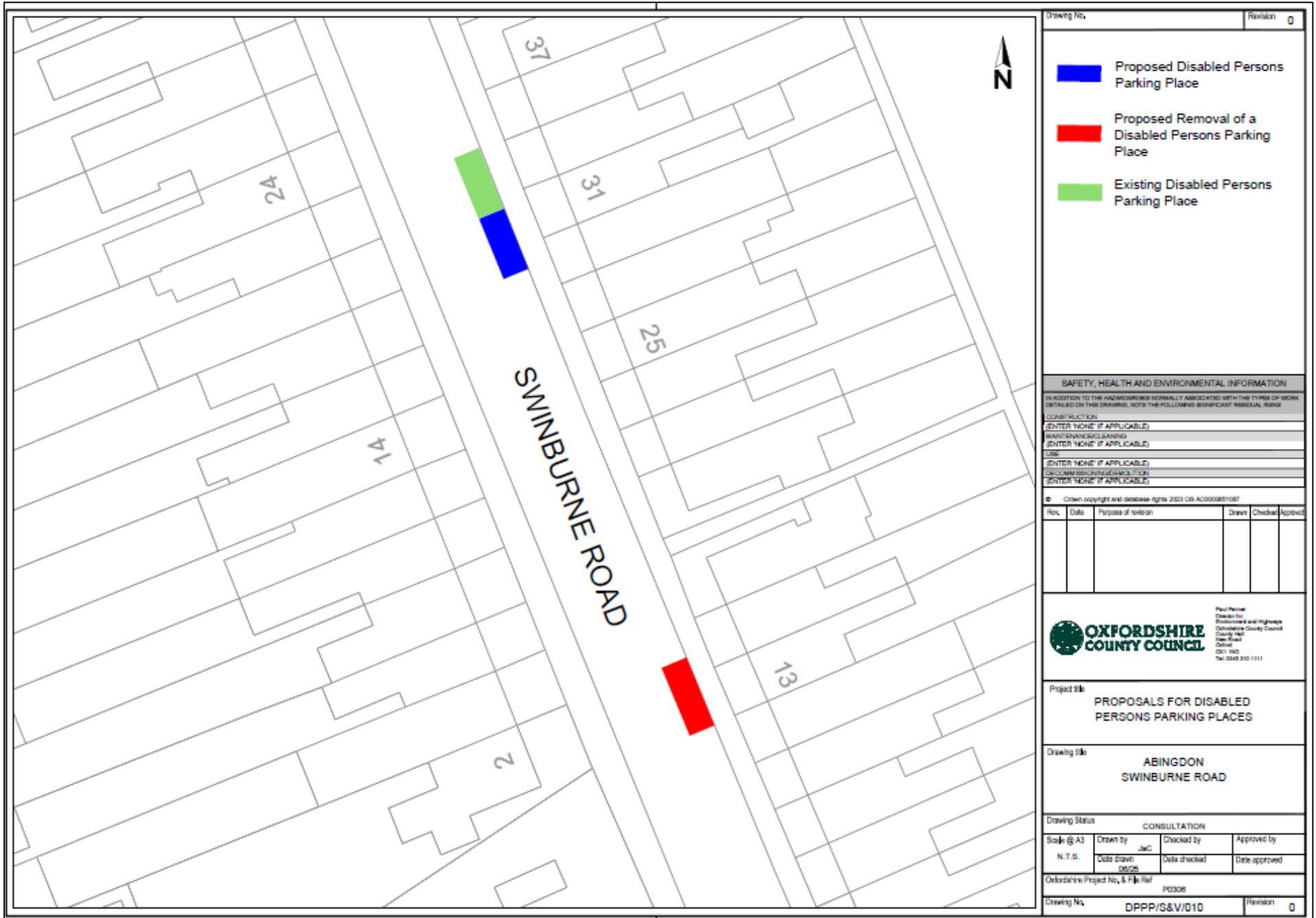
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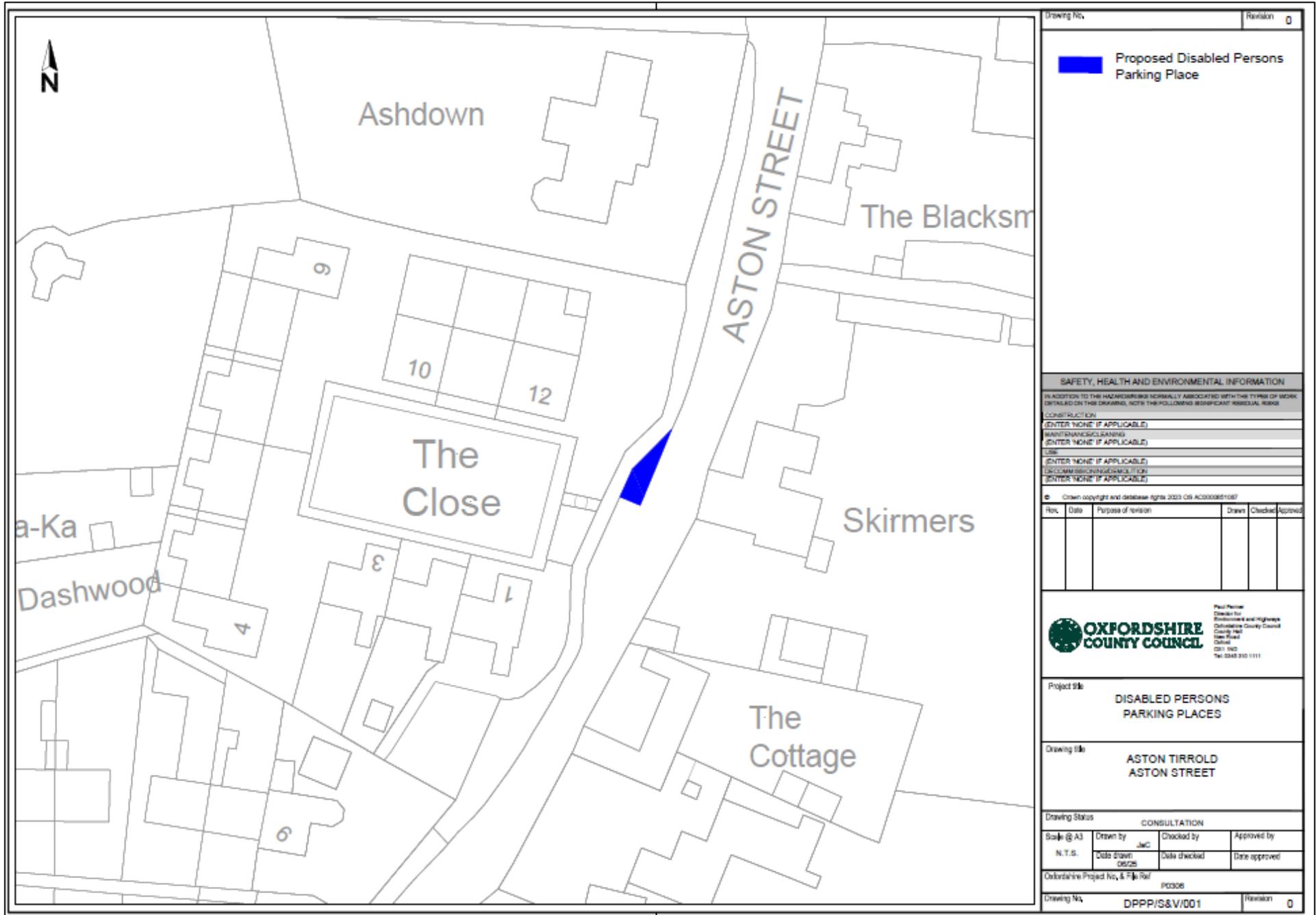
Contact Officer(s): James Whiting (Team Leader - TRO and Schemes)

February 2026

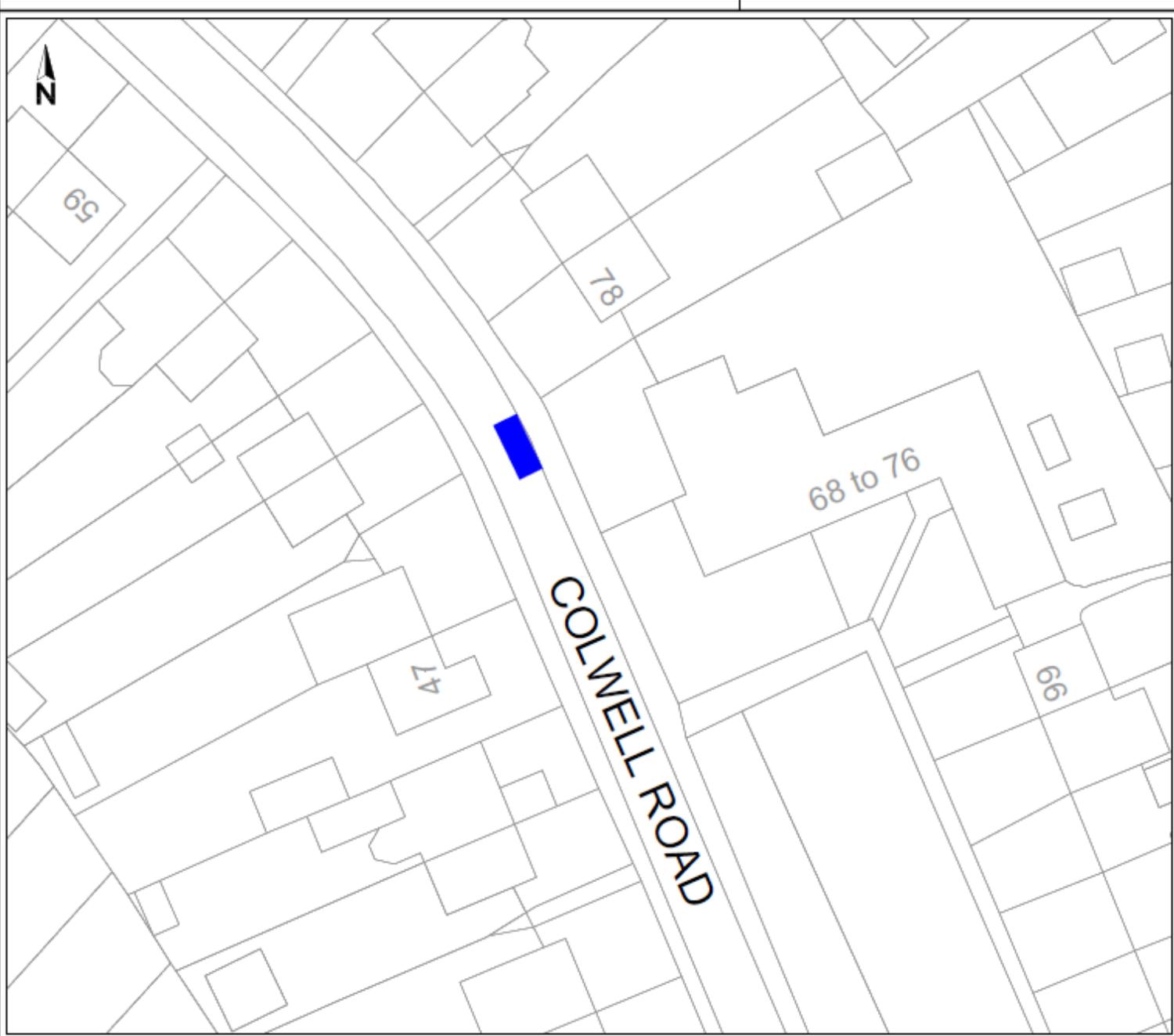


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MAINTENANCE/OPERATION (ENTER NONE IF APPLICABLE)					
USE (ENTER NONE IF APPLICABLE)					
DECOMMISSION/DEMOLITION (ENTER NONE IF APPLICABLE)					
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Rev	Date	Purpose of revision	Drawn	Checked	Approved
Paul Pinner Director for Environment and Highways Oxfordshire County Council One West Oxford OX1 1SD Tel: 0345 210 1111					
Project title: PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE					
Drawing title: ABINGDON NORTHCOURT ROAD					
Drawing Status: CONSULTATION					
Scale: @ A3	Drawn by: JJC	Checked by:	Approved by:		
N.T.S.	Date drawn: 10/25	Date checked:	Date approved:		
Oxfordshire Project No. & File Ref: P0306					
Drawing No. DRPP/S&V/012					Revision 0

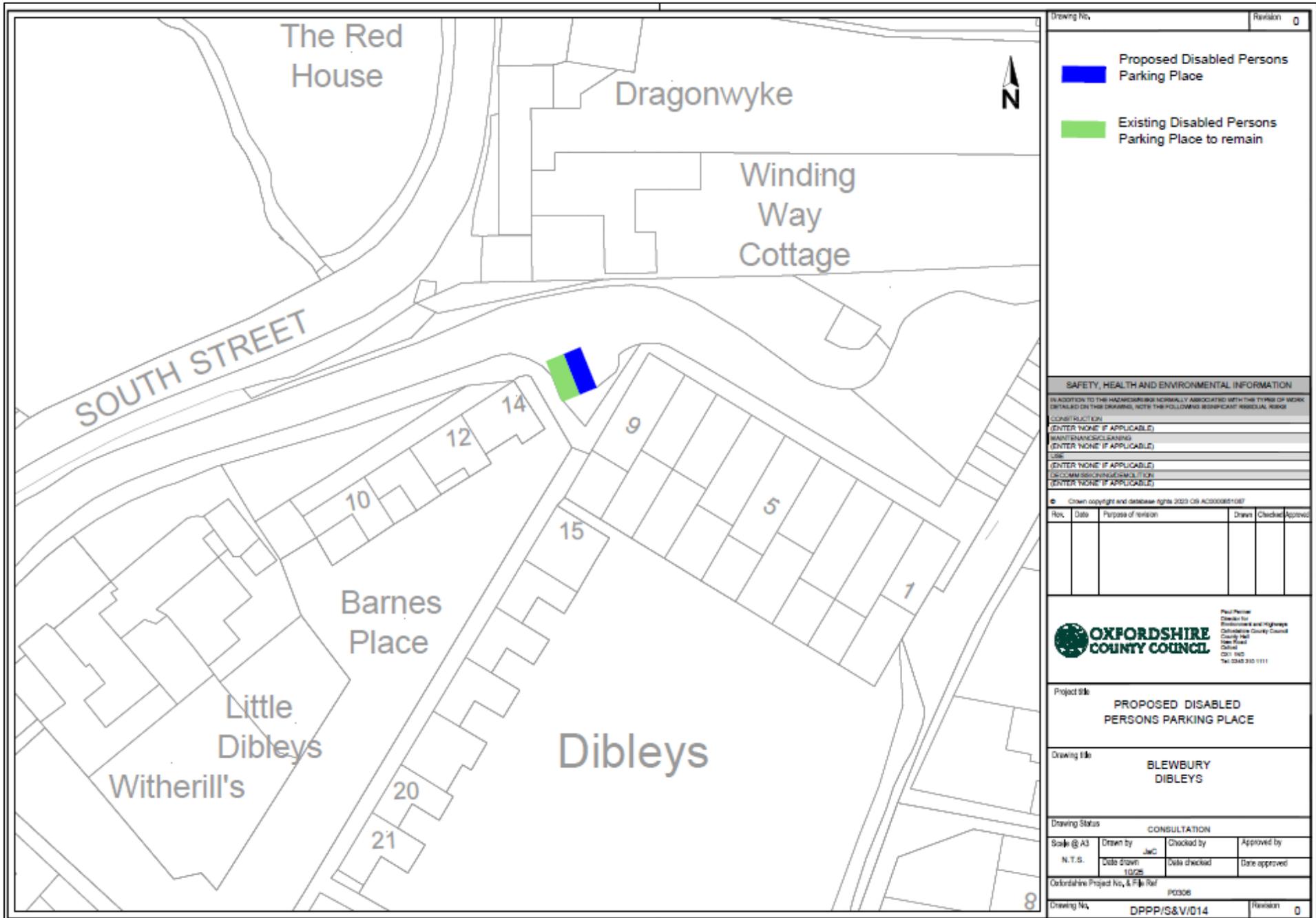




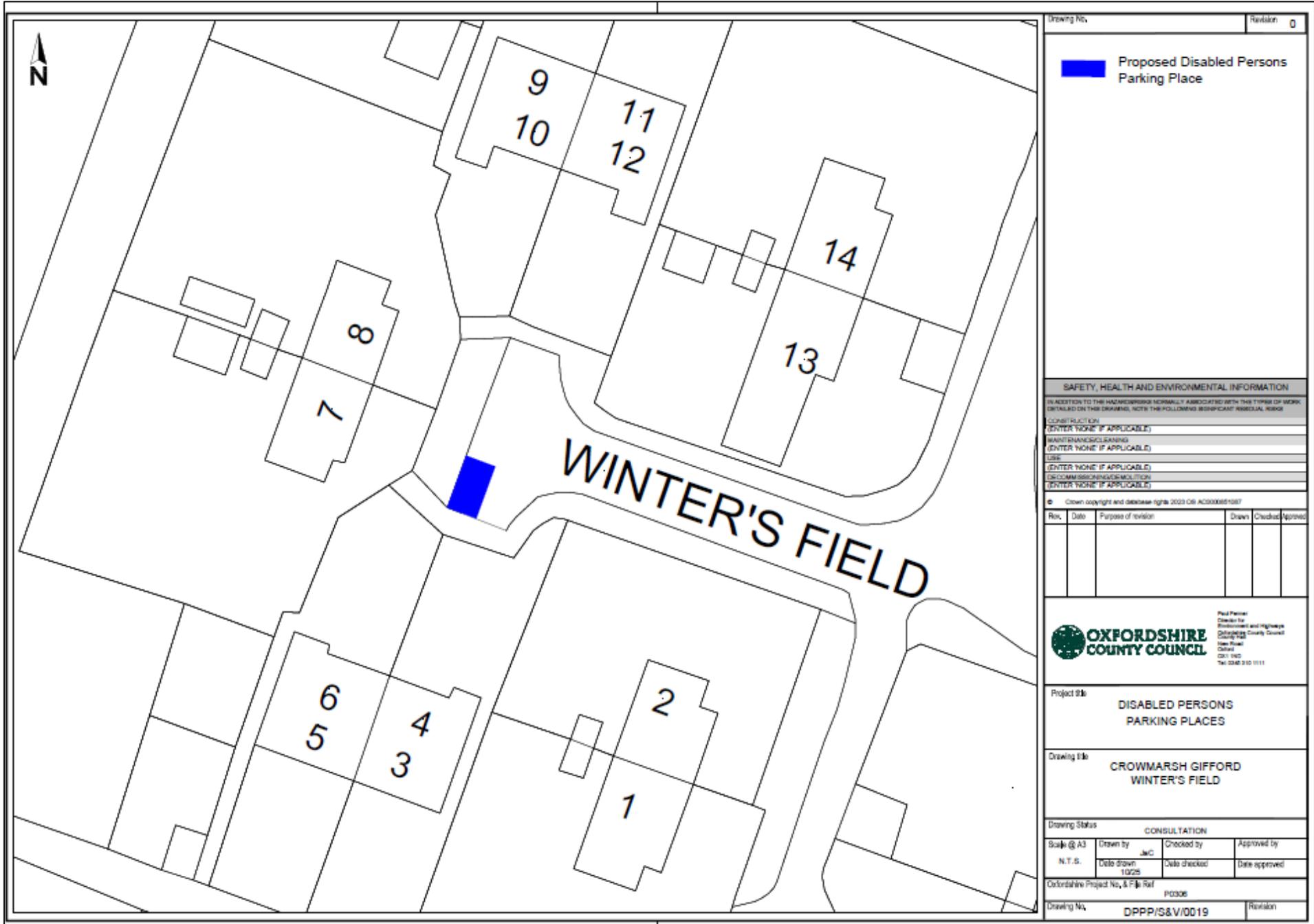
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Rev.	Date	Purpose of revision	Drawn Checked Approved
<div style="font-size: x-small; margin-left: 10px;"> Paul Penne Director for Environment and Highways Oxfordshire County Council County Hall 100, West Wall Oxford OX1 1EP Tel: 01865 310 1111 </div>			
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N.T.S.	JwC	JwC	
Date drawn	Date checked	Date approved	
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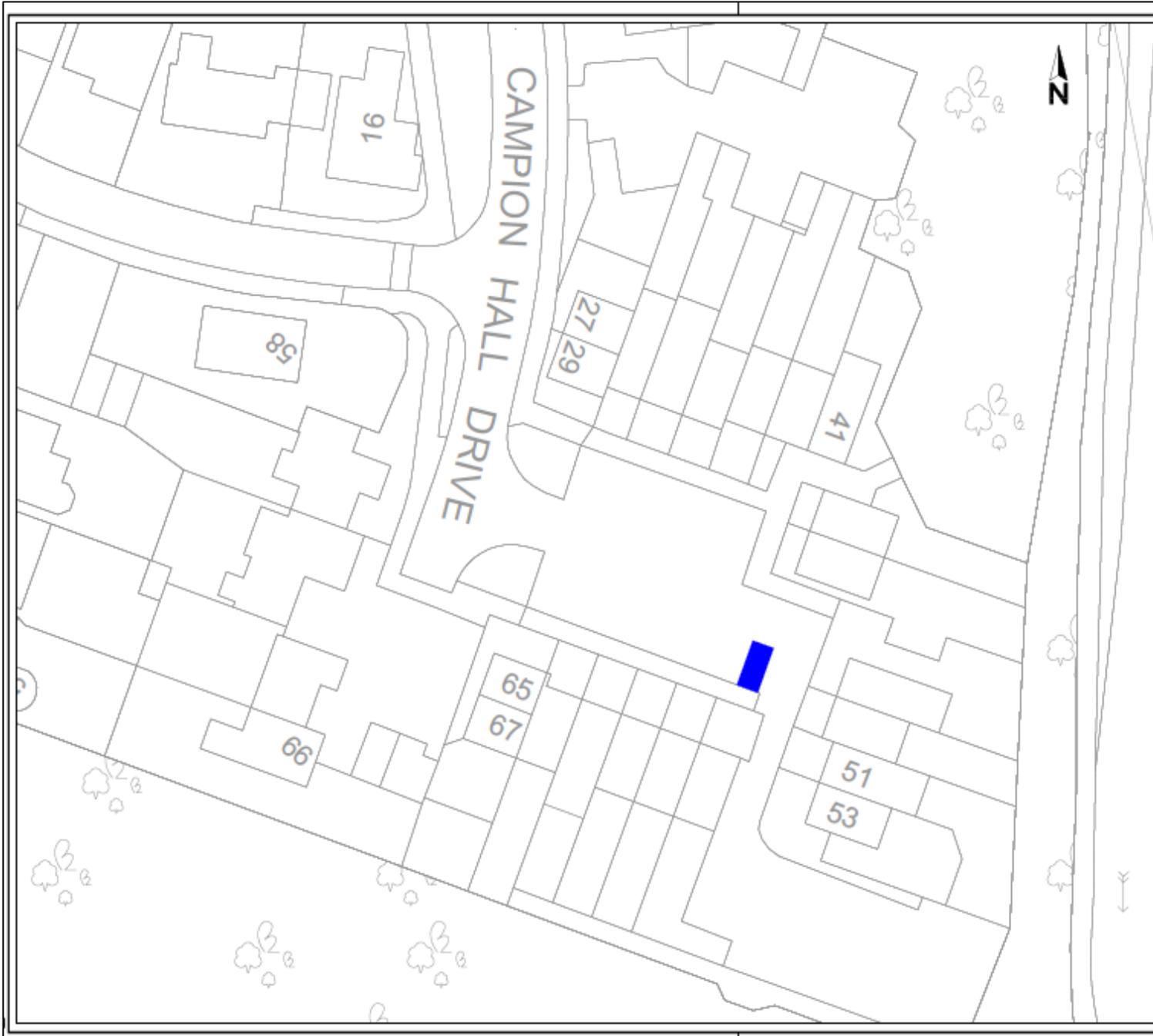


Drawing No.	Revision 0				
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MAINTENANCE/OPERATIONS <small>(ENTER NONE IF APPLICABLE)</small>					
USE <small>(ENTER NONE IF APPLICABLE)</small>					
DECOMMISSION/DEMOLITION <small>(ENTER NONE IF APPLICABLE)</small>					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
 <small>Paul Penner Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1SD Tel: 01845 210 1111</small>					
Project title: DISABLED PERSONS PARKING PLACES					
Drawing title: BERINSFIELD COLWELL ROAD					
Drawing Status: CONSULTATION					
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N. T. S.	Date drawn	Date checked	Date approved		
Oxfordshire Project No. & File Ref: PC006					
Drawing No. DPPP/S&V/002					Revision 0

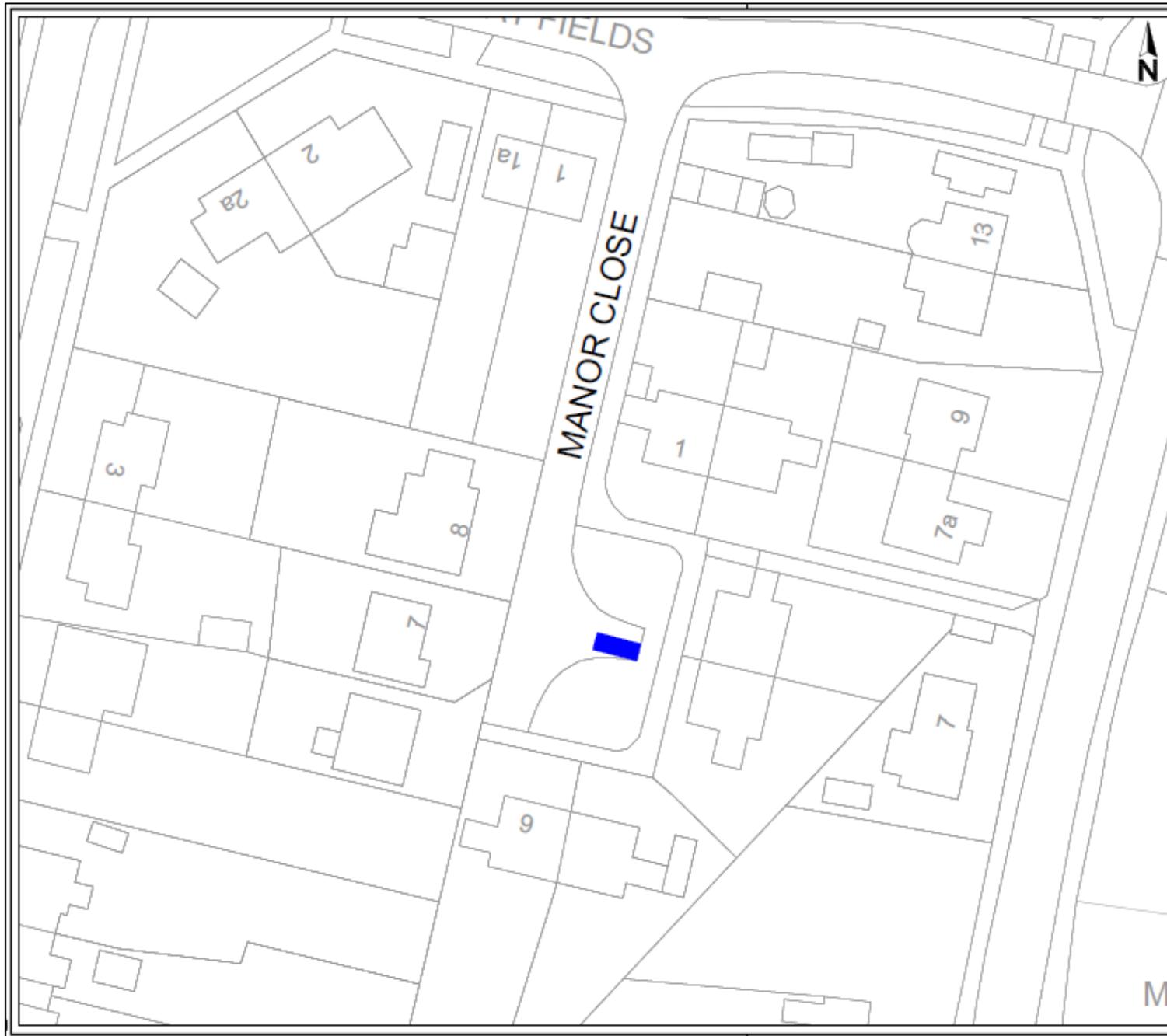


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<small>IN ADDITION TO THE HAZARDING NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORKS</small>					
<small>CONSTRUCTION</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>MAINTENANCE/CLEANING</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>USE</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>DECOMMISSIONING/DEMOLITION</small> <small>(ENTER NONE IF APPLICABLE)</small>					
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<small>Rev.</small>	<small>Date</small>	<small>Purpose of revision</small>	<small>Drawn</small>	<small>Checked</small>	<small>Approved</small>
<div style="display: inline-block; vertical-align: middle; font-size: 8px; margin-left: 5px;"> Paul Perce Director for Environment and Highways Oxfordshire County Council County Hall Cowley Road Oxford OX1 1ND Tel: 01865 200 1111 </div>					
<small>Project title</small> <p style="text-align: center;">PROPOSED DISABLED PERSONS PARKING PLACE</p>					
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N.T.S.	JwC	JwC			
	<small>Date drawn</small>	<small>Date checked</small>	<small>Date approved</small>		
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Drawing No. DPPP/S&V/D14					Revision 0

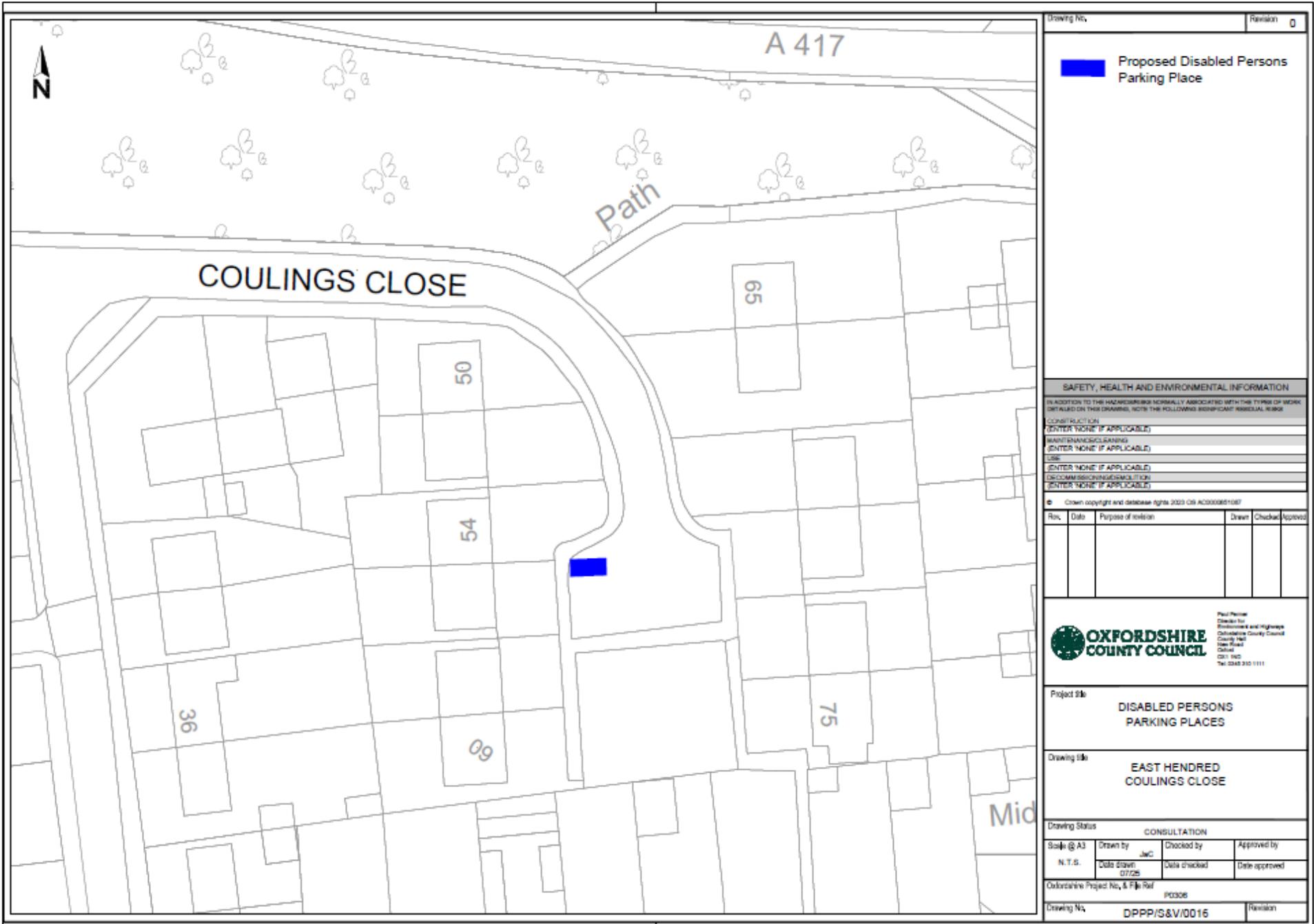




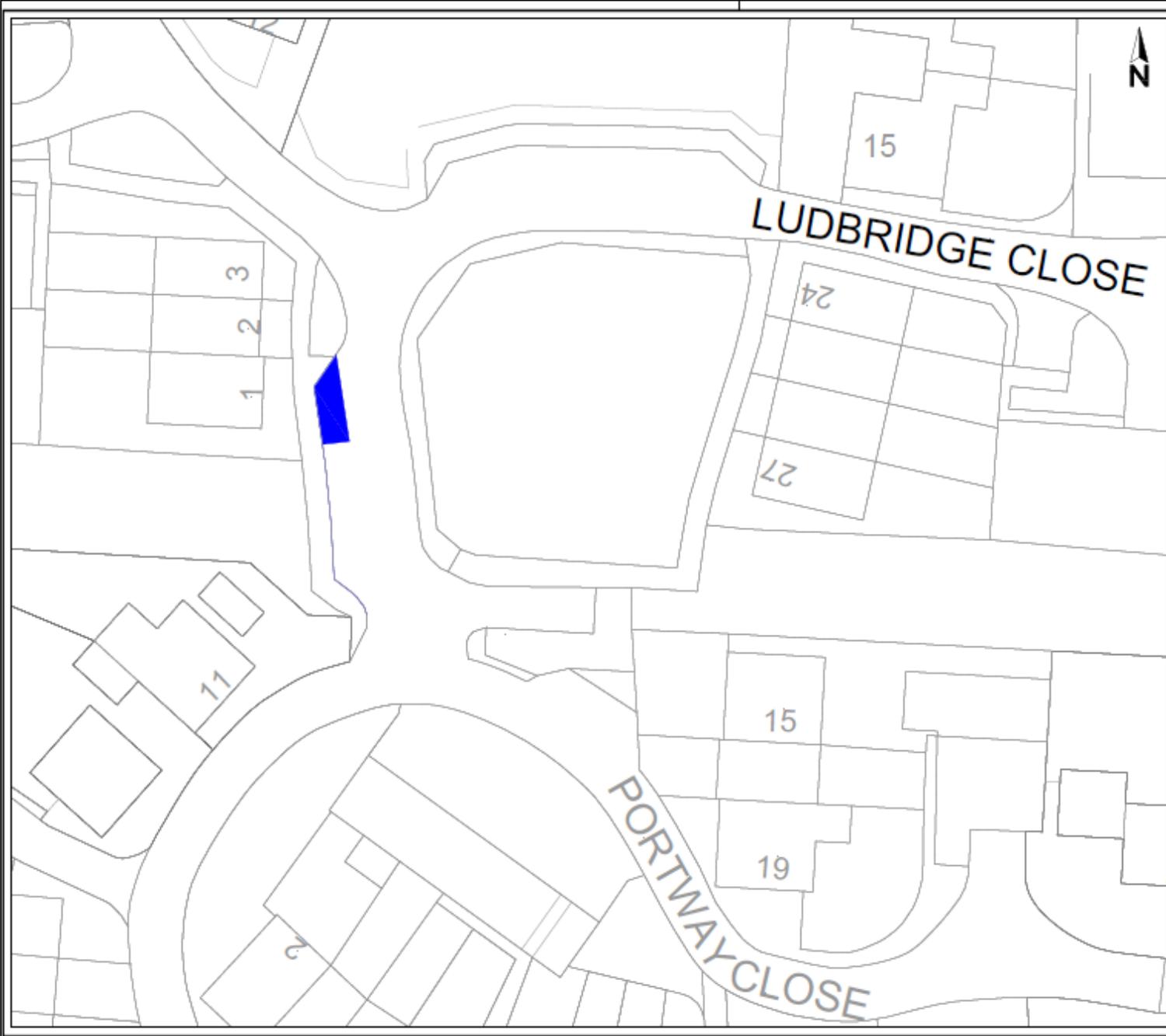
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Rev.	Date	Purpose of revision	Drawn
			Checked
			Approved
 <small>Paul Perrie Chairman for Environment and Highways Oxfordshire County Council County Hall 100 West Oxford OX1 1BD Tel: 01865 200 1111</small>			
Project title			
DISABLED PERSONS PARKING PLACES			
Drawing title			
DIDCOT CAMPION HALL DRIVE			
Drawing Status			
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N.T.S.	JWC		
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Drawing No.		Revision	
DPPP/S&V/003		0	



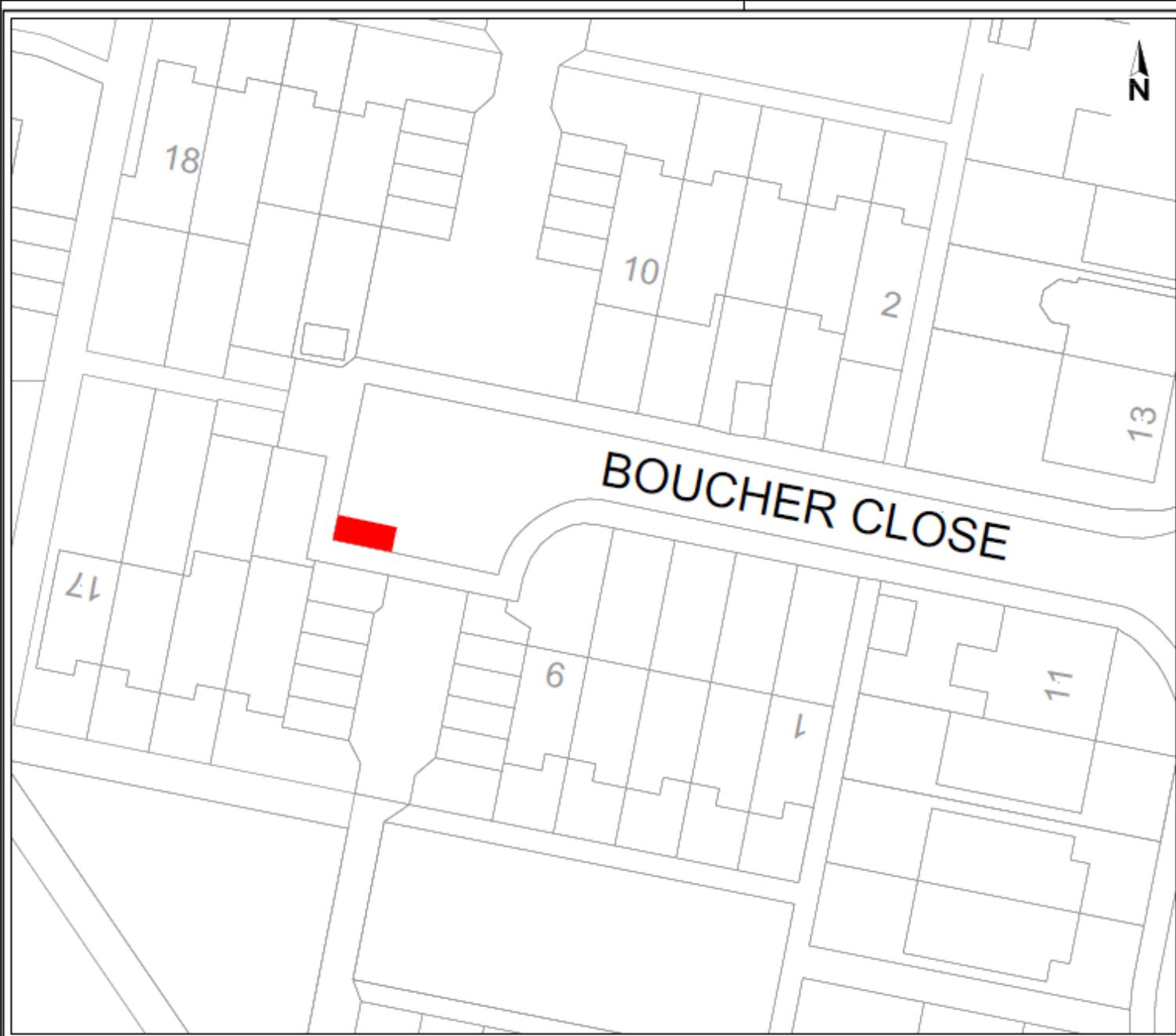
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USE (ENTER NONE IF APPLICABLE)					
DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; font-size: 8px; margin-left: 5px;"> Paul Pinner Director for Environment and Highways Oxfordshire County Council One West Oxford OX1 1BP Tel: 01235 210 1111 </div>					
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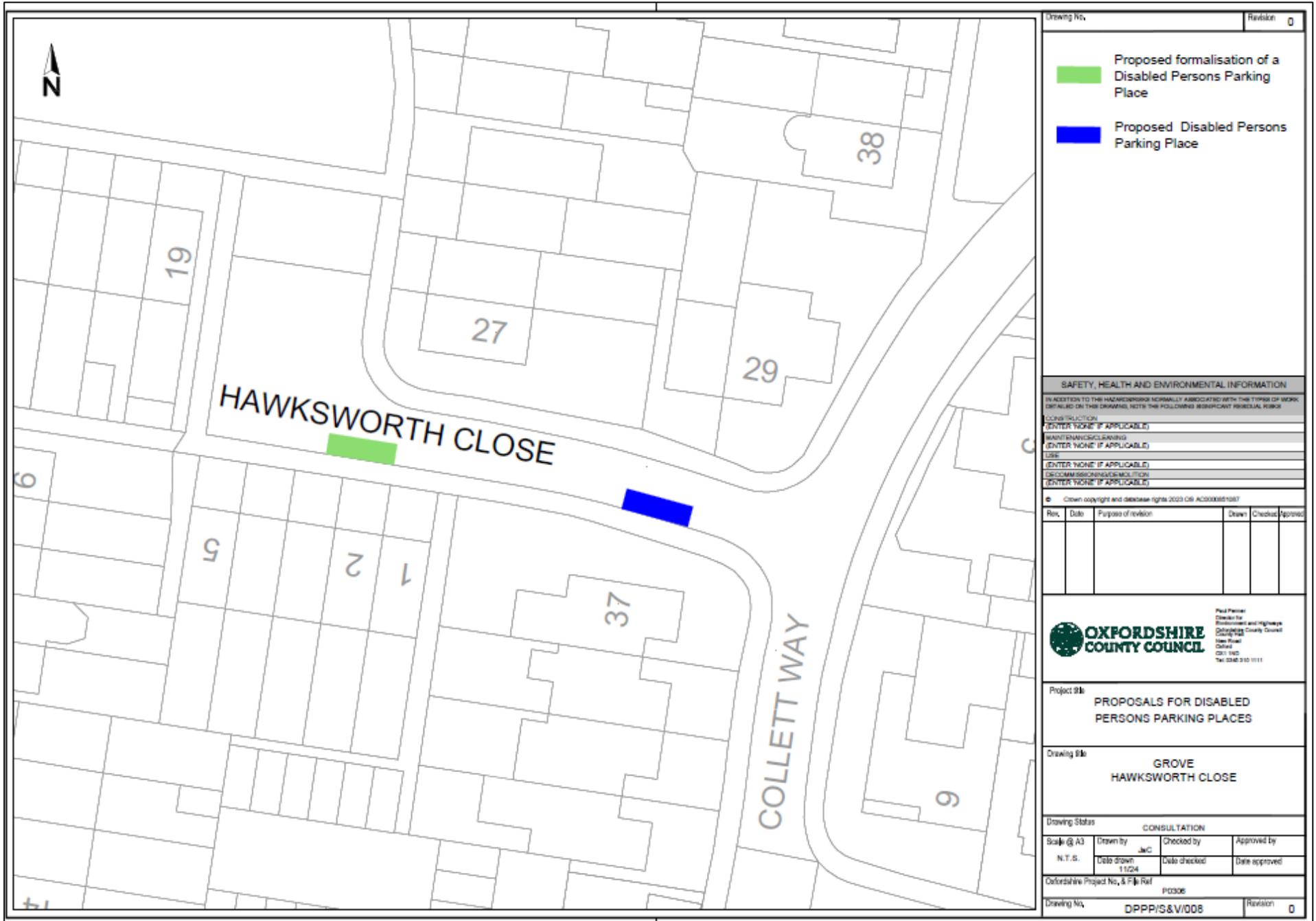
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Project title					
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Drawing title					
EAST HENDRED COULINGS CLOSE					
Drawing Status					
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N.T.S.	JWC	JWC			
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P0306					
Drawing No.					Revision
DPPP/S&V/0016					



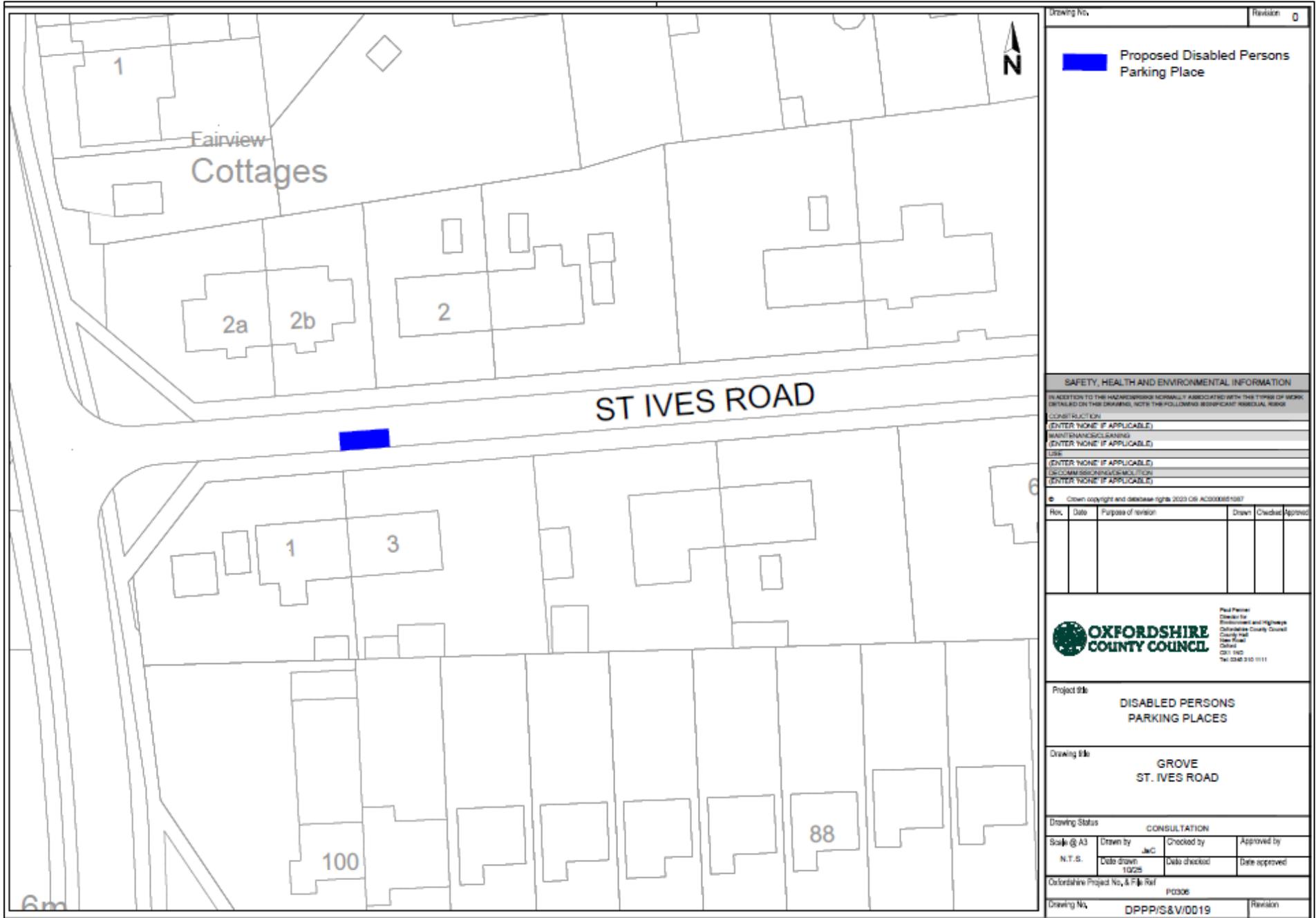
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DISCONTINUANCE/DEMOLITION			
<small>(ENTER NONE IF APPLICABLE)</small>			
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Rev.	Date	Purpose of revision	Drawn
			Checked
			Approved
 <small>Paul Nisell Director for Environment and Highways Oxfordshire County Council County Hall 100 West Oxford OX1 1BD Tel: 01865 200 1111</small>			
Project title		DISABLED PERSONS PARKING PLACES	
Drawing title		EAST HENDRED LUDBRIDGE CLOSE	
Drawing Status			
CONSULTATION			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
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10/25			
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Drawing No.			Revision
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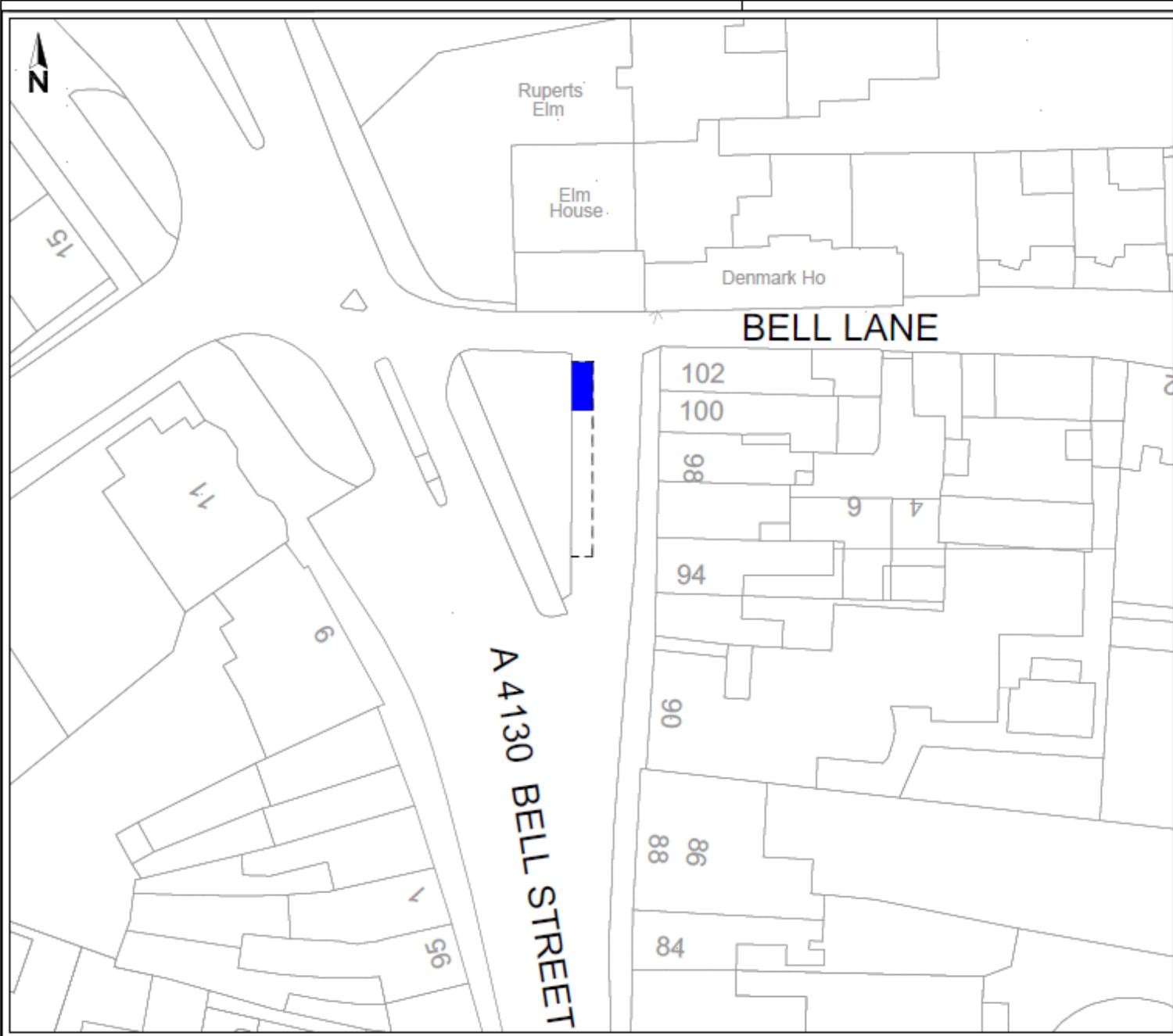
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CONSTRUCTION				
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MAINTENANCE/CLEANING				
<small>(ENTER NONE IF APPLICABLE)</small>				
USE				
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Rev.	Date	Purpose of revision	Drawn	Checked/Approved
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Project title				
PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE				
Drawing title				
GROVE BOUCHER CLOSE				
Drawing Status				
CONSULTATION				
Scale @ A3	Drawn by	Checked by	Approved by	
N.T.S.	JWC	JWC		
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PC006				
Drawing No.	Revision			0
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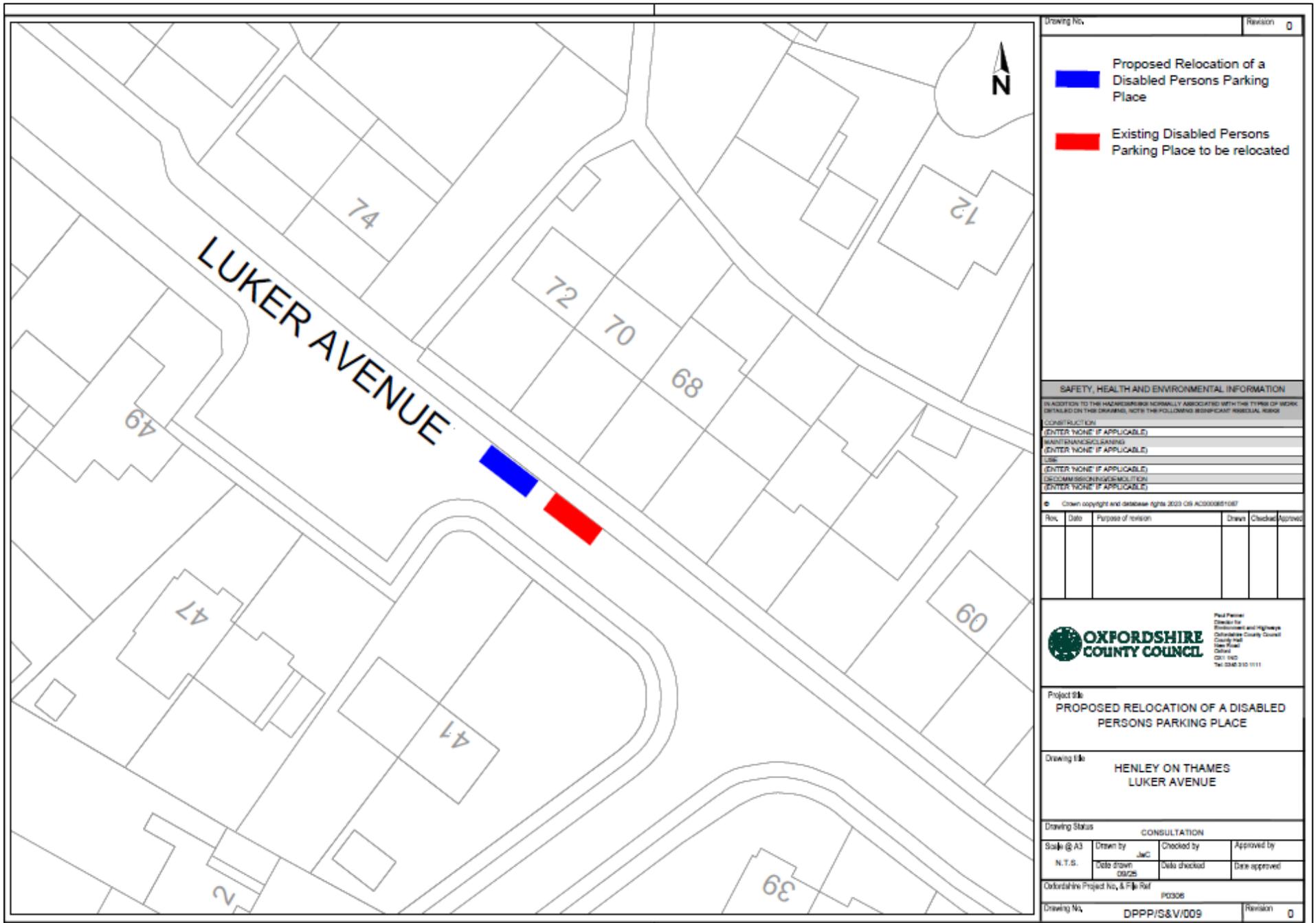
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CONSTRUCTION <small>(ENTER NONE IF APPLICABLE)</small>			
MAINTENANCE/OPERATING <small>(ENTER NONE IF APPLICABLE)</small>			
USE <small>(ENTER NONE IF APPLICABLE)</small>			
DISCONTINUED/DECOMMISSIONED <small>(ENTER NONE IF APPLICABLE)</small>			
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Rev.	Date	Purpose of revision	Drawn / Checked / Approved
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Project title: PROPOSALS FOR DISABLED PERSONS PARKING PLACES			
Drawing title: GROVE HAWKSWORTH CLOSE			
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Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JJC	JJC	
Date drawn	Date checked	Date approved	
11/24			
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Drawing No. DPPP/S&V/008		Revision 0	



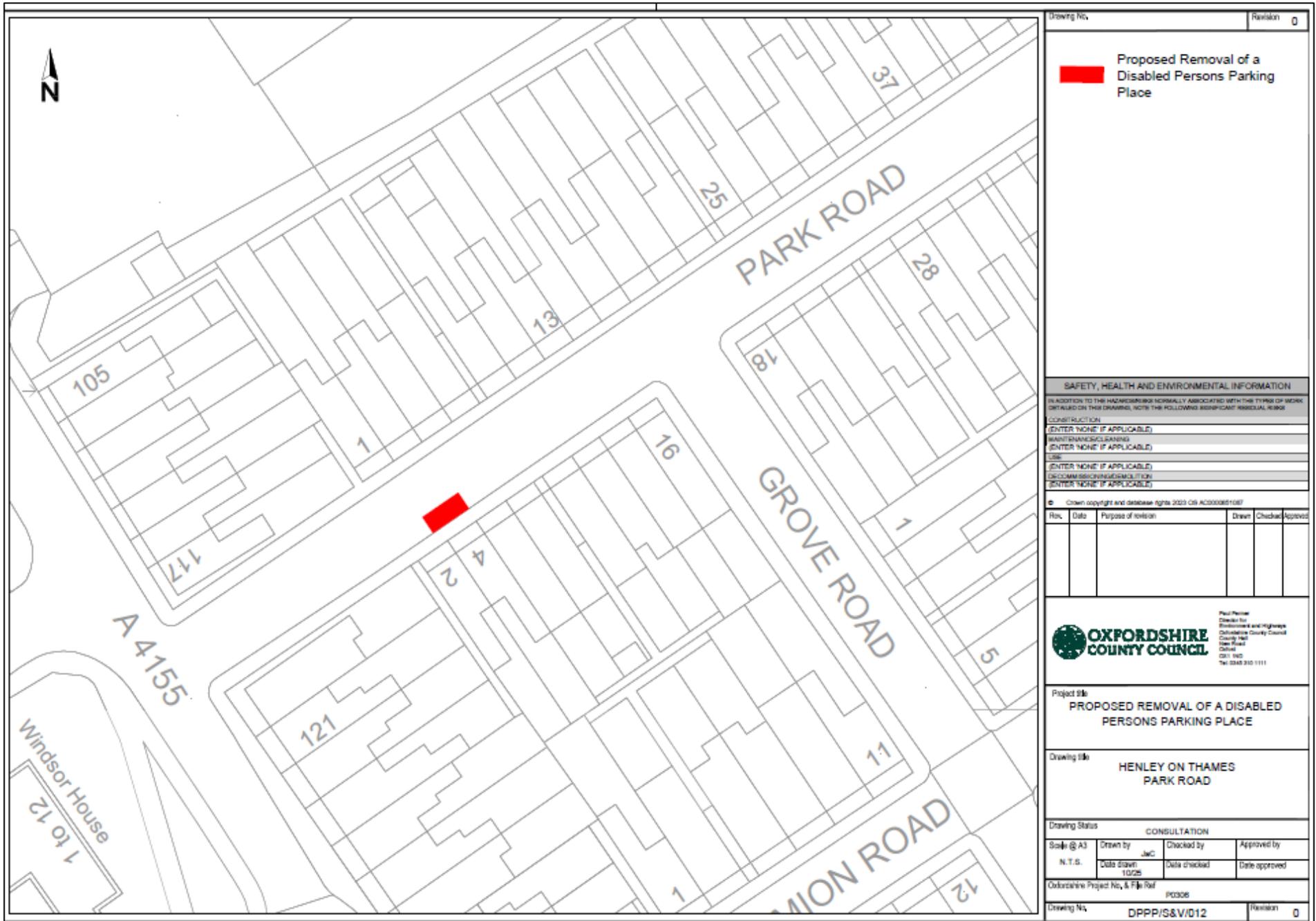
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<p>© Crown copyright and database rights 2023 OS. All rights reserved.</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved										
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<p> OXFORDSHIRE COUNTY COUNCIL</p> <p>Paul Palmer Director for Environment and Highways Oxfordshire County Council County Hall 100, High Street Oxford OX1 1BD Tel: 01865 210 1111</p>																			
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N.T.S.	Jac	Jac																	
Date drawn	Date checked	Date approved																	
10/25																			
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Drawing No. DPP/IS&V/0019			Revision																



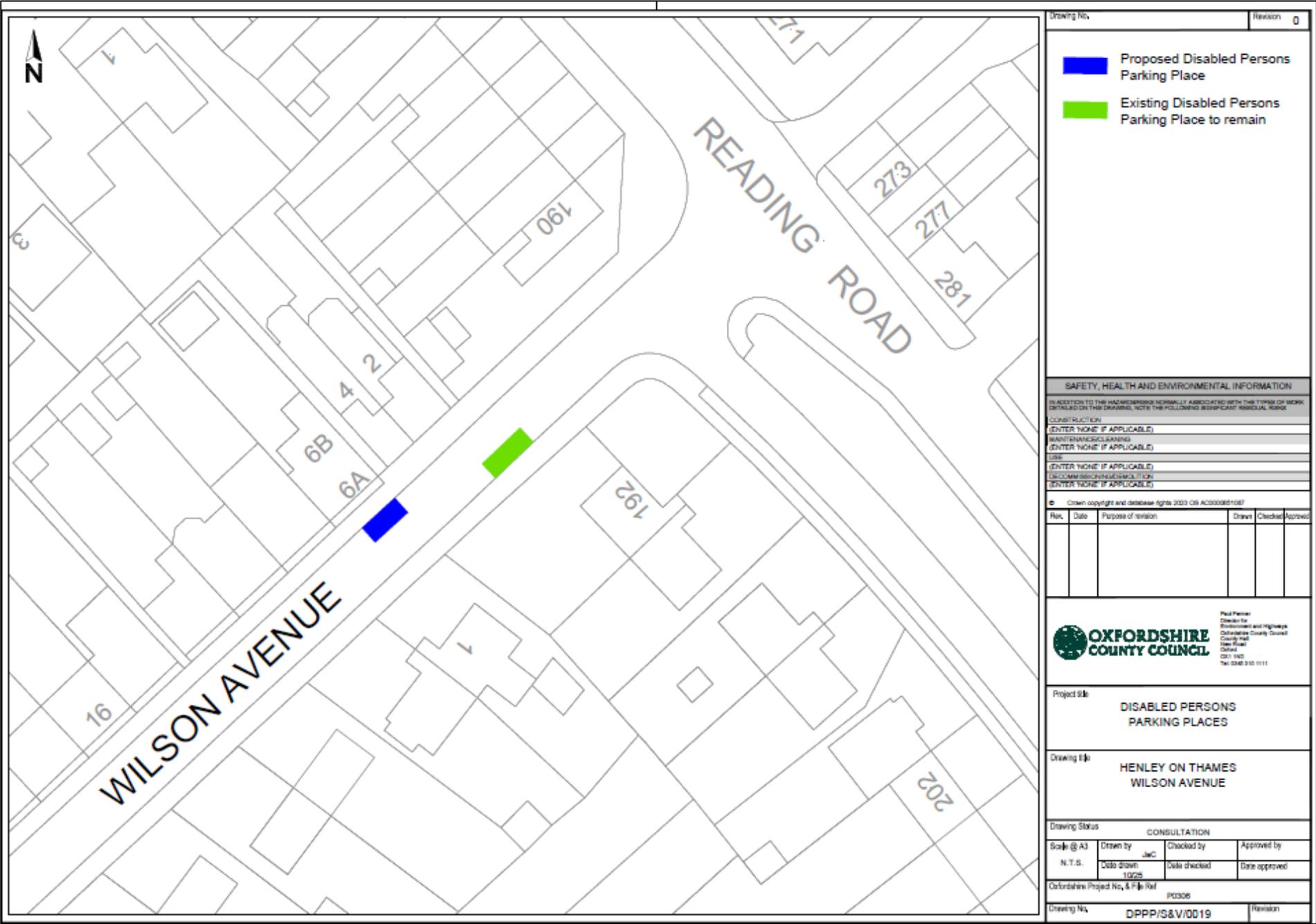
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
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CONSTRUCTION			
<small>(ENTER NONE IF APPLICABLE)</small>			
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<small>(ENTER NONE IF APPLICABLE)</small>			
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Rev.	Date	Purpose of revision	Drawn
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Project title			
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Drawing title			
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N.T.S.	JWC		
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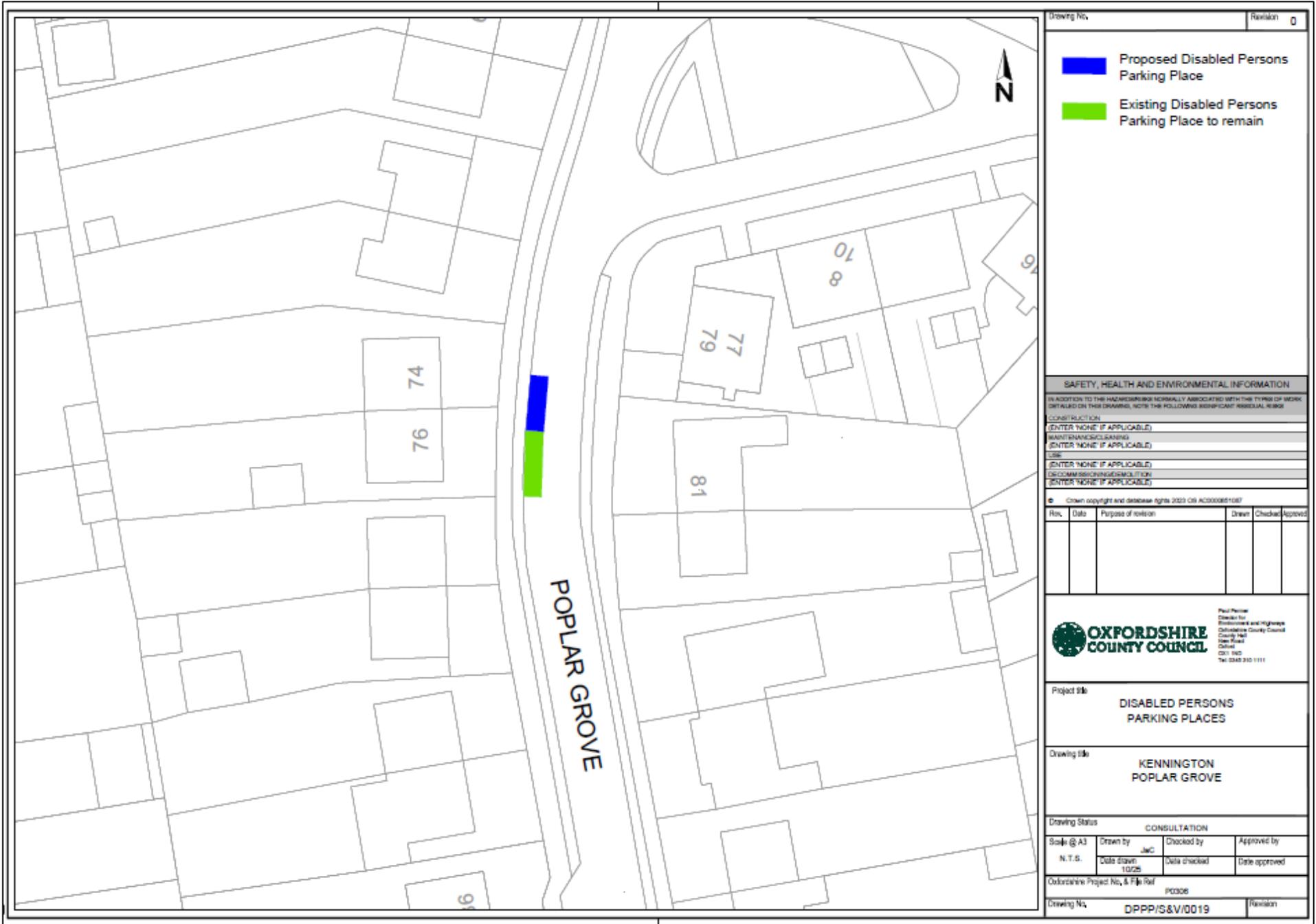
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<p>IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p>					
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USE					
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N.T.S.	JAC	JAC	Date approved		
	Date drawn 09/25	Date checked	Date approved		
Oxfordshire Project No. & File Ref: PC006					
Drawing No. DPPP/S&V/009					Revision 0



Drawing No.	Revision 0				
Proposed Removal of a Disabled Persons Parking Place					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DEFINED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORKS: CONSULTATION (ENTER NONE IF APPLICABLE) MAINTENANCE/WORKING (ENTER NONE IF APPLICABLE) LIFT (ENTER NONE IF APPLICABLE) PROVISION OF SCAFFOLDING (ENTER NONE IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Paul Perrow Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1SD Tel: 0345 202 1111					
Project title: PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE					
Drawing title: HENLEY ON THAMES PARK ROAD					
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Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Date drawn 10/25	Date checked	Date approved		
Oxfordshire Project No. & File Ref: P0306					
Drawing No. DPP/S&V/012					Revision 0



Drawing No.	Revision																								
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Project title	DISABLED PERSONS PARKING PLACES																								
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Date drawn	Date checked	Date approved																							
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Drawing No.	Revision																								
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Drawing No. Revision 0

- Proposed Disabled Persons Parking Place
- Existing Disabled Persons Parking Place to remain

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION
 (ENTER NONE IF APPLICABLE)
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 (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

Paul Penne
 Clerk for
 Environment and Highways
 Oxfordshire County Council
 County Hall
 100, Broad
 Oxford
 OX1 1DQ
 Tel: 01865 210 1111

Project title
 DISABLED PERSONS
 PARKING PLACES

Drawing title
 KENNINGTON
 POPLAR GROVE

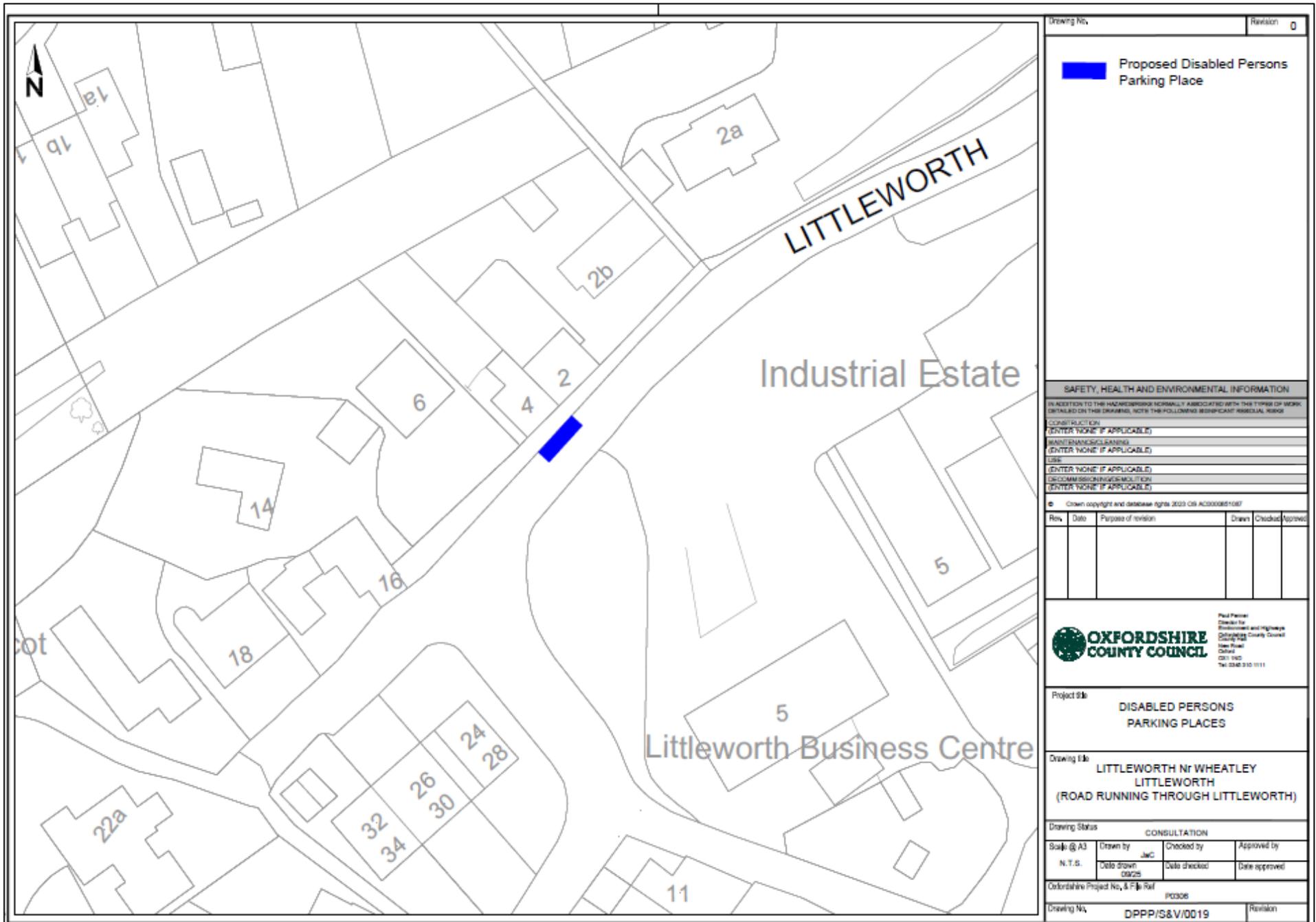
Drawing Status
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Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JwC		

Date drawn	Date checked	Date approved
10/25		

Oxfordshire Project No. & File Ref: Revision

Drawing No. **DPPP/S&V/0019**



Drawing No. _____ Revision 0

 Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:
 CONSTRUCTION: (ENTER NONE IF APPLICABLE)
 MAINTENANCE/OPERATING: (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



Project title: **DISABLED PERSONS PARKING PLACES**

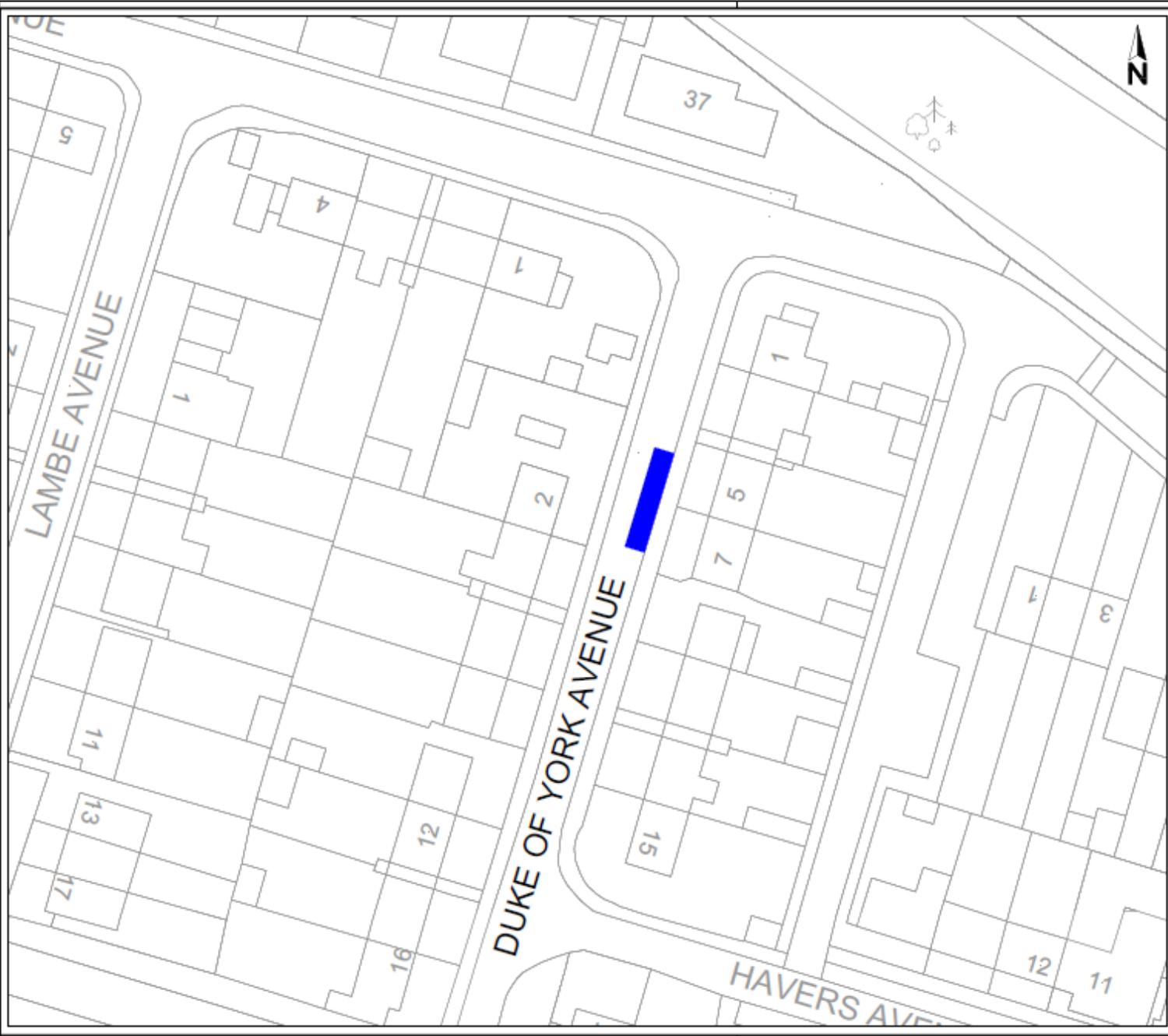
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Drawing Status: **CONSULTATION**

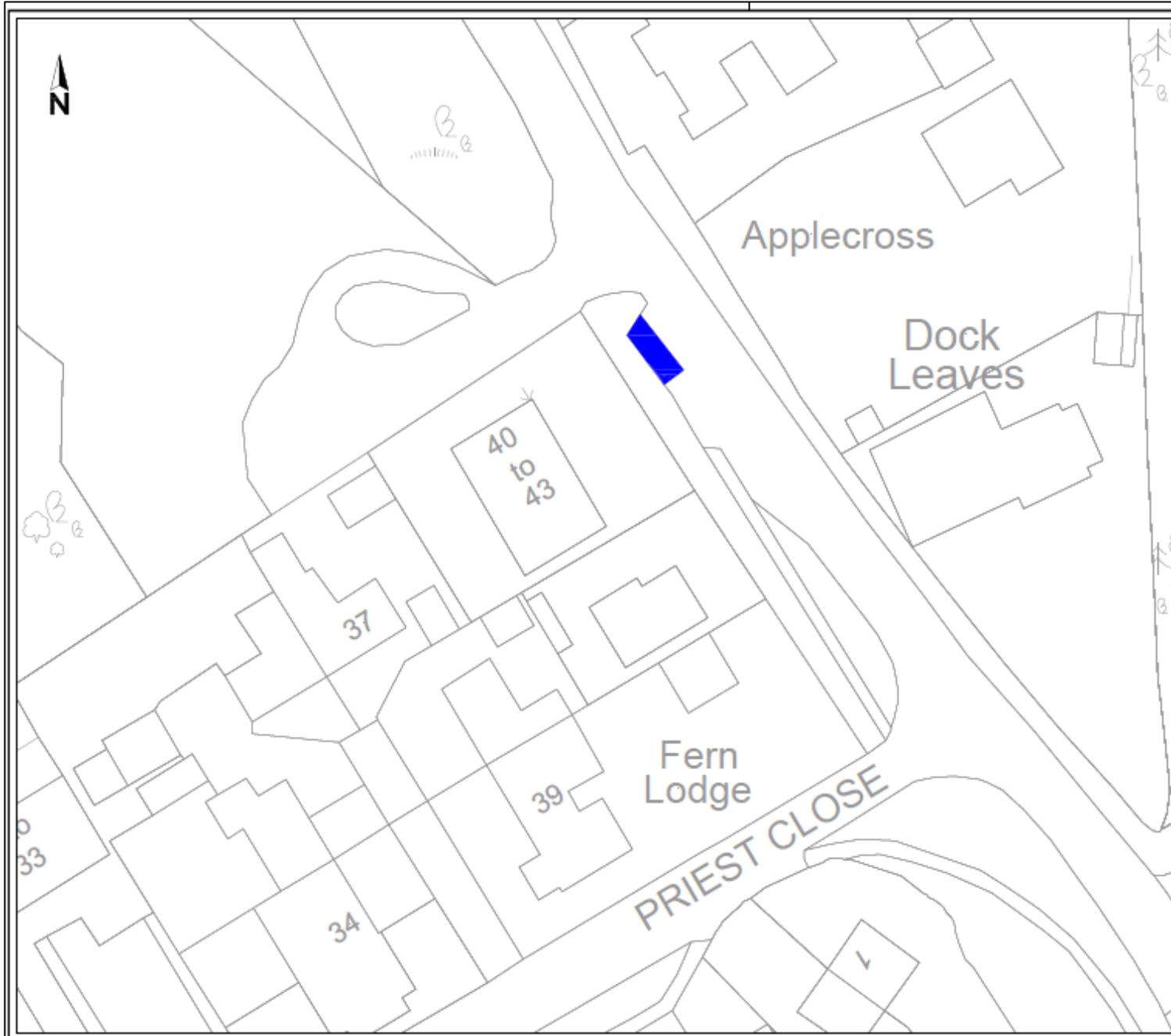
Scale: @ A3	Drawn by: JWC	Checked by:	Approved by:
N.T.S.	Date drawn: 09/25	Date checked:	Date approved:

Oxfordshire Project No. & File Ref: **PC006**

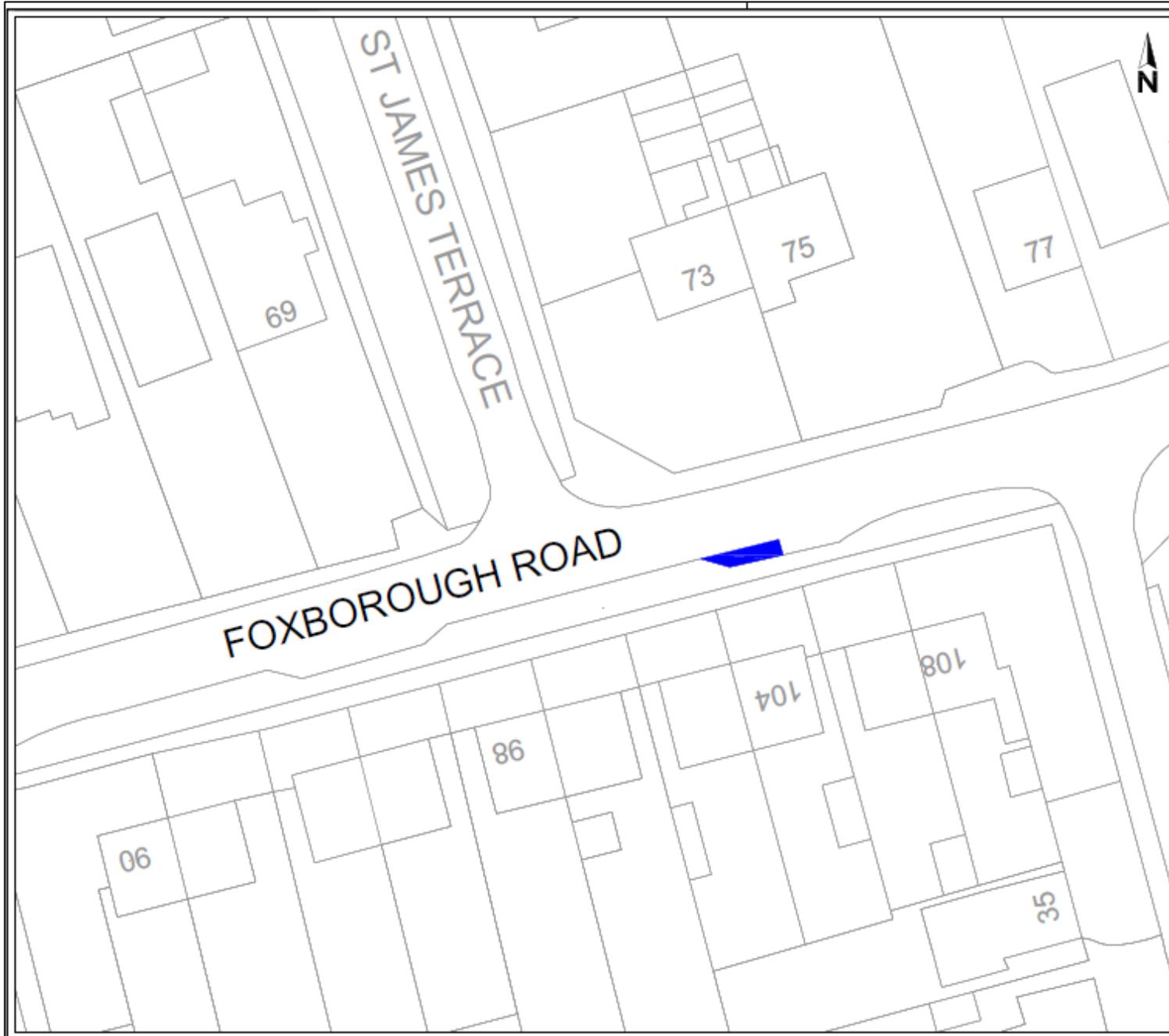
Drawing No. **DPPP/S&V/0019** Revision



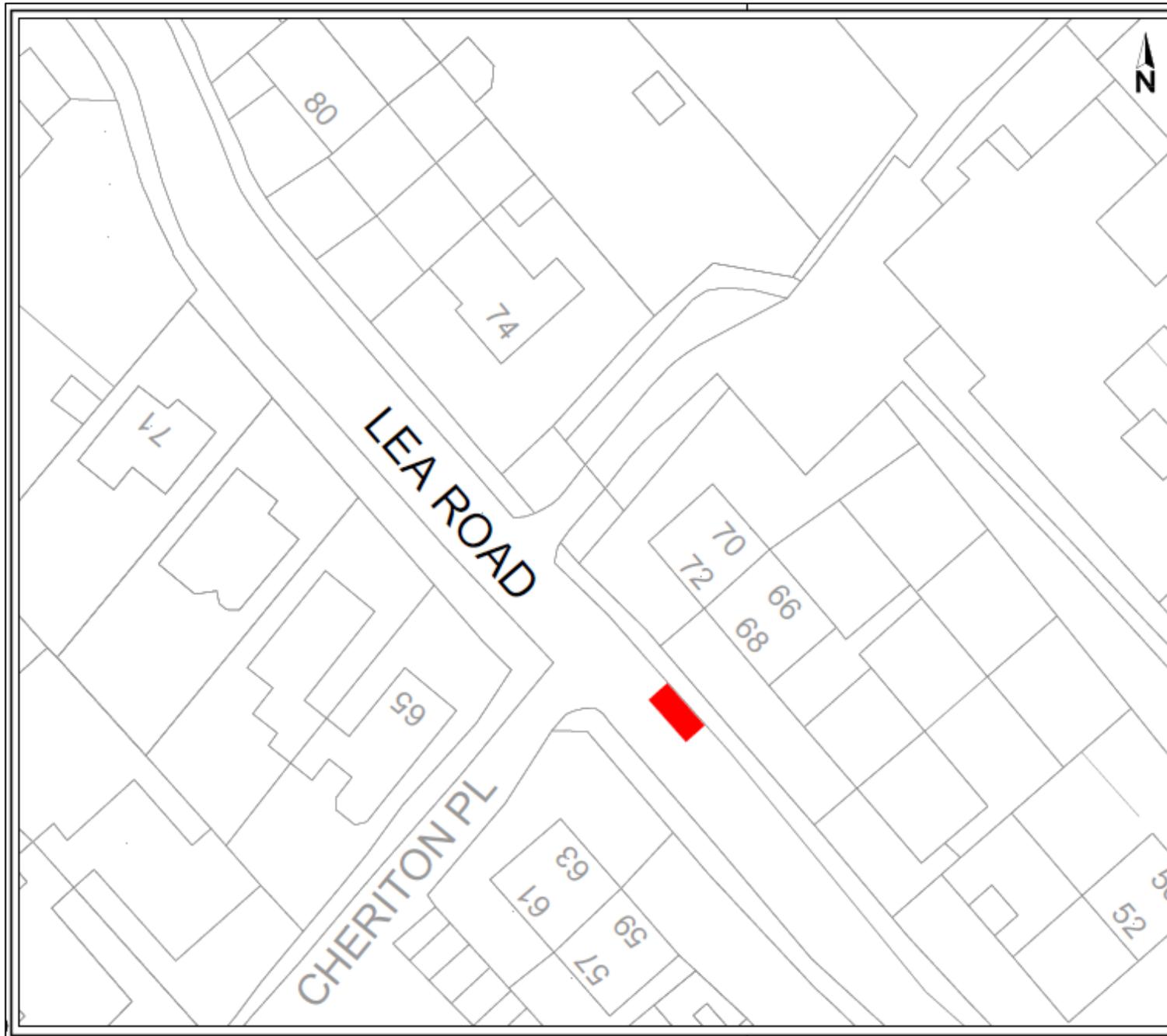
Drawing No.	Revision 0				
Proposed Disabled Persons Parking Places					
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<small>CONSTRUCTION</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>MAINTENANCE/OPERATING</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>USE</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>SECURITY/PROTECTION</small> <small>(ENTER NONE IF APPLICABLE)</small>					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
OXFORDSHIRE COUNTY COUNCIL <small>Paul Penner Director for Environment and Highways Oxfordshire County Council County Hall 100, High Street Oxford OX1 1BD Tel: 01865 200 1111</small>					
<small>Project title</small> <p style="text-align: center;">DISABLED PERSONS PARKING PLACES</p>					
<small>Drawing title</small> <p style="text-align: center;">MILTON DUKE OF YORK AVENUE</p>					
<small>Drawing Status</small> <p style="text-align: center;">CONSULTATION</p>					
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N.T.S.	JwC	JwC			
	Date drawn	Date checked	Date approved		
	10/25				
<small>Oxfordshire Project No. & File Ref</small> <p style="text-align: center;">PROJ06</p>					
<small>Drawing No.</small> <p style="text-align: center;">DPPP/IS&V/0019</p>					<small>Revision</small>



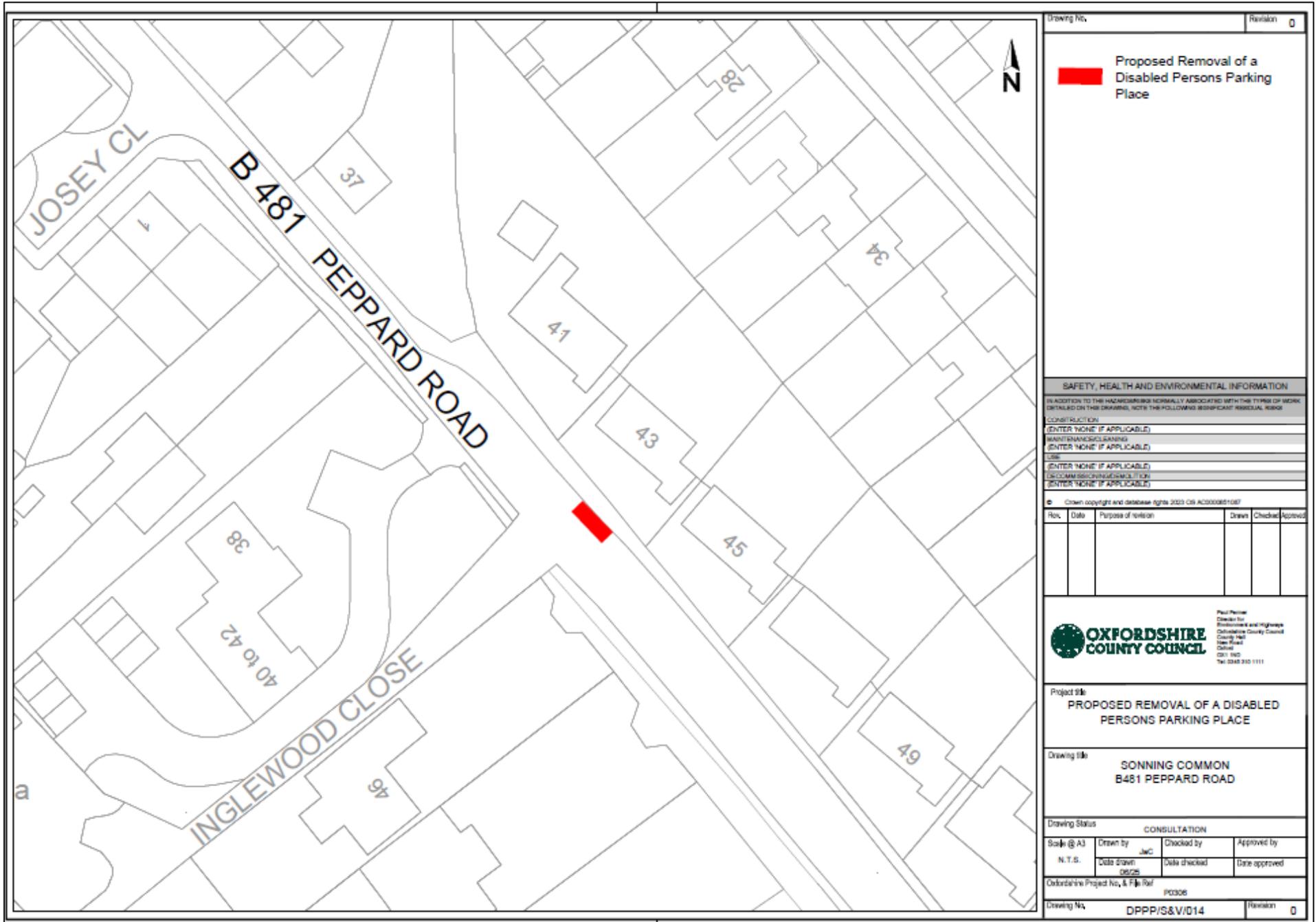
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
IN ADDITION TO THE HAZARD/PERIL NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARD/PERIL					
CONSTRUCTION					
(ENTER NONE IF APPLICABLE)					
MAINTENANCE/CLEANING					
(ENTER NONE IF APPLICABLE)					
USE					
(ENTER NONE IF APPLICABLE)					
DISCONTINUATION/DEMOLITION					
(ENTER NONE IF APPLICABLE)					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;"> Paul Penne Director for Environment and Highways Oxfordshire County Council County Hall 100 West Oxford OX1 1BD Tel: 01865 200 1111 </div>					
Project title					
DISABLED PERSONS PARKING PLACES					
Drawing title					
NETTLEBED PRIEST CLOSE					
Drawing Status					
CONSULTATION					
Scale @ A3	Drawn by	Checked by	Approved by		
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Oxfordshire Project No. & Ref					
PC006					
Drawing No.					Revision
DPPP/S&V/004					0



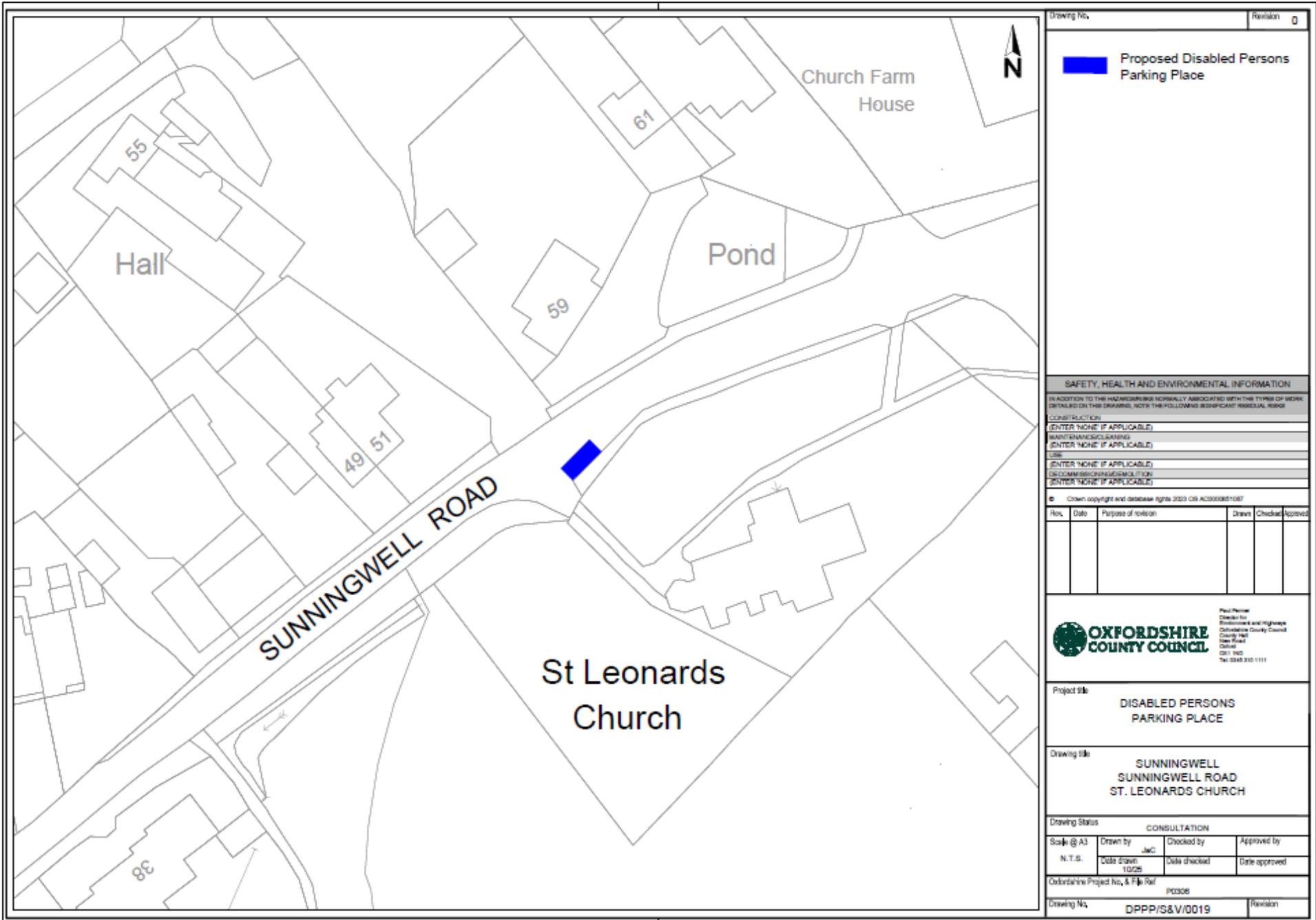
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<p>© Crown copyright and database rights 2020 OS AC3000011087</p> <table border="1"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>				Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
Rev.	Date	Purpose of revision	Drawn	Checked	Approved										
 <p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Paul Porter Director for Roadworks and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1PS Tel: 01865 200 1111</p>		<p>Project title</p> <p>DISABLED PERSONS PARKING PLACES</p>													
<p>Drawing title</p> <p>RADLEY FOXBOROUGH ROAD</p>		<p>Drawing Status</p> <p>CONSULTATION</p>													
Scale @ A3	Drawn by	Checked by	Approved by												
N.T.S.	JJC	JJC													
Date drawn	Date checked	Date approved													
08/05															
<p>Oxfordshire Project No. & Title</p> <p>103006</p>															
Drawing No.		Revision													
DPPP/S&V/0020															



Drawing No.	Revision				
Proposed Removal of a Disabled Persons Parking Place					
<small>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</small> <small>IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILING ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORKS:</small>					
<small>CONSTRUCTION</small> <small>(ENTER 'NONE' IF APPLICABLE)</small>					
<small>MAINTENANCE/CLEANING</small> <small>(ENTER 'NONE' IF APPLICABLE)</small>					
<small>USE</small> <small>(ENTER 'NONE' IF APPLICABLE)</small>					
<small>DISCOMMISSIONING/DEMOLITION</small> <small>(ENTER 'NONE' IF APPLICABLE)</small>					
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<small>Rev.</small>	<small>Date</small>	<small>Purpose of revision</small>	<small>Drawn</small>	<small>Checked</small>	<small>Approved</small>
<div style="display: inline-block; vertical-align: middle; font-size: 8px; margin-left: 5px;"> Paul Penne Chairman Environment and Highways Oxfordshire County Council County Hall Banbury OX11 1BQ Tel: 01235 210 1111 </div>					
<small>Project title</small> PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE					
<small>Drawing title</small> SONNING COMMON LEA ROAD					
<small>Drawing Status</small> CONSULTATION					
<small>Scale @ A3</small>	<small>Drawn by</small>	<small>Checked by</small>	<small>Approved by</small>		
N.T.S.	JWC	JWC			
<small>Date drawn</small>		<small>Date checked</small>		<small>Date approved</small>	
10/25					
<small>Oxfordshire Project No. & File Ref</small> 10300					
<small>Drawing No.</small> DPPP/S&V/012					<small>Revision</small> 0



Drawing No.		Revision	
		0	
Proposed Removal of a Disabled Persons Parking Place			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION			
IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDS, RISKS			
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MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)			
USE (ENTER NONE IF APPLICABLE)			
DISCOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)			
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Rev.	Date	Purpose of revision	Drawn
OXFORDSHIRE COUNTY COUNCIL <small>Paul Penne Chairman Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1PS Tel: 01865 200 1111</small>			
Project title			
PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE			
Drawing title			
SONNING COMMON B481 PEPPARD ROAD			
Drawing Status			
CONSULTATION			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC	06/25	
Date drawn	Date checked	Date approved	
Oxfordshire Project No. & File Ref			
P0306			
Drawing No.		Revision	
DPPP/S&V/D14		0	



Drawing No. Revision 0

Proposed Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RISKS:

CONSTRUCTION	(ENTER NONE IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER NONE IF APPLICABLE)
USE	(ENTER NONE IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
Paul Penne
 Clerk for
 Environment and Highways
 Oxfordshire County Council
 One Round
 Oxford
 OX1 1SP
 Tel: 01865 200 1111

Project title
DISABLED PERSONS PARKING PLACE

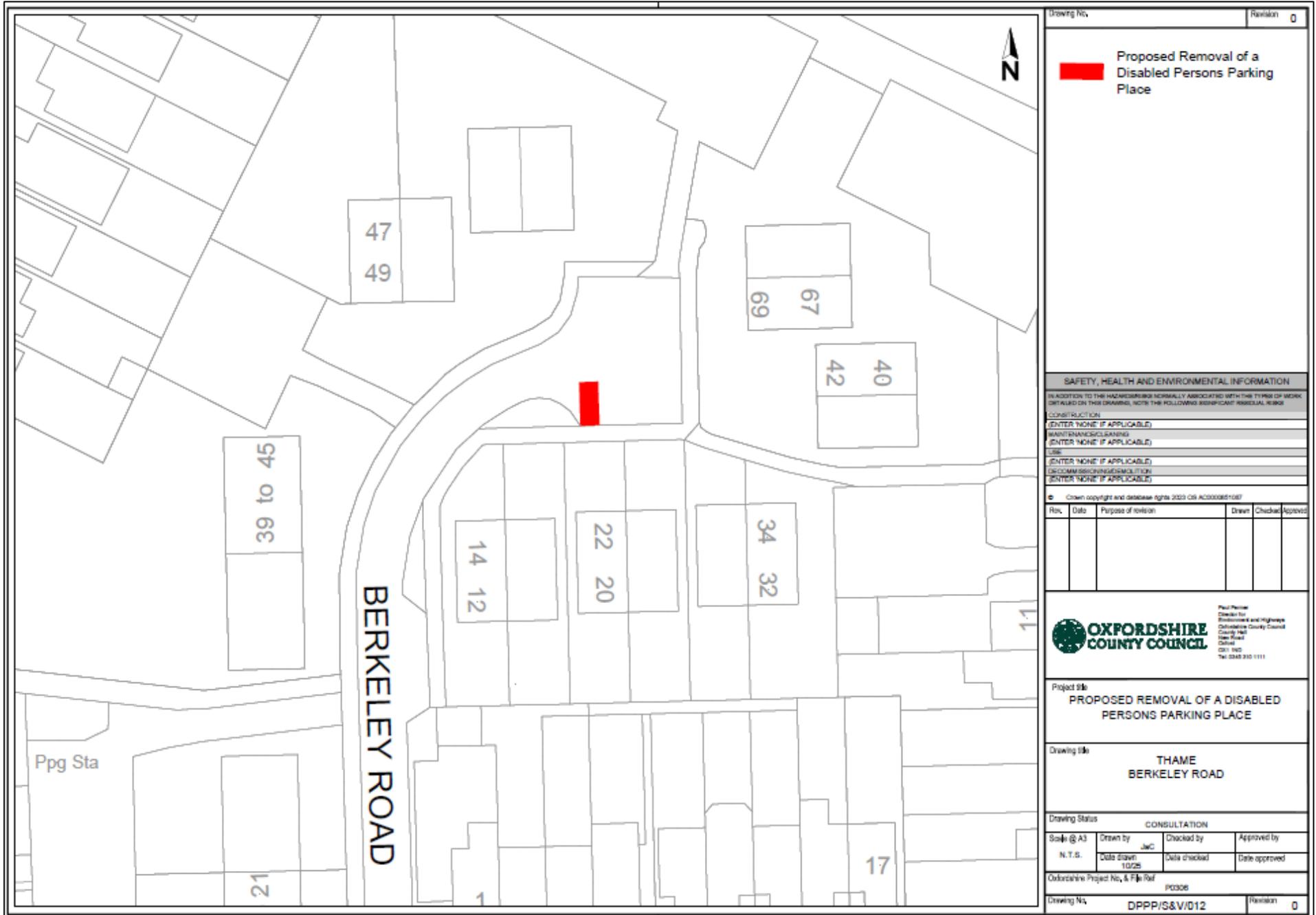
Drawing title
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SUNNINGWELL ROAD
ST. LEONARDS CHURCH**

Drawing Status **CONSULTATION**

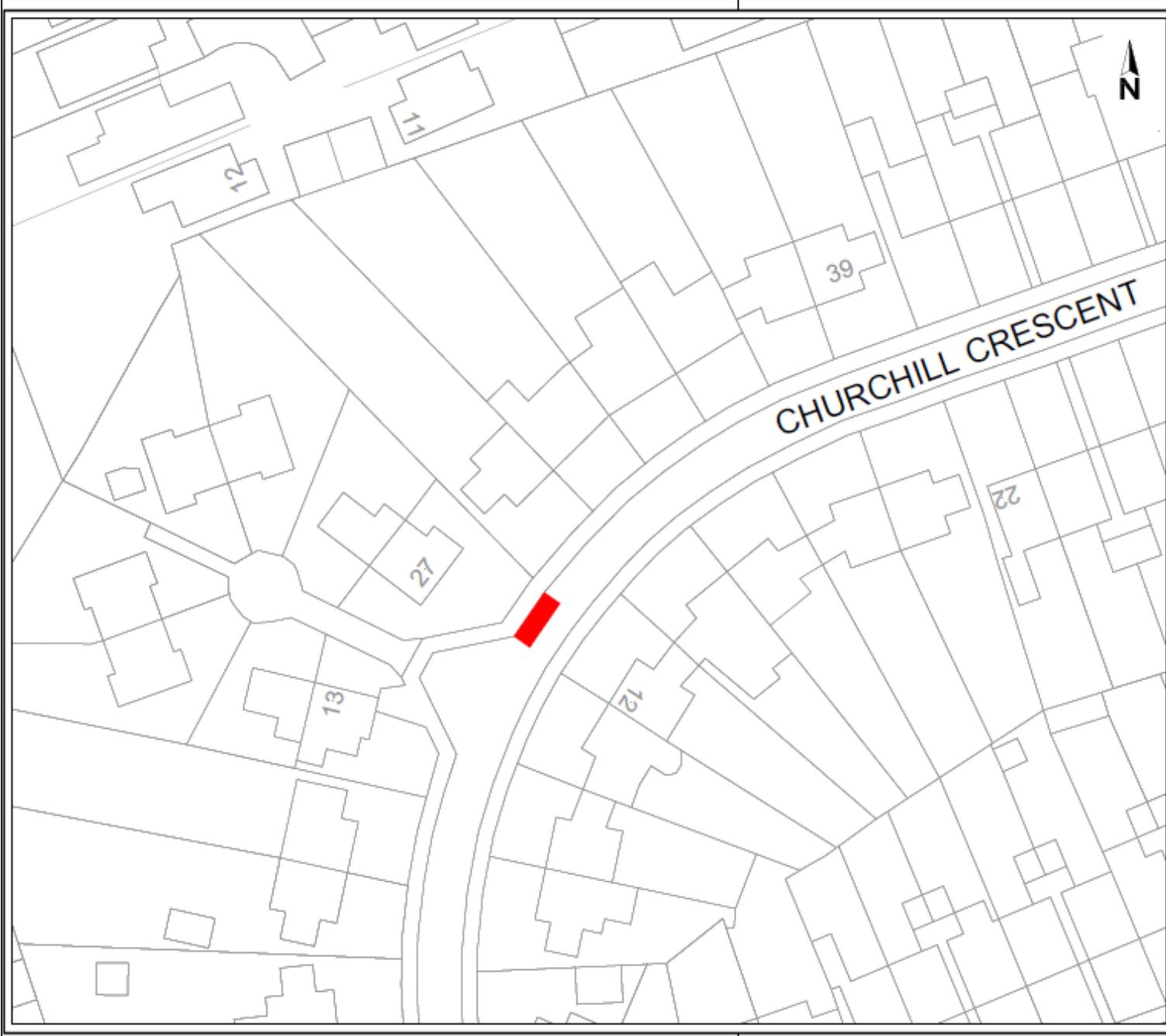
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N.T.S.	Date drawn 10/28	Date checked	Date approved

Oxfordshire Project No. & File Ref **10308**

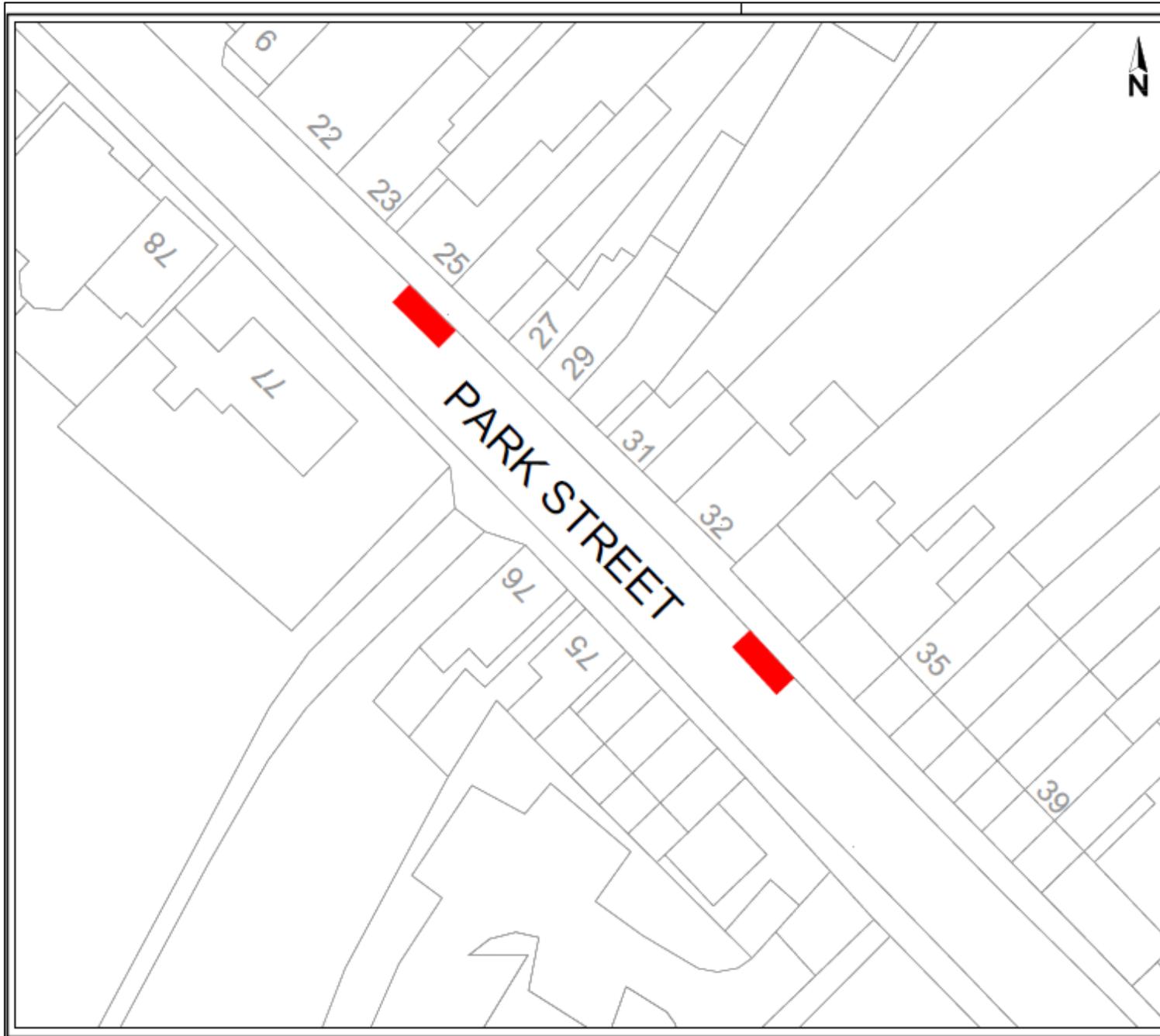
Drawing No. **DPPP/S&V/0019** Revision



Drawing No.	Revision		
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<p> Proposed Removal of a Disabled Persons Parking Place</p>			
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARD/RISK NORMALLY ASSOCIATED WITH THE TYPE OF WORK DEFINED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISK:</p> <p>CONSTRUCTION (ENTER NONE IF APPLICABLE)</p> <p>MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)</p> <p>USE (ENTER NONE IF APPLICABLE)</p> <p>DISCOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)</p>			
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Rev.	Date	Purpose of revision	Drawn / Checked / Approved
<p> OXFORDSHIRE COUNTY COUNCIL</p> <p>Paul Perrie Clerk for Economic and Highways Oxfordshire County Council County Hall 100 West Oxford OX1 1BQ Tel: 01865 210 1111</p>			
<p>Project title PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE</p>			
<p>Drawing title THAME BERKELEY ROAD</p>			
<p>Drawing Status CONSULTATION</p>			
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
	Date drawn	Date checked	Date approved
	10/25		
<p>Oxfordshire Project No. & File Ref PC306</p>			
Drawing No.	Revision		
DPPP/S&V/012	0		



Drawing No.	Revision				
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<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDING NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS:</p> <p>CONSTRUCTION (ENTER NONE IF APPLICABLE)</p> <p>MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)</p> <p>USE (ENTER NONE IF APPLICABLE)</p> <p>DECOMMISSIONING/DEMOLITION (ENTER NONE IF APPLICABLE)</p> <p>© Crown copyright and database rights 2023 OS AC000001007</p>					
Rev.	Date	Purpose of revision	Drawn	Checked	Approved
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Project title					
<p>PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE</p>					
Drawing title					
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Drawing Status					
<p>CONSULTATION</p>					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	Data drawn 08/25	Date checked	Date approved		
Oxfordshire Project No. & File Ref					
<p>10306</p>					
Drawing No.					Revision
<p>DPPP/S&V/011</p>					<p>0</p>



Drawing No. Revision 0

Proposed removal of Disabled Persons Parking Places.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 IN ADDITION TO THE HAZARDINGS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORKS:
 CONSTRUCTION (ENTER NONE IF APPLICABLE)
 MAINTENANCE/CLEANING (ENTER NONE IF APPLICABLE)
 USE (ENTER NONE IF APPLICABLE)
 DECOMMISSION/DEMOLITION (ENTER NONE IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Project title
 PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACES

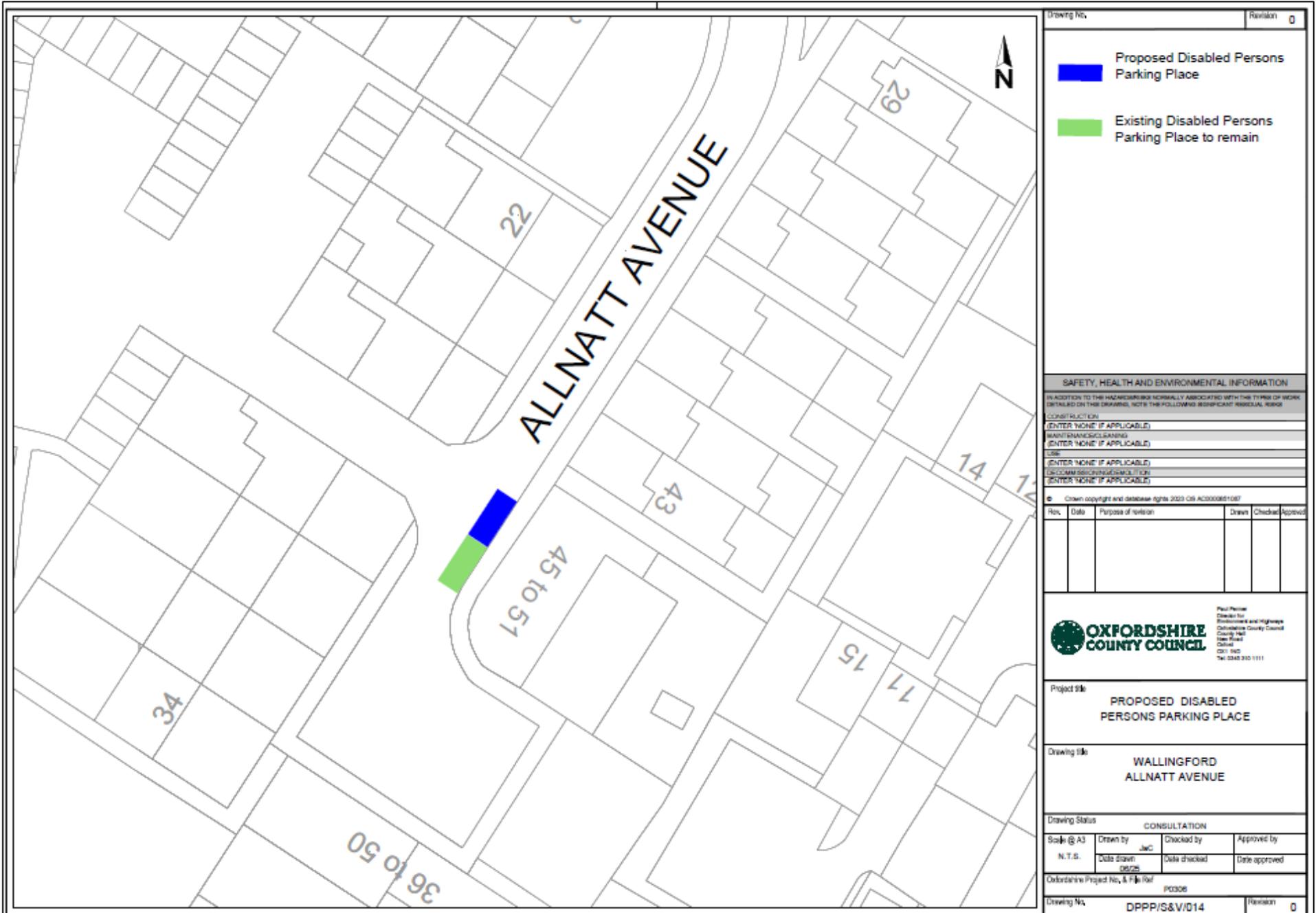
Drawing title
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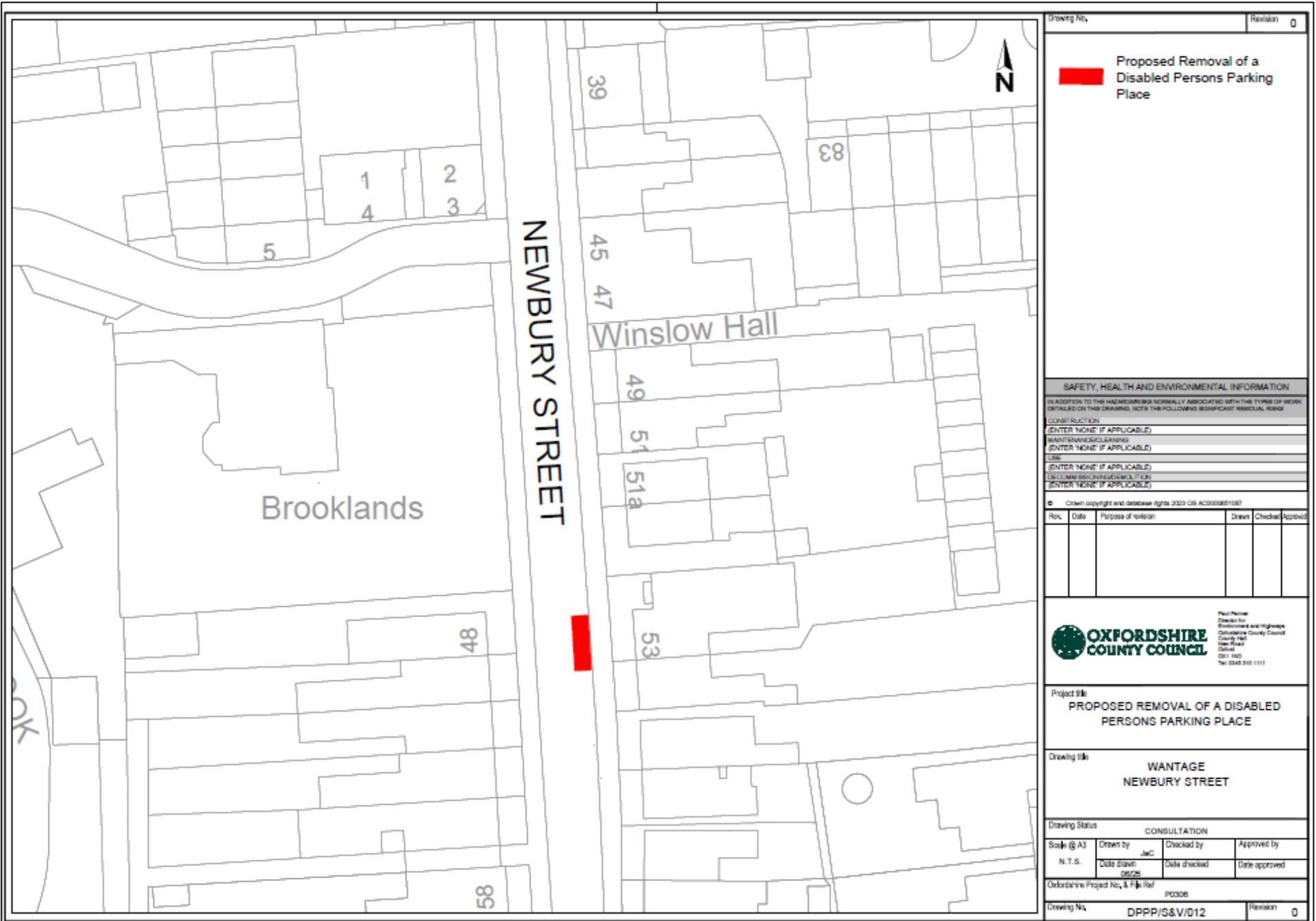
Drawing Status CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		

N.T.S. Date drawn 10/25 Date checked Date approved

Oxfordshire Project No. & P. Ref: P0306
 Drawing No. **DPPP/S&V/012** Revision **0**





Drawing No. _____ Revision 0

 Proposed Removal of a Disabled Persons Parking Place

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
 IN ADDITION TO THE HAZARDING NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILLED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT HAZARDOUS WORKS:
 CONSTRUCTION: _____
 (ENTER 'NONE' IF APPLICABLE)
 MAINTENANCE/CLEANING: _____
 (ENTER 'NONE' IF APPLICABLE)
 USE: _____
 (ENTER 'NONE' IF APPLICABLE)
 DECOMMISSION/DEMOLITION: _____
 (ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

 **OXFORDSHIRE COUNTY COUNCIL**
 Paul Perce
 Director for
 Environment and Highways
 Oxfordshire County Council
 County Hall
 New Road
 Oxford
 OX1 1ND
 Tel: 0345 300 1111

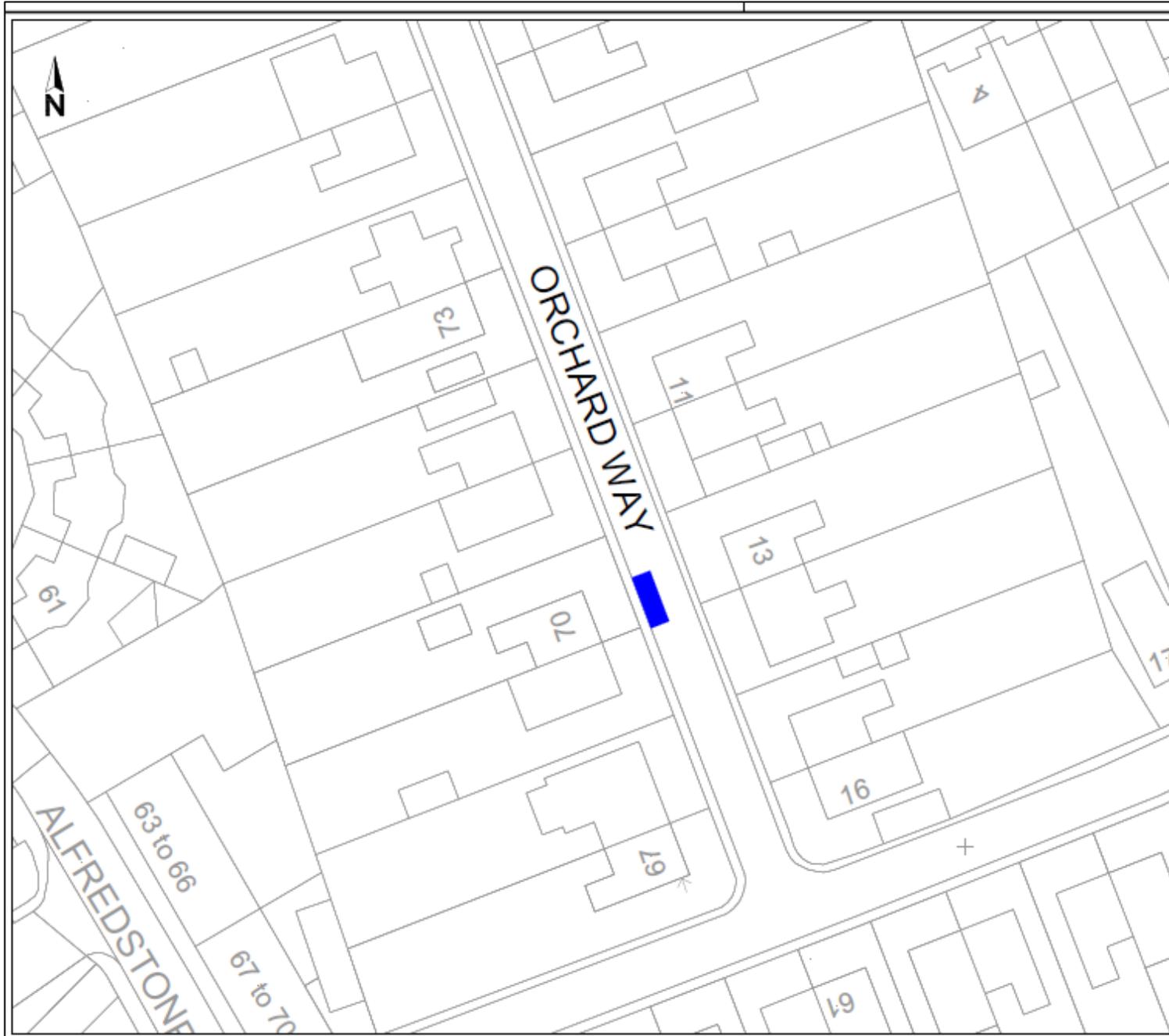
Project title
PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE

Drawing title
WANTAGE NEWBURY STREET

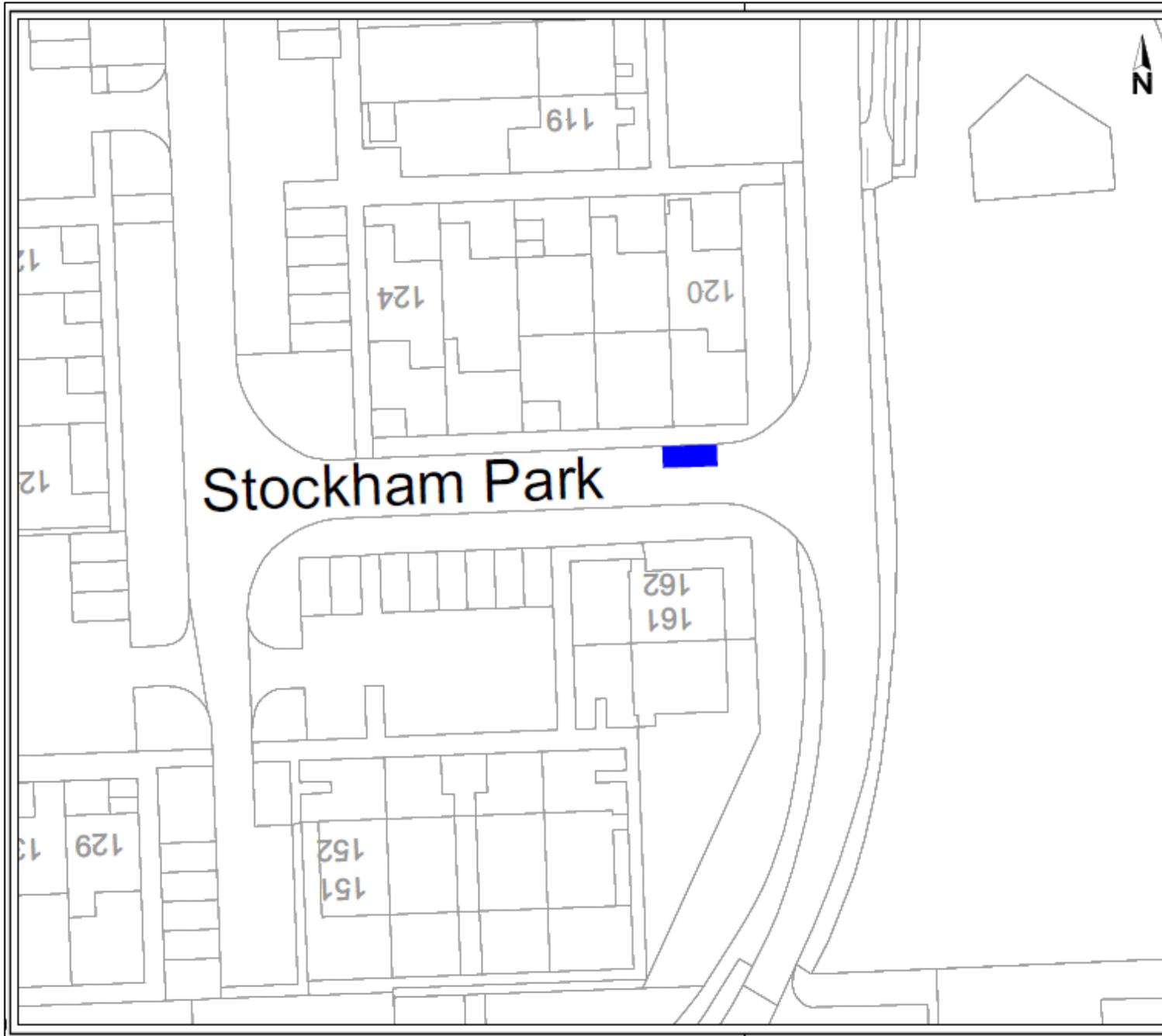
Drawing Status **CONSULTATION**

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JWC		
	Date drawn 05/25	Date checked	Date approved

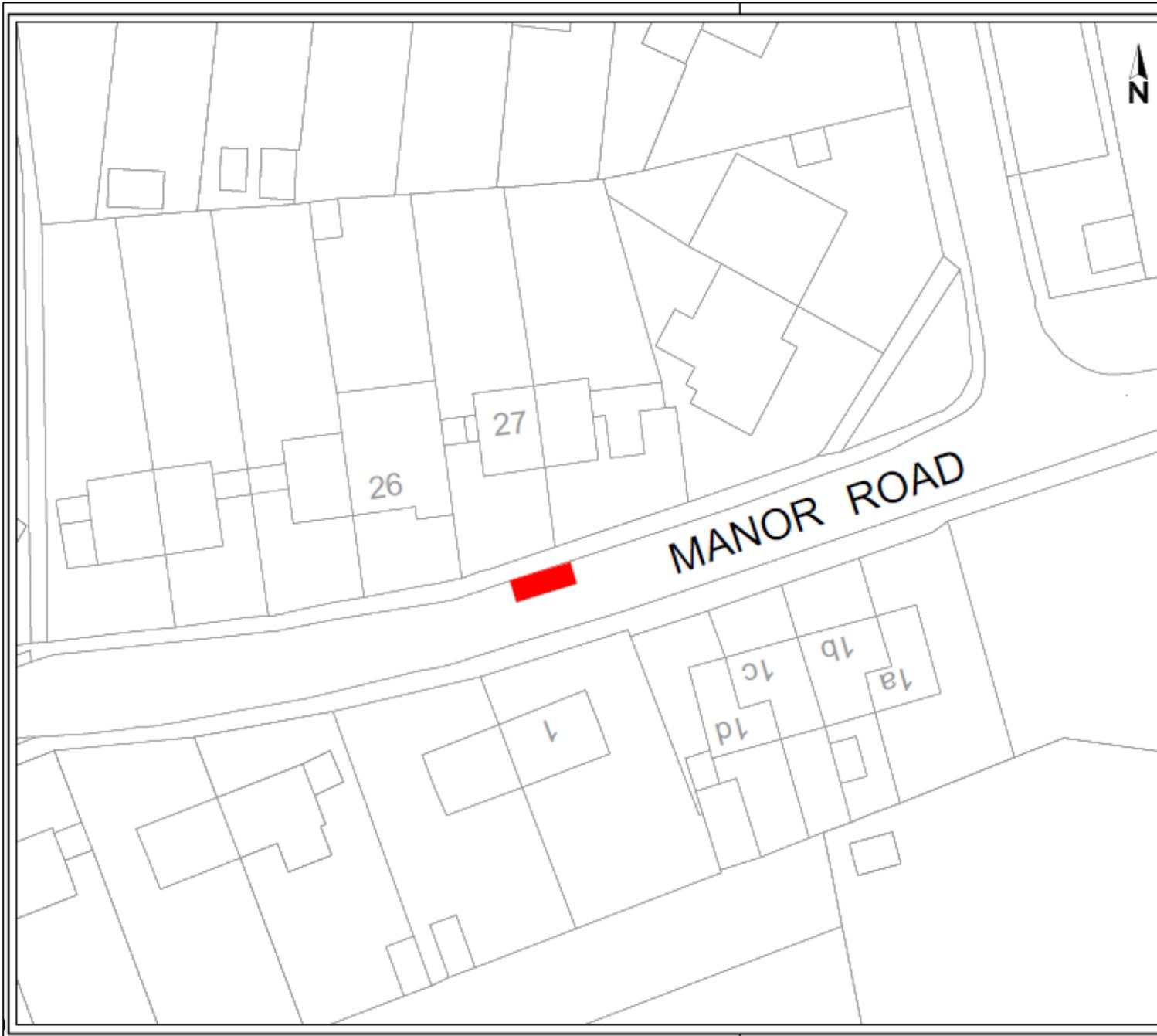
Oxfordshire Project No. & File Ref: P0306
 Drawing No. **DPPP/S&V/012** Revision **0**



Drawing No.	Revision 0				
Proposed Disabled Persons Parking Place					
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION					
<small>IN ADDITION TO THE HAZARDS NORMALLY ASSOCIATED WITH THE TYPE OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small>					
<small>CONSTRUCTION</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>MAINTENANCE/OPERATION</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>USE</small> <small>(ENTER NONE IF APPLICABLE)</small>					
<small>DECOMMISSION/DEMOLITION</small> <small>(ENTER NONE IF APPLICABLE)</small>					
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<small>Rev.</small>	<small>Date</small>	<small>Purpose of revision</small>	<small>Drawn</small>	<small>Checked</small>	<small>Approved</small>
OXFORDSHIRE COUNTY COUNCIL <small>Paul Perrow Director for Environment and Highways Oxfordshire County Council County Hall 100 West Oxford OX1 1BQ Tel: 0345 202 1111</small>					
<small>Project title</small>					
DISABLED PERSONS PARKING PLACES					
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WANTAGE ORCHARD WAY					
<small>Drawing Status</small>					
CONSULTATION					
<small>Scale</small> @ A3	<small>Drawn by</small>	<small>Checked by</small>	<small>Approved by</small>		
N.T.S.	<small>Date drawn</small> 08/20	JAC <small>Date checked</small>	<small>Date approved</small>		
<small>Oxfordshire Project No. & File Ref</small>					
PC006					
<small>Drawing No.</small>					<small>Revision</small>
DPPP/S&V/0012					0



Drawing No.	Revision 0												
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<p><small>© Crown copyright and database rights 2020 OS AC3000001007</small></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 5%;">Rev.</th> <th style="width: 10%;">Date</th> <th style="width: 65%;">Purpose of revision</th> <th style="width: 5%;">Drawn</th> <th style="width: 5%;">Checked</th> <th style="width: 10%;">Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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N.T.S.	Date drawn 07/25	Date checked	Date approved										
Oxfordshire Project No. & File Ref		PC3006											
Drawing No.	DPPP/S&V/0019			Revision									



Drawing No.	Revision												
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<p><small>© Crown copyright and database rights 2020 OS AC0000010087</small></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Rev.</th> <th>Date</th> <th>Purpose of revision</th> <th>Drawn</th> <th>Checked</th> <th>Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		Rev.	Date	Purpose of revision	Drawn	Checked	Approved						
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<p>OXFORDSHIRE COUNTY COUNCIL <small>Paul Payne Director for Environment and Highways Oxfordshire County Council County Hall New Road Oxford OX1 1BD Tel: 01865 210 1111</small></p>													
<p>Project title PROPOSED REMOVAL OF A DISABLED PERSONS PARKING PLACE</p>													
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Scale @ A3	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Drawn by JWC</td> <td>Checked by</td> <td>Approved by</td> </tr> <tr> <td>N.T.S.</td> <td>Date drawn 05/25</td> <td>Date checked </td> </tr> <tr> <td> </td> <td> </td> <td>Date approved </td> </tr> </table>	Drawn by JWC	Checked by	Approved by	N.T.S.	Date drawn 05/25	Date checked 			Date approved 			
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RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Oxford Bus	No objection
(e3) Thame Town Council	No objection
(e4) Cllr Gavin McLauchlan	No objection
(e5) Cllr Ken Arlett	No objection

- Northcourt Road (Abingdon) - Proposed removal of a DPPP

(1) Local Resident, (Abingdon)	Support (Northcourt Road) –
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- Swinburne Road (Abingdon) - Proposed new DPPP

(2) Local Resident, (Abingdon)	Object (Swinburne Road) – I have just received and read your proposals on stealing what remains of my little bit of parking. So, what am I supposed to do? How far are you going until some poor soul has none. I do not know who or where this originated, but you leave me with no action but to strongly object.
(3) Local Resident, (Abingdon)	Object (Swinburne Road) - In the specific case of Swinburne Road, South Oxon, there is already a disabled space which is used by a person with no apparent physical disability. If the council wishes to spend our money on

	<p>schemes to improve the quality of life of residents, it could do better by renovating the Ock River path, which is virtually unusable during the autumn and winter months. This would allow us all to remain healthier and avoid disabilities in the future. We do not need more disabled parking! And we do not need the obsession with spending our money at every opportunity.</p>
(4) Local Resident, (Abingdon)	<p>Object (Swinburne Road) - I am writing to express my concerns about the proposal to install an additional accessible parking bay near my home. At present, there is already a large accessible bay located very close to my property. I understand and fully support the need for accessible parking in the community; however, the introduction of a second large bay in such close proximity raises significant practical concerns for residents on this road. Parking in this area is already extremely difficult due to the limited number of available spaces. The accessible bays are understandably larger than standard spaces, but this means that each one removes more than one regular parking space from general use. Adding another bay so close to the existing one would further reduce already-scarce parking for residents and visitors.</p> <p>I respectfully ask the Council to consider the impact that two large accessible bays in such a small stretch of road will have on local parking availability. I would be grateful if the following points could be reviewed:</p> <ul style="list-style-type: none"> * Whether an alternative location could be considered that would still meet accessibility needs without placing two large bays so close together. * The possibility of assessing current parking pressure in the area before a final decision is made. * Any consultation or assessment that has been carried out with local residents regarding this proposal. <p>I fully appreciate the importance of accessible parking and simply hope that a solution can be found that balances these needs with the practical realities for residents living on this already congested street.</p>
(5) Local Resident, (Abingdon)	<p>Concerns (Swinburne Road) - I am writing to express my concerns about the proposal to install an additional accessible parking bay near my home.</p> <p>At present, there is already a large accessible bay located very close to my property. I understand and fully support the need for accessible parking in the community; however, the introduction of a second large bay in such close proximity raises significant practical concerns for residents on this road.</p> <p>Parking in this area is already extremely difficult due to the limited number of available spaces. The accessible bays are understandably larger than standard spaces, but this means that each one removes more than one regular parking space from general use. Adding another bay so close to the existing one would further reduce already-scarce parking for residents and visitors. I fully understand that a space further down the Road is being</p>

	<p>removed however I have concerns about these two bays situated together and the impact that this will have for other residents to park close to their properties.</p> <p>I respectfully ask the Council to consider the impact that two very large accessible bays back to back in such a small stretch of road will have on local parking availability. I would be grateful if the following points could be reviewed:</p> <ul style="list-style-type: none"> • Whether an alternative location could be considered that would still meet accessibility needs without placing two large bays so close together. • The possibility of assessing current parking pressure in the area before a final decision is made. • Any consultation or assessment that has been carried out with local residents regarding this proposal. • These bays are a permanent fixture, if they are no longer needed by the resident due to relocation or other circumstances how long does it take for the bays to be decommissioned, and is it illegal to park in the bay if it is no longer being used by the resident that requested it? <p>I fully appreciate the importance of accessible parking and simply hope that a solution can be found that balances these needs with the practical realities for residents living on this already congested street.</p>
(6) Local Resident, (Abingdon)	<p>Concerns (Swinburne Road) - Although there is no legal right to be able to park outside your house, I think there is a reasonable expectation that you should (at least sometimes) be able to do so. The existing disabled parking space outside no.33 Swinburne Road is already taking up some of the frontage of no. 31. If no.31 also has a disabled parking space then this will presumably overlap house no.29 substantially and maybe even completely. There will also then be a knock-on effect along the street, which might cause community disquiet. The needs of one resident should not be prioritised above the needs of another or all nearby residents. I presume there are statutory regulations about the size of a disabled parking space, but if the size required exceeds the road space/house frontage of the applicant's property then it should be declined irrespective of their need. This therefore includes no.33's disabled parking space which is huge for the size of vehicle parked in it. A disabled parking space the size of each house frontage is perfectly adequate for an average vehicle - after all everyone else manages to park in such a sized space. What the applicant needs is to know that the space outside their house will ALWAYS BE AVAILABLE for them - not need additional space to manoeuvre their vehicle (otherwise their ability to drive should be investigated).</p> <p>Residents in Swinburne Road are very considerate and generally do not park near the edge of the designated disabled parking space (I have witnessed this from the one now being removed outside no.13) so even wider 'gaps' are created in a ripple effect along the street and these 'gaps' can lead to inefficient parking so less vehicles can get a space; maybe even parking at the far end of the street or Radley Road.</p>

	<p>Assuming the new disabled space is agreed, I hope the two disabled spaces can abut or join each other and that there is no extra gap between the two dotted end edges at the end of one and start of the next. As I said above, I believe no.33's already encroaches on the frontage of no.31 so it cannot start on the edge of their property anyway. If it is possible to reduce the size of no.33's space to the frontage of their property and then line-up no.31 across their property, that would solve all problems for the whole street.</p> <p>In recent years there have been more difficulties in finding a parking space anywhere on Swinburne Road, especially at certain times eg. school drop-off and pick-up, in the evenings as work vans and residents from other streets leave their cars parked overnight, and we even have a resident fire-engine (which notably seems to have electric cable permanently connected, so it never leaves its rather large parking position). I am not opposed to disabled parking spaces per se, but I think they should be only introduced if absolutely required and of a specification which is appropriate to the street.</p> <p>The properties in Swinburne Road are generally not where physically disabled people would choose to live due to the nature and age of the houses. I assume that a check is made that it is a requirement for physical immobility that the disabled space will be required and not just that the person is registered as disabled. If the disability does not relate to the applicant being physically unable to walk short distances, I would ask that this application be reconsidered.</p>
(7) Local Resident, (Abingdon)	<p>Concerns (Swinburne Road) - Have an issue with the size of these parking spaces. Totally understand that a disabled person might have difficulty manoeuvring their vehicle to park, but these spaces are much wider than the terraced houses in the road so other parking space is lost. If the disabled spaces were only the width of the house, they could be assured a parking space without affecting other residents. I'm not aware of the need for the applicant to load/unload mobility equipment with rear access to the vehicle, which would obviously be a special need and the obligation for the provision a larger space.</p>
(8) Local Resident, (Abingdon)	<p>Support (Swinburne Road) - Happy with this though disabled parking space already in place outside 33 Swinburne Road.</p>
(9) Local Resident, (Abingdon)	<p>Support (Swinburne Road) - I support the proposed removal of the Disabled Persons Parking Place at 13 Swinburne Road, Abingdon. My reason is that the bay is no longer in active use, while there is a clear need for such provision at number 31, where residents have reduced mobility. Relocating the bay would ensure that the facility serves those who genuinely require it and improves accessibility in the neighbourhood.</p>

(10) Local Resident, (Abingdon)	Support (Swinburne Road) - I support the removal of the disabled bay not required outside 13 Swinburne Road. If the proposed bay is requested and needed for a resident, I would support.
(11) Local Resident, (Abingdon)	No opinion (Swinburne Road) - I am a resident of Swinburne road Abingdon and am the holder of a current blue badge due to several lower leg disabilities.????

- Aston Street (Aston Tirrold) – Proposed new DPPP

(12) Local Resident, (Aston Tirrold)	Object (Aston Street) – It's near to my property, where I park my car for the last nearly 6 years, I am disabled too, most of the 12 residents here are disabled, hence why we have not requested disabled spaces in the past. The one disabled bay will take up at least two maybe three parking spaces, which are scarce anyway.
(13) Local Resident, (Aston Tirrold)	Concerns (Aston Street) - Special disabled parking is fine as long as it is within the existing pull-in area and does not go further outside this area into the road or along it.
(14) Local Resident, (Aston Tirrold)	Concerns (Aston Street) – If a disabled parking space is provided, which property will it be designated to? If that particular tenant leaves the property, what happens to the Disabled Space? Or, will it be any bodies, I am sure there is more than one tenant who has a Blue Badge, therefore, could cause problems as to who can use it. When Social housing properties are advertised it may include 'check parking', but it is up to the prospective tenant to decide whether this could be a problem before they agree to take on the tenancy, or not. There are social housing bungalows with adjacent parking for disabled tenants. There is a separate car park for the houses, there might be tenants there with Blue Badges. The cars park at an angle in the lay-by, more often than not bumped up onto the pavement as the road is narrow, other cars park halfway on the pavement. If there is a specific Disabled space as shown on the map, this will cut down the number of spaces, also there will be nowhere for them to park and Housing Workmen to park their vans. There is a large area in front of the bungalows, but this is on a gradient. From what I understand the lay-by was for the Bus Stop but as more tenants got cars this stop was discontinued, it now stops by the Garage. The timetable needs removing as I have seen people looking there expecting a bus coming. At the moment the parking is adequate if we all park at the same angle, although not sure about

	the parking on the pavement if that is legal, it does block the pavement.
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- Colwell Road (Berinsfield) – Proposed new DPPP

(15) Local Resident, (Berinsfield)	Support (Colwell Road) –
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- Dibleys (Blewbury) - Proposed new DPPP

(16) Local Resident, (Blewbury)	Support (Dibleys) - The Dibleys estate is for over 55s only. There are bound to be a number of Blue badge holders. There are over 50 houses & bungalows with various access to parking (not just one car park). There are a limited number of spaces - please note NOT enough for one for each dwelling. The only concern is that when those BB holders leave the estate (or other reasons for not needing a space like they die) we will have more and more BB spaces which are not that useful and nowhere for the other residents to park!
(17) Local Resident, (Blewbury)	Support (Dibleys) –

- Winters Field (Crowmarsh Gifford) - Proposed new DPPP

(18) Local Resident, (Crowmarsh Gifford)	Support (Winters Field) – I have no concerns.
(19) Local Resident, (Crowmarsh Gifford)	Support (Winters Field) - I am happy with a disabled space to be created at Winters Field.

- Champion Hall Drive (Didcot) - Proposed new DPPP

(20) Local Resident, (Didcot)	Object (Campion Hall Drive) –
(21) Local Resident, (Didcot)	Object (Campion Hall Drive) –
(22) Local Resident, (Didcot)	Object (Campion Hall Drive) –

- Manor Close (Drayton) - Proposed new DPPP

(23) Local Resident, (Drayton)	<p>Object (Manor Close) – I am writing to formally object to the proposed installation of a disabled parking space within the turning area of our cul-de-sac. While I fully support the allocation of disabled parking and appreciate its importance, I believe the location currently proposed is unsuitable and potentially unsafe.</p> <p>1. Concerns Regarding Turning Space and Double Parking - The turning area is already heavily used by residents and visitors, and the proposed space would reduce the manoeuvring room even further. We have repeatedly experienced issues with vehicles double-parking when the turning space becomes congested. I have attached photographic evidence to demonstrate how frequently this occurs and how tight the available space already is.</p> <p>2. Emergency Vehicle Access - The reduction of turning space raises serious concerns about the ability of emergency vehicles to access properties at the end of the cul-de-sac. Fire engines, ambulances, and refuse vehicles already struggle to turn safely and efficiently. Further restricting this area may delay response times during emergencies.</p> <p>3. Lack of Direct Communication - I am disappointed not to have received a formal letter or notification regarding this proposal, especially as it directly affects the area immediately outside my property. I only became aware of this through neighbours, which is concerning given the potential impact on residents who live closest to the site.</p> <p>4. Alternative Proposal - I do not object to the creation of a disabled parking space; in fact, I believe it is needed. However, I strongly feel that the current location is not appropriate. I would like to propose an alternative solution:</p>
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	<ul style="list-style-type: none"> • Removing a section of the grass verge to create dedicated disabled parking, • And, if feasible, expanding this area to accommodate additional parking for other properties. This option would avoid compromising the turning area while still meeting the needs of disabled residents. <p>5. Damage to My Driveway - I would also like to highlight that my driveway has already suffered significant damage caused by vehicles mounting or crossing it while attempting to navigate the restricted turning space. Further reduction of this area would almost certainly worsen the problem.</p> <p>I respectfully request that the council reconsider the proposed location and explore the more suitable alternative suggested above. I would welcome the opportunity to discuss this matter further or provide additional evidence if required.</p>
(24) Local Resident, (Drayton)	<p>Object (Manor Close) – I live in Manor Close, Drayton, there is no allocated parking as we only have a turning point. Turning into a disabled parking space is ridiculous. We have previously been told not to park there as we need it to turn round for example if there is a fire or ambulance needing to get down. Giving one person a disabled spot should allow everyone else to have a designated parking space. The parking has always been bad I have lived here 14 years and was informed on the parking situation. I am not aware of anyone needing a disabled parking space I believe this has been brought up due to not being able to park previously and trying to guarantee someone a permanent space. Overall, we don't have the space to be making a disabled parking space for one person who doesn't need it and stated I've been here for so many years and speak to everyone and this has never been brought up. To get rid of our turning points for one person and not have space for emergency services to turn round. If you refer back to previous letters sent out to this close parking has been refused by the council by us to park in these turning points. This turning point is out the front my living room window and people should be allowed to park their cars where they are visible to them as well. So all this in consideration of giving one person a space who I'm not sure really needs it fully object as it will cause further problems down the line.</p>
(25) Local Resident, (Drayton)	<p>Object (Manor Close) – The whole street struggles to park not just one person, not one person in our street needs a disabled parking space to walk 10 metres to their flat it's an absolute joke. however if you want to give more parking to the residents then change the layout out of the cul-de-sac, where you plan to put a disabled parking space could easily be widened enough for four cars easily which would provide most of the street with a regular space but to think that some deserves to be closer to their flat than the rest of us is pathetic and they need to suck it up and stop moaning, we all have to walk the same distance to and from our flats and I can</p>

	<p>assure you not one person needs a disabled parking space but we all need more parking places, so what I've suggested would be perfect for all and there would be a lot less arguments as well. I can guarantee you there will be major arguments in this street if you put a spot in for just one person.</p>
<p>(26) Local Resident, (Drayton)</p>	<p>Object (Manor Close) – 1. The proposed location of this disabled bay is in a turning circle, therefore should not be allowed. Although people do use this circle to park, this should not be happening. Over the years of living here, we have witnessed countless times that an ambulance called to a vulnerable neighbour has been unable to turn so has had to reverse.</p> <p>2. In this small cul-de-sac parking is a nightmare. The 16 flats have NO allocated parking and this causes much tension amongst the residents now. To permanently remove a 'space' to allow for a blue badge would not be fair and will risk further inflaming these tensions. I would also be interested to know who would actually police the parking in that space!</p> <p>3. In the 16 flats on Manor Close, there are 2 residents with a blue badge so having only one space would be difficult (see point 2). Also my own mother and my neighbours mother have blue badges so they too could use this space which makes the whole purpose of doing this for the resident slightly pointless. It is not possible to allocate these spaces to individuals.</p> <p>4. The alternative solution would be to make a new parking bay on the grass next to your proposed site. However, at a time when council funds are massively under strain both options seem a huge waste of money. The proposed site (in the turning circle) is rarely used by anyone other than the resident, but on the odd occasion that it is, he just parks on the grass which is in fact closer to his home! The resident would do better by writing to all other residents explaining his health/medical issues and asking that, when possible, they leave the area clear for him. This would cost nothing!</p> <p>If the decision to go ahead is made, then we would all be grateful if the parking of ALL vehicles is prohibited from the grass areas of Manor Close.</p>
<p>(27) Local Resident, (Drayton)</p>	<p>Object (Manor Close) – It's a turnaround point not a parking spot. Will cause multiple issues with residents.</p>
<p>(28) Local Resident, (Drayton)</p>	<p>Object (Manor Close) – I am a resident of Manor Close; I'm concerned that after letters from my housing association that the open bays in manor close are an important turning point for emergency services that may need to park or get down our road. We have been instructed many times not to park there and now being told it will be for disabled parking which will not mean it is strictly for one person if they are saying they need it, it's not a huge road no one has to walk too far to their car. Allowing a disabled space is giving people permission to park in a turning point which is there for safety. If a fire engine was to come down our road right now where people are</p>

	parked it wouldn't be able to get out. Instead of just looking at objections I think all should come and see for yourself the distant from parking to each door which isn't far at all and at the end of the day when everyone is parked up see the hassle we have from where people park in the turning point it's not about one person it's about the whole close.
(29) Local Resident, (Drayton)	Concerns (Manor Close) – The issue with parking on this road is down to non-residents using the road to park - a much better way to address this issue would be to put a resident only sign at the entrance of the close.
(30) Local Resident, (Drayton)	Support (Manor Close) – I am fully supportive of a Disabled parking bay.
(31) Local Resident, (Drayton)	Support (Manor Close) – I'm disabled
(32) Local Resident, (Drayton)	Support (Manor Close) – I am pleased to see that this is being considered. There should be provision of a disabled parking space to support anyone who might require it. My only concern is that people who are not classed as Disabled would still use it. How would this be monitored?
(33) Local Resident, (Drayton)	Support (Manor Close) – This space is needed for the only disabled person in the close. Perhaps the council need to stop everyone in the close parking all over the grass verges as when they accepted their flat, they knew it did not come with allocated parking.

- Couplings Close (East Hendred) - Proposed new DPPP

(34) Local Resident
(East Hendred)

Object (Coulings Close) – 1. The proposal unfairly creates an allocated space for a single household - The resident requesting this bay already routinely uses the exact space shown on the plan. Converting it into a marked disabled bay in that specific location effectively turns it into a private, reserved space for one household. This is unfair, biased, and not aligned with the purpose of general use disabled bays meant for all Blue Badge holders.

2. Many residents rely on on-street parking — penalising several for the sake of one is disproportionate. Residents all along Coulings Close, including those from the main road downwards, rely heavily on limited on-street parking. Some cannot park on or near their own homes at all. Penalising multiple households for the convenience of a single property is disproportionate and biased from a planning perspective.

3. Some residents with driveways do not use them - Several homes with functional driveways still choose to park on the road, adding strain to already limited parking. Removing one shared space will worsen the situation and create avoidable tension.

4. We have already applied for a dropped kerb — this proposal interferes directly with our application. We previously submitted a dropped-kerb application and have yet to receive a response. This proposed bay sits would block, restrict, or jeopardise our ability to create off-street parking on a property we own outright. This would penalise us severely, while another household is effectively gifted a dedicated parking place.

5. We fully support accessibility, but not at the cost of our rights or our community - We are supportive of disabled access and do not object to appropriate provisions. However, this proposal prevents us from responsibly developing our property to reduce our impact on neighbours and the village. We are trying to alleviate parking pressure, not increase it — yet this plan forces the opposite.

6. Waste of public funds - Installing a disabled bay — including legal costs, markings, signage, and road works — is an unnecessary use of taxpayer money. Coulings Close needs a full resurfacing, not patchwork repairs. Installing a bay on a road already requiring substantial refurbishment is short-sighted and wasteful.

7. Reduction of shared parking from four spaces to three - The current configuration accommodates four vehicles. The proposed disabled bay would reduce this to three, worsening access for multiple households who rely on these spaces daily.

8. Existing resident parking system works well - An informal but functioning system exists where neighbours park in sequence according to property location. This avoids conflicts and has worked for years. A dedicated bay placed in this location would disrupt this established community practice entirely.

9. We are the only household directly affected - The bay is positioned solely outside our home, meaning we alone bear the negative impact. We are also the only privately owned property in the immediate area; surrounding properties are social housing with different arrangements. The impact is therefore exclusive and disproportionate.

10. No clarity on review, removal, or reassessment - There is no explanation of whether the bay will be removed when no longer required, reviewed periodically, or remain indefinitely. Imposing a potentially permanent restriction for a single household's temporary need is unreasonable.

11. Other residents already face parking difficulties - Several residents must park far from their homes, while others with driveways still use the street. Creating a partially private space in an already congested area further reduces fairness and equity.

12. This proposal compounds existing disadvantages caused by prior planning oversights - Our property already suffers due to unresolved telecom infrastructure issues resulting from poor planning coordination. Our ongoing case (OG08676, raised with Olly Glover CC) has left us with inadequate telecom services, unlike neighbouring properties. While we do not allege intent, the cumulative effect of such decisions is that our household is repeatedly and disproportionately disadvantaged due to the age and layout of our property. This disabled bay proposal continues that pattern by imposing yet another barrier on us alone.

13. Strong concern about bias and disproportionate impact - Taken together, these planning decisions — telecoms failures, blocked property improvements, reduced parking access, and exclusive allocation — create the appearance of bias in effect, regardless of intention. Our property repeatedly experiences negative outcomes while others benefit or remain unaffected.

14. We will follow up and require our concerns formally recorded - We will be actively following up to ensure that our concerns are properly logged and included in all reports, assessments, and decisions relating to this proposal. If this proposal proceeds in a way that negatively impacts our lawful use of our property, we expect this objection to be formally referenced in any review. Should we be further disadvantaged, we will have no choice but to investigate and escalate this matter fully through the appropriate internal channels and, if necessary, stand on our full legal rights. This is not our preference, but we will not allow our home to be unfairly penalised again.

Conclusion - For all the reasons above — disproportionate impact, unfair allocation, interference with our dropped-kerb application, cumulative disadvantage, reduced parking, waste of funds, and disruption to the community — we strongly object to the proposed disabled parking bay at the current location. We respectfully request that the Council:

- reconsider the location,
- avoid allocating a space to one household,
- ensure no obstruction to our dropped-kerb application,
- review the wider road condition and planning issues fairly, and
- treat all residents equitably.

(35) Local Resident
(East Hendred)

Object (Coulings Close) – While recognising the importance of suitable provision for Blue Badge holders, this specific proposal does not, in my view, meet the test of being reasonably necessary or proportionate to secure parking for disabled people, and would cause a material detriment to neighbouring properties.

First, the location is within a short residential cul-de-sac where all households already park directly outside or very near their homes under a long-standing, informal but well-respected parking arrangement. The four properties on the side of the proposed bay currently share four on-street spaces and converting one of these to a DPPP (with associated markings and clearances) would in practice reduce the usable capacity for all neighbours, in a context where parking is already constrained by multi-car households. This would displace vehicles further down the road and undermine the existing equilibrium without generating any wider public benefit.

Second, the impact would fall disproportionately on one freehold owner while the principal benefit would accrue to a single applicant household that already habitually parks in that exact location. In effect, the proposal would convert what is presently shared public highway into what functions in practice as a de facto reserved space for one dwelling, contrary to the County Council's own statement that any Blue Badge holder may use a DPPP and that these bays are intended as public infrastructure rather than quasi-allocated private parking. The fact that neither of the residents of the applicant property appears to have difficulty entering or exiting a vehicle, and that they already park on-street within a few metres of their property, further undermines the argument that this particular location is required in order to meet accessibility needs.

Third, Coulings Close is a purely residential cul-de-sac with no shops, services, community facilities or other amenities that would attract Blue Badge holders from outside the immediate group of residents. There is therefore no identifiable demand from the wider Blue Badge-holding public for a dedicated bay at this location. The proposed DPPP would not improve access to employment, healthcare, shopping or public transport, but would instead operate solely for the convenience of a single household that already enjoys practical on-street access. This appears inconsistent with the stated purpose of DPPPs, which is to address genuine difficulty for disabled people who cannot reasonably park near their home or place of work.

Fourth, a core qualifying criterion for a DPPP is that there is no suitable off-street parking available, unless a person's disability prevents them from using such provision. In Coulings Close, several properties, including ours, either have or are actively seeking dropped kerbs or off-street solutions specifically to relieve on-street pressure.

The introduction of a DPPP in the proposed position would directly frustrate these attempts to manage parking reasonably, further intensifying competition for the remaining shared spaces. This seems contrary to the broader objective of balanced parking management and could be viewed as inequitable given that owner-occupiers are investing in their own infrastructure while tenants and social housing residents would, in effect, receive preferential treatment on the public highway.

Fifth, there are other locations on the wider road network near Coulings Close where a DPPP could be considered, should there be evidence of unmet demand, without concentrating the impact on a small cul-de-sac where every household can already park within close proximity to their front door. From a traffic management and equality-of-impact perspective, it would be more consistent with the County Council's duties to site any new bay where it serves multiple potential users and does not significantly reduce the already limited on-street capacity directly in front of a single property.

In addition, there are wider considerations of fairness and perception. At present, all neighbours on our side of the cul-de-sac are treated equally, each generally parking in front of their own property. Designating a DPPP near our home, where we are the only freehold owner and others nearby are tenants or in social housing, will inevitably be perceived as discriminatory and as conferring a privileged, effectively assigned space on one household at the expense of another. The problem is exacerbated by the fact that the applicant already asserts control over the same space, often requesting that others move or parking closely behind them, despite this being a public highway. Formalising a bay in that precise position risks legitimising this behaviour and institutionalising an arrangement that disadvantages younger and working residents who have a legitimate need to park near their homes.

From a resource perspective, the cost of installing and legally enforcing a DPPP (signage, markings, Traffic Regulation Order processes, and future maintenance) in this location is difficult to justify when the carriageway surface along the road is already in need of general resurfacing and maintenance. In circumstances where the proposed bay does not meet a clear, demonstrable public need and offers only marginal additional utility over the applicant's current parking arrangements, this does not appear to represent a proportionate or efficient use of public funds.

For all of these reasons, the proposal fails, in my view, to represent a reasonable, necessary or proportionate exercise of the Council's powers under the Traffic Regulation Order for Disabled Persons Parking Places in South

	<p>Oxfordshire and the Vale. It would cause a significant and ongoing detriment to the amenity and parking rights of adjoining owners, while conferring only a private advantage on a single household and delivering no wider benefit to Blue Badge holders or the community at large.</p> <p>I therefore respectfully request that the proposed Disabled Persons Parking Place in Coulings Close be refused, or alternatively that an alternative location be identified that does not materially reduce on-street capacity in front of an individual property and that better serves the public interest. Should this matter proceed to a decision meeting, I would be grateful to be notified and would wish to reserve the right to address the Cabinet Member for Highway Management in person.</p>
(36) Local Resident (East Hendred)	Object (Coulings Close) –
(37) Local Resident (East Hendred)	Object (Coulings Close) –
(38) Local Resident (East Hendred)	Object (Coulings Close) – Easy parking for all residents already exists, further bays will lower the number of spaces and impact residents further.
(39) Local Resident (East Hendred)	Concerns (Coulings Close) – This is a cul de sac and space for each bungalow apart from those that have a drive and we have an unspoken word where we park there is also a couple of disabled people in our little close so feel it a bit unfair to allocate just one space. We have no problem with our spaces being taken by outsiders (so to speak) on the rare occasion workmen may come but they are here for a short time. I feel if one space is allocated it could cause unrest between a very stable area.
(40) Local Resident (East Hendred)	Support (Coulings Close) – Because parking in this close is becoming a nightmare

- Ludbridge Close (East Hendred) - Proposed new DPPP

(41) Local Resident (East Hendred)	
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	<p>Object (Ludbridge Close) – With reference to the proposed bay, I strongly object to this proposal for the following reasons:</p> <ol style="list-style-type: none"> 1. The allocation of the bay – This bay has been allocated in the first bay of parking in Ludbridge Close which does not accommodate the Close in full. 2. Alternative recommendation – Please see alternative option below on map in blue, which would accommodate more inclusively the applicant and area. 3. The first bay is not only used by the residents of Ludbridge Close but also by Portway (although this is not designated parking in the Portway Housing Association conditions) However, the nominated space would cause further parking issues which can be avoided by relocating the proposed space. 4. If the applicant is getting sole use, then, the area marked in yellow would be a more compliant option to accommodate further disability. However, the blue recommendation does not create any undue impairment as this is where the applicant parks now. 5. With this proposal, you create further issues to those residents that have a registered disabled child to park much further from their property, creating issues which could be avoided by planning and relocating this space to the bay highlighted in blue on the map which would accommodate all, including the applicant. 6. Your proposed bay is allocated to a family with a child registered with autism and severe learning difficulties. This would therefore mean that child would have to cross the road who does not have road safety awareness due to his disability. 7. The applicant who moved into their property knowing the parking situation, has always chosen to park in the alternative proposed bay, yet you have allocated a bay the same distance from her property, but creating issues for the rest of the Ludbridge Close residents. 8. This map does not include the whole of Ludbridge Close and does not make this accessible to any other residents with disabilities.
(42) Local Resident (East Hendred)	<p>Object (Ludbridge Close) – I would encourage the County Councillor responsible for transport to visit the site, because the layout is central to why this proposal is, in my and others' views, inappropriate and disproportionate.</p> <p>1) The proposal appears inconsistent with Oxfordshire CC's eligibility criteria - Oxfordshire County Council's criteria state that a Disabled Person's Parking Place (DPPP) is generally for circumstances where there is no access to off-street parking, with only a limited exception where the applicant is the driver and their disability prevents use of the off-street facility. On this development, every property has at least two of their own, dedicated parking spaces and no allocated spaces are more than 40m from any resident's front door (most are materially</p>

closer). I would also ask that any suggestion by an applicant that they cannot walk to their own car parking spaces, given this distance, is assessed with appropriate evidence, if it has not been, to make sure the reason for requiring such a space is legitimate.

2) The proposed location does not solve an access issue and would not be a reasonable or efficient intervention - Even if a DPPP were considered in principle, placing it in the visitor bay location proposed would not meaningfully improve accessibility for most of the development. For all but 3 homes, residents' own allocated spaces are closer than the 7 visitor spaces. The practical effect is therefore that the disabled space would likely serve (at best) just one resident, while removing scarce shared capacity from everyone else, both resident and visitor, that was intended as part of the original planning permission process.

3) Disproportionate impact on parking availability and amenity for the wider community - There are only 7 visitor spaces serving 24 houses (roughly 1 per 3–4 homes). Converting one of those spaces to disabled-only materially reduces already limited visitor capacity. This has a predictable knock-on impact: visitors (including carers, deliveries, trades, and family) are displaced elsewhere, increasing local parking stress, not least with visitors parking on the verge and road, in a small development with a central green where children regularly play. In short: the detriment is distributed across the whole site, while any benefit is highly concentrated and (given the availability of off-street spaces) potentially marginal, given all residents have at least 2 of their own spaces that are all <40m from their front doors.

4) Enforceability: without a Traffic Regulation Order, would a marked bay be advisory only? - Where authorities create disabled bays without putting in place a Traffic Regulation Order (TRO), they can end up as advisory, and therefore not enforceable. If the intention is a disabled-only restriction, the question of legal basis and enforceability should be squarely addressed please. A bay that cannot be enforced would not meet the stated objective and would still remove a visitor space from general use.

5) Cost and prioritisation - We understand the implementation cost is in excess of £3,500. Against the background above (existing off-street provision; questionable eligibility and potential enforceability issues), this does not appear to be a proportionate use of taxpayer funds.

6) Practical alternatives that do not remove shared visitor capacity - If a resident has a genuine mobility need, there are more proportionate solutions, including personal solutions, that avoid permanently removing one of only seven visitor bays, for example:

- use of the resident's own allocated spaces (which are closer than the proposed bay for most homes); and

	<ul style="list-style-type: none"> • if needed, swapping/relocating allocation within the site via the management arrangements (where possible), including with Soha Housing, who control allocated parking spaces for their residents. <p>Request - It is important that the rights and benefits of all concerned are balanced. Taking action that will have the realistic, practical benefit to only one resident feels disproportionate given (i) the availability of off-street parking for every home, (ii) the disproportionate impact on the development's limited visitor provision, (iii) the cost and (iv) the potential enforceability issue. I would ask that the application is refused.</p>
(43) Local Resident (East Hendred)	<p>Object (Ludbridge Close) – The reasons for my concern are that I do not believe placing this disabled persons parking place in this lay-by is convenient for the community, If this is for the use of all connected to Ludbridge close the lay-by on the other side is more central for all. There are lots of visitor parking around the estate which could be thought about being a disabled bay. Also, this location is in front of the residence main window and I'm assuming that this location will have an EV charging point located with it at some point, this would severely obstruct the view of the residence. If this is being proposed with a particular resident in mind then depending on where they are I don't see that it is closer to their house than the other potential spaces.</p>
(44) Local Resident (East Hendred)	<p>Object (Ludbridge Close) – With reference to the proposed bay, I strongly object to this proposal for the following reasons: The allocation of the bay – This bay has been allocated in the first bay of parking in Ludbridge Close which does not accommodate the Close in full.</p> <p>Alternative recommendation – Please see alternative option below on map in blue, which would accommodate more inclusively the applicant and area. (As emailed). The first bay is not only used by the residents of Ludbridge Close but also by Portway (although this is not designated parking in the Portway Housing Association conditions) However, the nominated space would cause further parking issues which can be avoided by relocating the proposed space. If the applicant is getting sole use then, the area marked in yellow would be a more compliant option to accommodate further disability. However, the blue recommendation does not create any undue impairment as this is where the applicant parks now. With this proposal, you create further issues to those residents that have a registered disabled child to park much further from their property, creating issues which could be avoided by planning and relocating this space to the bay highlighted in blue on the map which would accommodate all, including the applicant. Your proposed bay is allocated to a family with a child registered with autism and severe learning difficulties. This would therefore mean that child would have to cross the road who does not have road safety awareness due to his disability. The applicant who moved into their property knowing the parking situation, has always chosen to park in the alternative proposed bay, yet you have allocated a bay the same distance from her property, but creating issues for the rest of the Ludbridge Close residents.</p>

	This map does not include the whole of Ludbridge Close and does not make this accessible to any other residents with disabilities.
(45) Local Resident (East Hendred)	Concerns (Ludbridge Close) – I am one of the company directors of the estate. A shortage of existing parking is a huge issue for us - we already do not have enough parking for existing residents. Every house now has 2+ cars which was not planned for. Some have children still living with them with 4+ cars when they only have allocated spaces for 1. This is leading to people parking in dangerous locations such as on corners and we have nearly had accidents with children running out behind these cars. While i understand and respect the reasons for adding these bays, doing so without absolute confirmed need will simply amplify this situation that we are already trying to resolve.
(46) Local Resident (East Hendred)	Support (Ludbridge Close) – I am supporting this application, as the resident who has requested it, is in need, and should be granted.
(47) Local Resident (East Hendred)	Support (Ludbridge Close) – I see them struggle daily with their pain. They are constantly unable to walk from their car space which is round the corner from the house and the people at number 1 always park their cars in the lay-by outside theirs knowing this lady struggles and even though their neighbour has given up her two spaces for their 6+ cars. I think she should have the right to park close to her house when she's in constant pain and has a disability. Number 1 and any other house are capable to walk to their own car spaces which they have multiple of. They don't own the lay-by, but they have certainly claimed it which makes this person's day harder.
(48) Local Resident (East Hendred)	Support (Ludbridge Close) – I support the disabled parking place for Ludbridge close as I know of the lady who has the disability, and she does look like she is struggling at time , and the house at number 1 Ludbridge Close moved in to the estate a couple of years ago and I believe the whole family live there as there is always 6-8 cars from that address , they have even taken to starting to take over the car park round the corner and taken other houses parking places.
(49) Local Resident (East Hendred)	Support (Ludbridge Close) –

- Boucher Close (Grove) - Proposed removal of a DPPP

(50) Local Resident (Grove)	Support (Boucher Close) –
(51) Local Resident (Grove)	Support (Boucher Close) –
(52) Local Resident (Grove)	Support (Boucher Close) – The disabled parking bay in Boucher Close, near Number 11 has not been used since the person living in Number 11 moved away, which was at least 5 years ago. We have had an another disabled parking bay by number 3/5 installed this year which is used .
(53) Local Resident (Grove)	Support (Boucher Close) –

- Hawksworth Close (Grove) - Proposed new DPPP and formalisation of a DPPP

(54) Local Resident (Grove)	Object (Hawksworth Close) – There is already one allocated parking space in Hawksworth Close which is a limited road to park on for residents anyway who do not use their own garages and spaces to park. I do not see the need for another disabled bay in the small close which is already overflowing with parked vehicles. There is one space already which should be shared with any blue badge holder. It is causing community tension with the parking situation anyway and I believe it to be disproportionate to have two spaces in a small close where there is already a space to share. I would like to add that when residents move into the close or area, they should already be considering their needs when purchasing a house in regard to parking etc so the other residents are having to park in other streets to accommodate the new spaces. The space on Hawksworth Close is only used around 70% of the time anyway so residents can share.
(55) Local Resident (Grove)	Object (Hawksworth Close) – I am objecting to the plans to formalise a disabled parking space at Hawksworth Close in Grove, primarily because the area for parking is very small and already doesn't provide enough space for its residents to park one car per household. This often results in many residents, including myself, being forced to find parking spaces in different areas of Grove on return from work in the evening. The temporary disabled bay is

	<p>large and takes up almost 2 parking spaces, further reducing the amount of space for other cars to park. I am also concerned that making this disabled bay permanent would set a precedence in the area for other blue badge holders living at or near Hawksworth Close. While I have every sympathy for the resident requesting this disabled bay, I feel it penalises hard working people living in the area who would like to park near to home after a day at work. Perhaps a move to an area with private parking or a bungalow could be considered for this resident.</p>
(56) Local Resident (Grove)	<p>Object (Hawksworth Close) – I wish to object to this proposal on the following grounds: Existing Adequate Provision: There is already an existing disabled bay located which is frequently vacant/unused. I believe this existing provision is adequate for the current community needs. Parking Pressures and Road Safety: Parking on our street is already extremely difficult for all residents due to the high number of cars per household and limited available space. The removal of another general parking space will exacerbate existing tensions and could lead to dangerous parking, such as vehicles parking on verges. I understand and respect the need for necessary disabled parking provisions, but I believe this specific proposal is unnecessary given the circumstances described above and will negatively impact the wider community. I request that my objection be properly considered as part of the statutory consultation process.</p>
(57) Local Resident (Grove)	<p>Support (Hawksworth Close) – I trust that these designated parking spaces would help my neighbours to ease commuting.</p>

- St. Ives Road (Grove) - Proposed new DPPP

(58) Local Resident (Grove)	<p>Object (St, Ives Road) – St Ives Road is a small cul-de-sac not near any public amenities and there is ample parking spaces, both on the road and off road. I feel that it is both unnecessary and in this instance a waste of public money. The 'Council' owned semi-detached bungalows that were for the elderly/disabled have in the main been sold off by Sovereign Vale. So disabled parking is less of a requirement now, one lady is disabled but has no trouble parking outside her house at the moment.</p>
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- Bell Street (Henley on Thames) - Proposed new DPPP

<p>(59) Local Resident (Henley on Thames)</p>	<p>Object (Bell Street) – I believe that the applicant has no need to create a permanent parking space outside her house due to the fact that she can easily park her car(s) anywhere within 50 meters of her address and then when required, she can collect the car and park it right outside her address when she needs to move her very elderly mother. As the address in question is a quiet strip of road behind a green (not a main road), this is not a problem. Stopping outside her front door for a short period of time has no consequences to traffic flow. I believe that the applicant would personally like to have a permanent parking space outside her house so that no one else can park there. I know this as I have observed her parking behaviour for 16 years (not always friendly). However, the applicant is not personally disabled but drives the car for her mother (whom has the designated disability badge). Her mother does not and cannot drive. An example of this situation is when there is no parking available right outside my door I may have to stop right by my house door outside to load / unload (if I have heavy goods to unload). Task completed, I then move my car to the nearest available space. Having lived at this address for 16 years, I have never not been able to find a space within 50 metres of my home address.</p> <p>Currently I am not always able to park outside my own house because the applicant has two cars and already prioritises two of the four residents' spaces (of which there are only four), hardly ever moving either of her cars. One of her cars has not moved for months.</p>
<p>(60) Local Resident (Henley on Thames)</p>	<p>Object (Bell Street) – Please find below my objections to the proposed disabled persons parking bay outside 100 Bell Street. I understand from the consultation correspondence that the proposal for a disabled parking bay is to be considered on the grounds of:</p> <ol style="list-style-type: none"> 1. Increased local demand for parking, 2. For an individual who is unable to walk or for whom walking presents a considerable difficulty over longer distances. <p>I submit this objection on both of those grounds. In this objection where I refer to the 'applicant', I have assumed this to be the daughter of the disabled lady who resides at 100 Bell Street. The daughter is the sole driver of both vehicles and is therefore referred to as the 'applicant' henceforth.</p> <ol style="list-style-type: none"> 1. Increased local demand for parking - There has not been a fundamental change in parking availability in the locality of 94-102 Bell Street since the last application made by the occupant of no.100. There was a period of two months during summer 2025 where parking became more difficult in this locality due to a lack of enforcement. However, the council were responsive to this issue when raised by the residents and following more frequent enforcement parking availability has returned to 'normal'. Normality for this part of Bell Street is where I am

always able to park my vehicle within 50 meters of my address. On receipt of the consultation notice for this disabled bay, I commenced a parking survey where I counted the number of available bays at random times of the day (as I did for the last application), however I stopped doing it because there were always bays available during the first five days that I counted. I can also say that I have always been able to park within 50 meters of my address in the last twelve months. Between 21/11/2025 (the date I was made aware of this application) and 05/12/2025 (when I have written this objection), *both* of the vehicles belonging to the applicant have *always* been parked directly outside her address as shown in the photographs below. These photographs were taken on the following dates: 22/11/25, 23/11/25, 24/11/25, 28/11/25, 29/11/25, 01/12/25 and 03/12/25. Between 21/11/25 and 5/12/25, the applicants *two* vehicles have never been parked anywhere other than *directly* outside of her address. The disabled vehicle moved once during this time period from the front of the bays to the back as shown in the above photographs. I would question any declaration made by the applicant that there is limited parking availability outside of their address. Whilst these photographs show a two-week period, please see the pictures below which demonstrate her ability to park outside her address year-round. These pictures were taken on 06/04/25, 07/06/25, 29/06/25, 25/10/25 and 05/11/25. This photographic evidence taken throughout the year, demonstrates that there is adequate parking for the occupant of no.100 and there is not such a high demand for parking that she is unable to park directly outside her address. The requirement for the need for a disabled bay on the basis of a lack of available parking is not made out.

This is further demonstrated in the following photographs. At 08:30hrs on 05/12/25, the applicant drove her vehicle away from the address and was gone for five hours. Photographs were taken throughout the morning (08:31, 09:05, 09:51, 10:31, 10:51, 11:34, 12:14, 12:54, 13:34): At no time in the five-hour period that her vehicle had left the address, did anyone park outside of her address. She was able to leave the address and return to park in the same space. This is not unusual – her *vehicles* (both of them) are always parked outside her address. Within the background of the pictures, the availability of other resident bays is shown. This availability is a typical weekday which is the busiest time of the week when the school is open, tradespeople working on local properties and visitors to the town. The Smart Car pictured is the applicants second vehicle. There is sufficient parking availability for the applicant without the need for a disabled persons parking bay. I have family members who hold a blue badge. I am very confident that when they visit Bell Street, they would be able to park within 50 meters of the proposed bay. Therefore, I do not believe this disabled person parking place is necessary based on increased parking demand. I do not believe the cost of installation is justifiable, necessary or proportionate. There is no arguable case that a lack of parking availability necessitates a disabled persons bay.

Individual cannot walk or has difficulty walking - I believe that OCC are proposing this bay location in response to an application from a Bell St resident (no.100). Whereas when I last objected to a disabled bay from the same applicant three years ago, I did so on the basis the applicant's mother was able to walk. I am sorry that it is no longer the case that she can walk without aids. Nevertheless, I object to this application on the following further grounds:

1. The applicant's mother (the disabled badge holder) rarely uses the vehicle. The primary user of the vehicle is the disabled persons daughter without her mother present. The applicant's mother would appear to be largely housebound. Since being made aware of this application, the disability vehicle has been used on only two occasions between the dates 21/11/25 and 05/12/25. The vehicle is seldom used by the disabled person and therefore there is no requirement to walk to the vehicle frequently.
2. In the *highly* unlikely event of not being able to park outside the house, the applicant is able to safely park up outside her address to load and alight her mother (as illustrated in the penultimate photograph above). This small stretch of Bell Street has very minimal traffic (a few cars an hour) and this is a safe practice. That said, it is highly unlikely.
3. In the *very highly* unlikely event that the applicant is both unable to park outside her address and there are no other bays free, there is a single lined parking restrictions within 40 meters of the applicants address for which her blue badge allows her to park for a period until space is available.
4. The applicant has two residents passes for her two vehicles. Both of these vehicles have always been parked outside number 100 or within fifty meters of the house (since she received delivery of a second vehicle within the last eight months). The applicant could prioritise her disabled vehicle over her older vehicle which would naturally alleviate any parking pressure that may occur. The applicant has never moved her older car from outside the house since receiving a second vehicle.
5. The applicant regularly pushes her mother into the town centre using a wheelchair. It is therefore not the case that the applicant is unable to push her mother to the vehicle if it was in any other available bay other than one outside of her address. The positioning of all parking bays are such that the applicant would have safe access to the vehicle for the wheelchair (because these are drive in bays rather than needing to be parallel parked).

Other matters that the decision maker should have knowledge - I recognise that the decision maker reading this document will consider that I have gone to quite some length to evidence my objections. I am so sorry that this has been necessary, but it is due to the antisocial and unneighbourly behaviour of the applicant which has continued since her last application. The applicant has been witnessed by the occupants of three addresses in this terrace row:

	<ul style="list-style-type: none"> • Filming the residents of 94, 96 and 102 from her window when stood at our vehicles • Moving her vehicles in the bays outside the row to prevent others from parking • Challenging neighbours for parking outside their houses. <p>Now the applicant is the keeper of two vehicles, her behaviour has worsened as she has become fixated on both her vehicles being parked directly outside her house. Her behaviour is a concern to her nearby residents. It is my firm belief that this application for a disabled persons parking bay is being made for her own personal benefit and not that of the blue badge holder (i.e. her mother). It is being done to advance a 'self-imagined' parking 'dispute'. Consequently, I have serious concerns about the declarations and motivations of the applicant to secure a disabled bay. On this basis, it is with regret that I find myself in a position of having to strongly object to this proposal. No decent community-minded member (which I consider myself to be) would seek to block an application for a reasonable adjustment of someone who is disabled. However, I do not believe this application is being made in good faith and based on the needs of the disabled person. The evidence I have supplied demonstrates:</p> <ol style="list-style-type: none"> 1. Sufficient parking within the immediate proximity of the applicant's address, 2. The disabled badge holder rarely (less than once a week) uses the vehicle. <p>I therefore do not consider there to be any necessary, reasonable or proportionate justification for this application to succeed. Sadly, this application would appear to be an extension of the unneighbourly behaviour I and my neighbours have experienced. I respectfully submit these observations for your consideration. I am happy to provide any further assistance that the decision maker may require.</p>
(61) Local Resident (Henley on Thames)	Object (Bell Street) –
(62) Local Resident (Henley on Thames)	Object (Bell Street) –
(63) Local Resident (Henley on Thames)	Object (Bell Street) –
(64) Local Resident (Henley on Thames)	Object (Bell Street) – I extremely strongly object to this proposed Disabled Bay. It is completely unnecessary as the applicant 99% of the time can always park her mother's disabled van outside her home. This lady deliberately parks in the most selfish of manners using over half of the agreed residents parking of 5 vehicles for her own use purely. This resident has a tiny car of her own and then the disabled van. We regularly see her move a vehicle to

	<p>ensure she takes the whole - and more - of three plus entire spaces. She will exit her house to move either vehicle one foot if this action means that no other neighbour may use their right to park their car, by leaving just insufficient space for them to do so. This behaviour has gone on for years. Even before the disabled van arrived. The disabled van is not used regularly and in my opinion should be reallocated to a more deserving disabled person. The blue badge holder of course needs transport but for the rarity this van is used, she should be picked up by hospital transport. A mere 2/3 times a month. One often sees her daughter use the van without her mother. A more deserving younger person who lacks social interaction should be given this van. The van could be much better parked and on loading and unloading could easily be brought to the front of the home. If other traffic appears they have an option to go around the green another way. She personally uses the van on occasions to increase mileage consumption. I most strongly disagree with this application. As with all other residents, I am happy to park wherever there is a space within our area.</p>
(65) Local Resident (Henley on Thames)	Support (Bell Street) –

- Luker Avenue (Henley on Thames) - Proposed relocation of a DPPP

(66) Local Resident (Henley on Thames)	Object (Luker Avenue) –
(67) Local Resident (Henley on Thames)	Object (Luker Avenue) –
(68) Local Resident (Henley on Thames)	Support (Luker Avenue) –
(69) Local Resident (Henley on Thames)	Support (Luker Avenue) –
(70) Local Resident (Henley on Thames)	Support (Luker Avenue) –

- Park Road (Henley on Thames) - Proposed removal of a DPPP

(71) Local Resident (Henley on Thames)	<p>Support (Park Road - removal) – I have received a letter notifying me of this proposal and have recorded my 'SUPPORT' for it. I just wanted to add a couple of points for consideration, if the case was to be discussed.</p> <ol style="list-style-type: none"> 1. The creation of the DPPP was for a neighbour who sadly passed away (approx. 1.5 years ago). 2. The road markings that are supposed to show the space are now no longer visible leading to constant abuse of the space by people not realising its purpose (despite the pole/sign). 3. No 'policing' of the space is undertaken despite its constant misuse. 4. I do acknowledge that the space is occasionally used for its intended use but not on a regular basis and by people who are not residents of 'Park Road'. 5. Overall, parking spaces in 'Park Road' are at a premium as it is not un-common for households in the street to have 2+ vehicles. <p>I believe that someone on the 'Reading Road' has a 'Blue Badge' and if this is the case then maybe the space could be moved to the top of the road where it joins the 'Reading Road' in the 1st space after the double-yellow lines which could better serve this person.</p>
(72) Local Resident (Henley on Thames)	Support (Park Road - removal) –
(73) Local Resident (Henley on Thames)	Support (Park Road - removal) –
(74) Local Resident (Henley on Thames)	Support (Park Road - removal) – I live on Park Road Henley and the person who originally applied for a disabled parking space has passed away.
(75) Local Resident (Henley on Thames)	Support (Park Road - removal) –
(76) Local Resident (Henley on Thames)	Support (Park Road - removal) –

(77) Local Resident (Henley on Thames)	Support (Park Road - removal) –
(78) Local Resident (Henley on Thames)	Support (Park Road - removal) –

- Wilson Avenue (Henley on Thames) - Proposed new DPPP

(79) Local Resident (Henley on Thames)	<p>Concerns (Wilson Avenue) - I read in last week's Henley Standard that extra disabled parking bays are being installed around Henley. While this is a good thing, I was very confused when I read that 2 extra bays are being added to Wilson Avenue (RG9 1ET), as we already have quite a few. However, my confusion is really that the bays were stated as being put in for numbers 6A and 6B. Are you aware that 6A and 6B are actually ONE house that has been converted into 2 properties? This means that only 6A has a front door onto the street and 6B is round the back. It is therefore impossible to place 2 disabled bays outside this address. It will only accommodate one. Parking in our street is already congested and as disabled bays are large, the plan will remove around three normal car parking spaces. However, there is a potential solution. The 'car club' allocated space directly across the road and beside the vets is no longer used as the car is always parked in Greys Road car park to charge (given there is no EV charging at the allocated space on the Reading Road). Could this be re-used as the second disabled bay please? It is barely a few metres from the properties and would be a more practical solution for the whole community in the street. It would still provide the extra total bays but also enable more residents to be able to continue to park outside their homes. In case you are not aware, we have a large number of older residents who probably don't qualify for badges but for whom loading/unloading shopping etc is a challenge that we don't want to make worse by obliging them to carry bags further up and down the street. I do hope you are able to look into this enquiry and can find a satisfactory solution rather than simply coming along, painting in the bays and leaving us to cope with the fall out, with no recourse.</p>
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- Poplar Grove (Kennington) - Proposed new DPPP

(80) Local Resident (Kennington)	Support (Poplar Grove) - I support the proposed bay as my neighbour needs the bay due to disability.
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- Littleworth Road (Littleworth) - Proposed new DPPP

(81) Local Resident (Littleworth)	Support (Littleworth Road) - We have no concerns regarding this proposal and are supportive of it.
(82) Local Resident (Littleworth)	Support (Littleworth Road) - Cars parked here create a dangerous blind spot for cars pulling out from our driveway. While we do not object to the disabled space, we would welcome the provision of a convex mirror or something similar across the road from our property to minimise the danger spot created.

- Duke of York Avenue (Milton - Abingdon) - Proposed new DPPP's (2 x bays)

(83) Local Resident (Milton)	Object (Duke of York Avenue) - I have concerns about the disabled parking spaces at Duke of York Avenue Milton Heights. There is no need for 2 spaces at 5 and 7 as they both have access and parking from the back of their properties. I agree with 1 space outside number 7 but would advise that the 2nd space isn't located outside number 5. I have COPD and find it difficult to walk to my car which is located outside my house. I am worried that if 2 disabled spaces are placed outside 5 and 7 it would limit my chance of parking outside my house. I need to get as close as possible as I am on oxygen. I need parking as close to my house as possible so i don't have to worry that when I do go out I won't be able to park outside my house.
(84) Local Resident (Milton)	Object (Duke of York Avenue) - Only one parking space needed outside number 7 and one needed outside number 1 where a disabled person lives.

(85) Local Resident (Milton)	Object (Duke of York Avenue) - This would restrict access to my property and cause congestion on already overly extended parking situation on road.
(86) Local Resident (Milton)	Object (Duke of York Avenue) - I am writing to submit a formal objection to the proposal to introduce a disabled parking bay on this road. The road in question is already extremely narrow, and residents currently experience substantial difficulty in finding suitable parking. The installation of a disabled bay would further reduce the limited parking capacity available and is likely to exacerbate the existing congestion and inconvenience for residents. It is also my understanding that the applicant has access to private driveways located at the rear of their property, which provide adequate alternative parking options. Given this, I do not believe that the allocation of an on-street disabled parking bay is necessary or justified in this instance. Parking availability in the area is already severely constrained, to the point that we are in the process of applying for a driveway at our own property in order to mitigate the ongoing issues. Any further reduction in on-street parking would create additional hardship for local residents. For the reasons outlined above, I respectfully request that the application for a disabled parking bay be reconsidered.
(87) Local Resident (Milton)	Object (Duke of York Avenue) - I object because there is not enough parking in the street and this person has a driveway on the backs of their house to park the car. This will even be really negative because of the lack of parking to the rest of residents and they have driveway on the back of their house.
(88) Local Resident (Milton)	Concerns (Duke of York Avenue) - Sometimes hard to get out of our drive. And they have parking spaces at rear of property.
(89) Local Resident (Milton)	Support (Duke of York Avenue) - I support the application from no.7 Duke of York Avenue for a permanent disabled parking place. I do not support the application for no.5 because I am not aware of any disability for this person.

- Priest Close (Nettlebed) - Proposed new DPPP

(90) Local Resident
(Nettlebed)

Object (Priest Close) - I am writing to contest the application for a disabled parking space outside 40-43 Priest close. My main concern is that this will force work vans, delivery vans and visitors to park on the corner creating a dangerous blind spot for villagers and residents accessing Priest Meadow which is designated common land. Due to the curve of the road any vehicle parked outside the bay severely limits adequate view for drivers.

I often have to park around the corner on the common. I am very grateful to Nettlebed Estate for allowing us to do so. It is approximately 20 meters from the entrance to the flats for which a disabled parking space is being designated. The applicant lives on the first floor and drives a Motability car. He has not mentioned his mobility issues which are not apparent. Climbing stairs requires significantly more energy and muscle strength than walking on a flat surface because it involves moving the body's mass vertically against gravity. Stair climbing engages specific lower-body muscles (glutes, quadriceps, calves) more intensely and requires a greater range of motion, balance, and coordination than simply walking. Common reasons for a limited walking distance, such as muscle weakness, joint pain (e.g., arthritis in knees, hips, or ankles), cardiovascular/respiratory issues (breathlessness, fatigue), and balance problems, all directly impair the ability to climb stairs. In clinical and disability assessments (like the Personal Independence Payment, or PIP), the ability to walk specific distances (e.g., up to or over 20 meters) is used as a key indicator of overall mobility. The criteria for being unable to walk 20 meters implies a substantial level of functional impairment. It is highly unlikely that anyone unable to walk 20 meters could regularly climb stairs and maintain a reasonable access to their first floor home. Indeed, walking downstairs is sometimes more difficult, and poses significant risk for people with mobility impairments. Therefore, if the applicant has genuine mobility issues, it is likely he will have to move from his recently accepted first floor accommodation to more suitable accommodation situated on the ground floor.

I am confused as to why someone with mobility issues would accept a first floor flat. I am surprised the multi-agency support he has, did not advise against this. As to why the applicant has such support, I can only infer. I do wonder where the support is for British taxpayers such as my elderly neighbour who relies on friends like myself and the kindness of the community. Has a risk assessment been completed? Is there a duty of care from these multi-agencies supporting the applicant? It is a reasonably remote location and I fear if a person with mobility issues were to fall, they could be left without assistance for a considerable time. This is surely a more considerable worry than a restricted parking space could moderate. According to your website, there is no charge to the applicant for the parking space, though, your website does state that establishing a TRO cost £3,652. This is a considerable amount of council tax paid by households in Oxfordshire. This is more than three times my annual contribution to Oxon County Council from my Council Tax. And how long will the applicant need this space? If mobility issues are genuine, he must be seeking more suitable accommodation which fits his mobility needs? Is this yet another case of short sightedness from Council officials entrusted with British taxpayers' money?

	In conclusion, if this parking space is allocated, it could contribute to causing a dangerous obstruction to common land which should be accessed by all. In addition, this parking space allocation is unlikely to meet the needs of a 1st floor resident with mobility issues and will likely be a waste of council funds.
(91) Local Resident (Nettlebed)	Object (Priest Close) –
(92) Local Resident (Nettlebed)	Object (Priest Close) –
(93) Local Resident (Nettlebed)	Object (Priest Close) – I am writing to you in reply to the preposterous and disingenuous letter which you sent to me. You know as well as I do that 'increased local demand' is a complete fabrication. I applied for a blue badge three months ago, needless to say I have heard nothing. I am curious to know why the applicant qualifies for a SOHA property when former ex-British service people are sleeping on the streets. Despite my mobility problems I am content to soldier on and park on the waste ground when necessary. I propose to attend the public meeting relating to this matter and object most vehemently to the proposal. I will also raise this matter when I attend my MP's constituency surgery.
(94) Local Resident (Nettlebed)	Concerns (Priest Close) –
(95) Local Resident (Nettlebed)	Concerns (Priest Close) –
(96) Local Resident (Nettlebed)	Support (Priest Close) –

- Foxborough Road (Radley) - Proposed new DPPP

(97) Local Resident (Radley)	Object (Foxborough Road) - There is a need for more parking, but by making one of the spaces blue badge will not help unless you extend the layby for a separate bay. The gentleman who has asked for this, walks to the pub and back and drives a 360 JCB Digger, and parks his company van in the said layby. So I am against this unless it's an extra added on bay. That's the only way it would help. Or make it residential parking only and give us a permit to stop the train station parkers trying to get free parking for days as they go on holiday leaving their cars park in the layby, and some of them have blue Badges.
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(98) Local Resident (Radley)	Support (Foxborough Road) - I have no problem with a disabled parking space being created outside 104 Foxborough Road.
(99) Local Resident (Radley)	Support (Foxborough Road) - Support a proportion of on-street parking being for disabled parking spaces.
(100) Local Resident (Radley)	Support (Foxborough Road) – The blue badge holder doesn't have a secure parking bay outside of his bungalow. Parking is a huge issue around here, and the blue badge holder would greatly benefit from having a proper disability parking bay, specifically for them. I'm a parent with two children with severe physical disabilities and I live in Foxborough Road - the importance of sufficient parking in this street should be raised, and investigated, due to people parking up their cars and leaving them stationary near our homes, while they go and catch a train at Radley station. We are very limited and often my children's health professionals struggle to park, grocery vans block off the street entrance, and limited access for ambulances, in case of an emergency at my home. Please consider adding in more disability bays in this area, or even ones specified for local visitors.

- Lea Road (Sonning Common) - Proposed removal of a DPPP

(101) Local Resident (Sonning Common)	Support (Lea Road - removal) – The parking space outside No.68 is no longer required as the person using it has moved away. It would be a big help to local residents to have the disabled parking place removed.
(102) Local Resident (Sonning Common)	Support (Lea Road - removal) - We think that the Disabled Parking Space should be de-commissioned as soon as possible, to allow those that do have a car to park there.
(103) Local Resident (Sonning Common)	Support (Lea Road - removal) –

(104) Local Resident (Sonning Common)	Support (Lea Road - removal) –
(105) Local Resident (Sonning Common)	Support (Lea Road - removal) –

- Peppard Road (Sonning Common) - Proposed removal of a DPPP

(106) Local Resident (Sonning Common)	Support (Peppard Road - removal) –
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- Sunningwell Road (Sunningwell) - Proposed new DPPP outside St. Leonards Church

(107) Local Resident (Sunningwell)	<p>Object (Sunningwell Road) - I am writing to strongly oppose the proposal to install a disabled parking bay outside the gates of St Leonards Church in Sunningwell. I live near the location and am deeply disappointed to hear of the plan. I fully support accessibility for disabled residents and visitors; however, this is not necessary (see below) and would cause more problems than it solves. Firstly, there is no need for the disabled bay. Opposite the church is a large car park that is completely empty most of the week. This car park already has two disabled parking bays which are on an excellent surface and allow smooth access to the church. They are suitable for both wheelchairs and those with walking aids and are noticeably empty on days when church services are likely. Secondly, Sunningwell is without street lighting. I understand that the reason we do not have yellow lines in Sunningwell is that they cannot be seen outside daylight hours. This also applies to the proposed disabled parking bay. I do not believe this bay would be enforceable and for this reason alone the proposal needs to be rejected. Thirdly, St Leonards Church, a 15th-century Grade II listed building, stands at the heart of one of Oxfordshire's most carefully preserved historic villages. Sunningwell's defining character—free from road markings, signage clutter and excessive modern interventions—is precisely what makes it unique. Introducing painted white lines and a metal restriction sign at the church entrance would be nothing short of heritage vandalism. It would impose modern visual intrusion directly onto a view that has remained virtually unchanged for centuries. The gate is also a key location for wedding photographs; defacing it with road paint and signage would permanently degrade an iconic backdrop cherished by residents and visitors alike. Fourthly, any claim that this location requires a</p>
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	<p>dedicated disabled bay in this location is unsubstantiated. The church could reserve the area for the disabled by placing a cone or other marker during a service and removing it afterwards. Surely the church can manage this quite simply without the cost and damage this proposal would cause. It should be self-policing. In conclusion, this proposal is both unnecessary and damaging to the village setting. It is not in keeping and particularly unsuitable outside the church. The bay is unnecessary as there is already a large car park with disabled bays opposite. It is unenforceable due to the lack of street lighting. I therefore urge the Council to reject this proposal and pursue the straightforward alternative outlined above.</p>
<p>(108) Local Resident (Sunningwell)</p>	<p>Object (Sunningwell Road) - I am writing to formally object to the proposal to install a disabled parking bay outside the gates of St Leonards Church in Sunningwell. While I fully support accessibility for disabled residents and visitors, I believe this specific proposal is unnecessary, detrimental to the historic character of the village, and potentially hazardous to traffic flow. I submit the following specific grounds for objection:</p> <ol style="list-style-type: none"> 1. Detrimental Impact on Heritage and Visual Amenity - St Leonards Church dates from the 15th Century, and the view of the church entrance has remained largely unchanged since ancient times. Sunningwell is unique in its preservation; notably, would irrevocably spoil the backdrop for wedding photography and the historic atmosphere of the churchyard entrance. Also, the the village has no road markings or street lighting, which contributes significantly to its rural charm and historic aesthetic. The installation of a disabled bay would necessitate painted white road markings and the erection of a metal pole with a restriction sign. This would introduce modern visual clutter directly in front of a Grade II listed building, destroying a view enjoyed since Saxon times. Furthermore, the church gate is a focal point for weddings; road markings and signage absence of street lighting in the village would disguise the existence of the parking bay during darkness. 2. Highway Safety and Traffic Flow - Currently, the area in front of the gates is situated off the main thoroughfare. It is frequently utilized by large service vehicles for church maintenance and by residents visiting family graves. Because this area is recessed, these vehicles can park without impeding the flow of traffic on the road. If this space becomes a designated disabled bay, service vehicles and visitors tending to graves will be displaced. They will be forced to park in the active traffic stream, thereby creating an obstruction and a potential hazard for passing motorists. 3. Lack of Necessity and Current Effective Management - The proposed location is almost entirely free of parked vehicles six days a week. During Sunday services, the church community successfully self-regulates this space. Attendees deliberately keep the area clear to allow for the drop-off and collection of elderly or disabled congregants. Formalizing this with a restricted bay is a solution to a problem that does not currently exist.

	<p>4. Availability of a Superior Alternative - There is a more practical solution available that would preserve the village aesthetics while providing safe access. The Sunningwell car park is located directly opposite the proposed site, a mere 25 metres away.</p> <p>While the car park is currently gravel (and thus difficult for wheelchairs), I propose that the Council—or the relevant applicant—install a concrete or tarmacadam pad and appropriate signage within the car park at the point closest to the road. This would provide a safe, level surface for disabled users without defacing the historic roadway. It should also be noted that there are already two disabled parking bays at the Village Hall, approximately 45 metres from this location.</p> <p>5. Cost and Enforcement Concerns - Finally, I question the cost-benefit of this enterprise. Given the availability of off-street parking nearby, the expense of road painting and signage seems difficult to justify. Furthermore, there is a question regarding enforcement; without regular policing, which is unlikely in a village setting, a restricted bay may simply be ignored, rendering the visual damage to the village futile.</p> <p>Conclusion - The proposed parking bay would irreversibly damage the unique, un-modernized character of Sunningwell and the historic setting of St Leonards Church, while potentially causing new traffic obstructions. The needs of disabled attendees can be better met by upgrading the surface in the car park directly opposite, rather than altering the historic roadway. I urge the Council to reject this proposal in favour of the alternative solution outlined above. If indeed it is deemed that a third disabled parking bay is actually required within this small area.</p>
(109) Local Resident (Sunningwell)	<p>Object (Sunningwell Road) - Currently occasional visitors to St. Leonards Church park in the space you are proposing to be strictly designated as a Disabled space. Consequently, visitors to the church will now park directly behind the disabled space thus narrowing Sunningwell Road. This is especially relevant as the Sunningwell School of Art pupils park all along the road from the driveway of 59 back along the pond and therefore, with cars parked on the church side of the road behind the disabled space, it is very difficult to safely pull out from the entrance of the Village Hall and the driveway of number 59 - which vehicles have to reverse out of due to it being a very narrow driveway. It is very rare for there to be more than 1 car parked on the church side of the road apart from Sunday mornings, funerals and weddings. In my opinion the latter 2 occasions would also be adversely affected by the disabled space restricting hearse and bridal car access.</p>
(110) Local Resident (Sunningwell)	<p>Object (Sunningwell Road) - This proposal wasn't discussed within Sunningwell Parish Council and therefore not approved. The bay would ruin the visual of the Church which has stood there for centuries. The village has no road markings or street lighting and to slap a disabled parking bay and sign in the middle of it would ruin this rural</p>

	<p>village. There are already 2 disabled parking bays in Sunningwell Village Car Park which is right opposite the church. It would ruin all wedding photos for decades to come when there are disabled bays nearby.</p>
(111) Local Resident (Sunningwell)	<p>Object (Sunningwell Road) - 1. There are already two disabled parking bays next to the Sunningwell Village Hall, which is not far from the church and within easy walking distance, or using a wheelchair.</p> <p>2. The proposed disabled parking bay will interfere with other activities happening in the church, such as weddings and funerals, as the parking bay is right next to and in front of the churchyard.</p> <p>3. Clearly marked disabled spaces right in the middle of the village would be contrary to the traditional look of the village, which has no streetlights and no unnecessary signposts, kerb lines and writing. Let us remember that St. Leonard's Church is more than 800 years old and has not changed much (as far as we are aware) since it was built.</p> <p>4. If another disabled parking space (in addition to the two next to the Village Hall) is deemed necessary, then a better position for it would be at the village car park, where it is not so obstructive to the other activities happening in the church.</p>
(112) Local Resident (Sunningwell)	<p>Object (Sunningwell Road) - I am writing to strongly oppose the proposal to install a disabled parking bay outside the gates of St Leonards Church in Sunningwell. I live in Sunningwell and am deeply disappointed to hear of the plan. I fully support accessibility for disabled residents and visitors; however, this is not necessary (see below) and would cause more problems than it solves.</p> <p>Firstly, there is no need for the disabled bay. Opposite the church is a large car park that is completely empty most of the week. This car park already has two disabled parking bays which are on an excellent surface and allow smooth access to the church. They are suitable for both wheelchairs and those with walking aids and are noticeably empty on days when church services are likely.</p> <p>Secondly, Sunningwell is without street lighting. I understand that the reason we do not have yellow lines in Sunningwell is that they cannot be seen outside daylight hours. This also applies to the proposed disabled parking bay. I do not believe this bay would be enforceable and for this reason alone the proposal needs to be rejected.</p> <p>Thirdly, St Leonards Church, a 15th-century Grade II listed building, stands at the heart of one of Oxfordshire's most carefully preserved historic villages. Sunningwell's defining character—free from road markings, signage clutter and excessive modern interventions—is precisely what makes it unique. Introducing painted white lines</p>

	<p>and a metal restriction sign at the church entrance would be nothing short of heritage vandalism. It would impose modern visual intrusion directly onto a view that has remained virtually unchanged for centuries. The gate is also a key location for wedding photographs; defacing it with road paint and signage would permanently degrade an iconic backdrop cherished by residents and visitors alike.</p> <p>Fourthly, any claim that this location requires a dedicated disabled bay in this location is unsubstantiated. The church could reserve the area for the disabled by placing a cone or other marker during a service and removing it afterwards. Surely the church can manage this quite simply without the cost and damage this proposal would cause. It should be self-policing.</p> <p>In conclusion, this proposal is both unnecessary and damaging to the village setting. It is not in keeping and particularly unsuitable outside the church. The bay is unnecessary as there is already a large car park with disabled bays opposite. It is unenforceable due to the lack of street lighting. I therefore urge the Council to reject this proposal and pursue the straightforward alternative outlined above.</p>
(113) Local Resident (Sunningwell)	<p>Object (Sunningwell Road) - I am writing to formally object to the proposal to install a disabled parking bay outside the gates of St Leonards Church in Sunningwell.</p> <p>While I fully support accessibility for disabled residents and visitors, I believe this specific proposal is unnecessary, detrimental to the historic character of the village, and potentially hazardous to traffic flow. I submit the following specific grounds for objection:</p> <ol style="list-style-type: none"> 1. Detrimental Impact on Heritage and Visual Amenity St Leonards Church dates from the 15th Century, and the view of the church entrance has remained largely unchanged since ancient times. Sunningwell is unique in its preservation; notably, the village has no road markings or street lighting, which contributes significantly to its rural charm and historic aesthetic. The installation of a disabled bay would necessitate painted white road markings and the erection of a metal pole with a restriction sign. This would introduce modern visual clutter directly in front of a Grade II listed building, destroying a view enjoyed since Saxon times. Furthermore, the church gate is a focal point for weddings; road markings and signage would irrevocably spoil the backdrop for wedding photography and the historic atmosphere of the churchyard entrance. Also the absence of street lighting in the village would disguise the existence of the parking bay during darkness. 2. Highway Safety and Traffic Flow Currently, the area in front of the gates is situated off the main thoroughfare. It is frequently utilized by large service vehicles for church maintenance and by residents visiting family graves. Because this area is recessed, these vehicles can park without impeding the flow of traffic on the road.

	<p>If this space becomes a designated disabled bay, service vehicles and visitors tending to graves will be displaced. They will be forced to park in the active traffic stream, thereby creating an obstruction and a potential hazard for passing motorists.</p> <p>3. Lack of Necessity and Current Effective Management The proposed location is almost entirely free of parked vehicles six days a week. During Sunday services, the church community successfully self-regulates this space. Attendees deliberately keep the area clear to allow for the drop-off and collection of elderly or disabled congregants. Formalizing this with a restricted bay is a solution to a problem that does not currently exist.</p> <p>4. Availability of a Superior Alternative There is a more practical solution available that would preserve the village aesthetics while providing safe access. The Sunningwell car park is located directly opposite the proposed site, a mere 25 metres away. While the car park is currently gravel (and thus difficult for wheelchairs), I propose that the Council—or the relevant applicant—install a concrete or tarmacadam pad and appropriate signage within the car park at the point closest to the road. This would provide a safe, level surface for disabled users without defacing the historic roadway. It should also be noted that there are already two disabled parking bays at the Village Hall, approximately 45 metres from this location.</p> <p>5. Cost and Enforcement Concerns Finally, I question the cost-benefit of this enterprise. Given the availability of off-street parking nearby, the expense of road painting and signage seems difficult to justify. Furthermore, there is a question regarding enforcement; without regular policing, which is unlikely in a village setting, a restricted bay may simply be ignored, rendering the visual damage to the village futile.</p> <p>Conclusion The proposed parking bay would irreversibly damage the unique, un-modernized character of Sunningwell and the historic setting of St Leonards Church, while potentially causing new traffic obstructions. The needs of disabled attendees can be better met by upgrading the surface in the car park directly opposite, rather than altering the historic roadway.</p> <p>I urge the Council to reject this proposal in favour of the alternative solution outlined above. If indeed it is deemed that a third disabled parking bay is actually required within this small area.</p>
(114) Local Resident (Sunningwell)	<p>Support (Sunningwell Road) - The idea of a disabled bay in Sunningwell is most welcome, especially as the village is increasingly full of cars parking for the Art School and occasional local events, while there are visitors to the village who come specifically to visit the church, who may be Blue Badge holders, often to visit family graves. However, the new disabled bay should be at a reasonably good distance from the existing bay leading to the porch of the church, as this bay is used for funerals and other ceremonies.</p>

(115) Local Resident (Sunningwell)	Support (Sunningwell Road) - good locations (Sunningwell one should be beside, not actually inside, the church entrance)
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- Berkeley Road (Thame) - Proposed removal of a DPPP

(116) Local Resident (Thame)	Object (Berkeley Road - removal) –
(117) Local Resident (Thame)	Object (Berkeley Road - removal) – The blue badge holder (applicant) still requires the disabled parking place.

- Churchill Crescent (Thame) - Proposed removal of a DPPP

(118) Local Resident (Thame)	Support (Churchill Crescent - removal) –
(119) Local Resident (Thame)	Support (Churchill Crescent - removal) –

- Park Street (Thame) – Proposed removal of two DPPP's

(120) Local Resident (Thame)	Object (Park Street - removal) - As a resident of Park Street, we agree that that two parking places may no longer be necessary. However, we object to the removal of them all together. My father has mobility issues and is a blue badge holder, and he frequently comes to visit (several times a week). My husband's mother can barely walk as she is waiting for a double knee replacement. To have no disabled parking places on the street would be problematic as my father and mother-in-law are unable to walk more than a few meters. It is extremely difficult to find spaces for visitors parking on the street and often they are required to park a distance away, by the Memorial Gardens, or on adjacent streets such as Croft Road, both of which are some distance away. While this may be fine for some, it is not possible for my father or mother-in-law. As a blue badge holder my father has been able to
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	use the Disabled Parking Place on Park Street, enabling him to visit us and see his two grandchildren. My mother-in-law is awaiting her blue badge application. We would be grateful if you could take this into consideration when deciding about the future of the parking bays on Park Street.
(121) Local Resident (Thame)	Object (Park Street - removal) –
(122) Local Resident (Thame)	Object (Park Street - removal) –
(123) Local Resident (Thame)	Support (Park Street - removal) –
(124) Local Resident (Thame)	Support (Park Street - removal) –
(125) Local Resident (Thame)	Support (Park Street - removal) –
(126) Local Resident (Thame)	Support (Park Street - removal) –
(127) Local Resident (Thame)	Support (Park Street - removal) - For Thame Park Street - provision made specifically for residents who have now left the area. Very limited residents parking is currently being wasted by this unnecessary exclusive provision.
(128) Local Resident (Thame)	Support (Park Street - removal) –
(129) Local Resident (Thame)	Support (Park Street - removal) –

(130) Local Resident (Thame)	Support (Park Street - removal) –
(131) Local Resident (Thame)	Support (Park Street - removal) –

- Allnatt Avenue (Wallingford) - Proposed new DPPP

(132) Local Resident (Wallingford)	Object (Allnatt Avenue) - While we fully recognise and respect the importance of providing accessible parking for those who need it, we are concerned that the introduction of a second dedicated disabled parking bay on this particular part of the road would significantly worsen an already severe parking shortage for existing residents. Allnatt Avenue experiences very high parking demand, with limited on-street capacity. Many households rely entirely on street parking due to the absence of driveways or alternative off-street options. At present, residents frequently struggle to find parking near their homes, particularly during evenings and weekends. The removal of an additional space would exacerbate this problem and place further strain on residents, including families, elderly residents, and those with young children. We would respectfully ask the Council to consider alternative solutions that would still support accessibility needs while minimising the impact on local residents. Would it be possible to explore the potential use or designation of parking spaces within the garage area located behind House Number 26, which may provide a more suitable and less disruptive alternative location for resident parking. We hope the Council will take these concerns into account and engage with residents to find a fair and practical solution that meets accessibility needs without disproportionately disadvantaging those who already face significant parking challenges. Thank you for considering our objection.
(133) Local Resident (Wallingford)	Object (Allnatt Avenue) –
(134) Local Resident (Wallingford)	Object (Allnatt Avenue) –
(135) Local Resident (Wallingford)	Object (Allnatt Avenue) –
(136) Local Resident (Wallingford)	Concerns (Allnatt Avenue) - Because I asked for extra disabled space for myself as people were hustling coming into our street and parking to go to work blocking me in with school transport bus and was rejected?

(137) Local Resident (Wallingford)	Concerns (Allnatt Avenue) –
(138) Local Resident (Wallingford)	Concerns (Allnatt Avenue) - Allnatt Ave in Wallingford is and has been all the time I have lived here a bottleneck to park your car. There is no parking on my side of the road, if I did then the road would be blocked. All the parking is on the opposite side of the road. Which makes it so difficult to park my car as the houses on the opposite side need to park their cars! In the four houses opposite me are 7 cars!! One of the houses is unoccupied at the moment, goodness knows what will happen when the new owners finally move in. When I need to unload shopping etc. I have to invariably block the road to do so. I do have a garage round the back, it's too far to carry heavy loads... and in the winter coming home after dark, having to park there is not nice. I don't always feel safe. Everyone else in the road can park outside their homes. I walk by far the longest to and from their cars. Now as for this extra disable parking spot, yes, I can understand they need it. But I'm not sure the existing one is being used by a disabled person. I have attached a picture of the car that parks in it at the moment and has done for a long while. Another disabled parking space is going to curtail the little bit of parking that is already there. Please can you first check that the one disabled spot is being used by the person it should be.
(139) Local Resident (Wallingford)	Support (Allnatt Avenue) –

- Newbury Street (Wantage) - Proposed removal of a DPPP

(140) Local Resident (Wantage)	Object (Newbury Street - removal) –
(141) Local Resident (Wantage)	Support (Newbury Street - removal) – The disabled parking bay is no longer in use by the disabled person as they have relocated to another address. Therefore, I feel it should be removed freeing up a needed parking space to the residents that live on Newbury Street.
(142) Local Resident (Wantage)	

	Support (Newbury Street - removal) – We are in favour of its removal. It has led to the ongoing loss of parking space for others in the street. As far as we are aware there was neither any prior consultation nor indeed any prior notification before it appeared. To say the least this was discourteous.
(143) Local Resident (Wantage)	Support (Newbury Street - removal) –
(144) Local Resident (Wantage)	Support (Newbury Street - removal) –
(145) Local Resident (Wantage)	Support (Newbury Street - removal) –
(146) Local Resident (Wantage)	Support (Newbury Street - removal) –
(147) Local Resident (Wantage)	Support (Newbury Street - removal) – For Wantage - Newbury St: I support the removal of the disabled parking bay outside 53 Newbury Street. It has remained unused for 10 months, as the original requirement for the bay no longer exists. Our street has limited parking availability, and this restriction unnecessarily reduces capacity. Reinstating this space would significantly benefit residents, particularly families with young children and elderly neighbours who rely on close access to their homes. Please note: I fully support the provision of disabled bays where there is a genuine, active need. However, as this bay is no longer serving its intended purpose, keeping it restricted is an inefficient use of space. Thank you for your consideration.
(148) Local Resident (Wantage)	Support (Newbury Street - removal) –

- Orchard Way (Wantage) - Proposed new DPPP

(149) Local Resident (Wantage)	Object (Orchard Way) – Regarding the disability parking in Orchard Way Wantage, the disabled person has two cars one a disability car and one a car they purchased, they take up two spaces in the road which is very narrow
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	<p>and parking is difficult. the disability car is not used by the disabled person, the only time she went in it was when it left the garage forecourt, she doesn't have a driving licence and there is only her and her partner living there, he uses the disability car for work, she uses a mobility scooter and when she needs transport she uses their private car, they keep both cars parked opposite their house, they have the private car parked there 24 hours a day as obviously her partner can only drive one car at a time, so they are already using two parking spaces, they will leave the private car where it is and they only want the disability space so her partner has somewhere to park when he comes home from work, so I object to the disabled parking space as they are not asking for the right reasons.</p>
(150) Local Resident (Wantage)	<p>Object (Orchard Way) - I am objecting to the proposed disabled parking bay on the following grounds. The street is a narrow two-way residential road with consistently high parking pressure. Vehicles park along both sides of the carriageway and it is already difficult for two cars to pass safely. Removing a general-use on-street space in this part of the street would materially worsen an existing constraint and increase congestion and manoeuvring difficulties, which raises highway safety concerns. The proposed bay would occupy one of the limited usable on-street parking spaces in an area where demand already exceeds capacity. The loss of this space would have a disproportionate impact on residents who rely entirely on kerbside parking, as there are no alternative communal parking areas nearby. Many properties on the street have converted their front gardens into off-street parking to alleviate pressure on the public highway. Given the constrained nature of the road and the cumulative parking demand, encouraging off-street provision where feasible is a more proportionate approach than designating further sections of the kerbside for exclusive use. For these reasons, the proposal would have a negative impact on highway conditions, parking availability and the efficient operation of the road. I therefore object to the installation of the disabled parking bay in the proposed location.</p>
(151) Local Resident (Wantage)	<p>Object (Orchard Way) - I'm objecting to the disabled parking bay on Orchard Way. 1- the disabled person doesn't even use the disabled car for her own personal use as they intended only on rare occasions due to the partner using the car daily for work and the fact they have 2 cars in the household, 1 disabled car and 1 private car that doesn't get used. 2- if the disabled person needs to go anywhere it's by bus to hospital appointments due to the partner working every day, or she gets about on her mobility scooter for local, 3- the only reason for the disabled bay is to secure 2 parking places outside their house when we live on a very bad road for parking spaces, they have the option to make a drive but refuse to due to having to pay for it. Orchard Way is bad for parking you only have to drive up here in an evening to see how bad they park due to limited places for everyone, and if they get the disabled bay that would be 2 spaces always taken for both cars.</p>

- Stockham Park (Wantage) - Proposed new DPPP

(152) Local Resident (Wantage)	Concerns (Stockham Park) - I totally agree with this new bay going in place but just have concerns on the placement of this disabled space and its location to where I currently park my car at the back is it being placed within the fence line of the parking location property.
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- Manor Road (Whitchurch on Thames) - Proposed removal of a DPPP

(153) Local Resident (Whitchurch on Thames)	Object (Manor Road - removal) – The applicant makes use of the foresaid parking space at least two times a day for the picking up and the return of her ‘severely disabled’ son. This parking space does not affect anybody in Manor Road adversely. Everybody in Manor Road has at least two off road parking spaces. Some have four spaces and at the end of Manor Road all the grass verges are also used for parking. It is very hard for the applicant with a disabled boy who needs carrying most of the time to and from his transport which without a disabled parking space, who knows where the driver can park. This is vital for them to have, and for the attendances of the people that are involved in the looking after of the little disabled boy. Furthermore, there are many old people who frequently need the assistance of the ambulance service. I myself have had to use the ambulance service, and they have made use of this very valuable parking space. IT MUST BE KEPT! I hope this is clear to you that this disabled parking space is frequently used.
(154) Local Resident (Whitchurch on Thames)	Object (Manor Road - removal) –
(155) Local Resident (Whitchurch on Thames)	Object (Manor Road - removal) –
(156) Local Resident (Whitchurch on Thames)	Support (Manor Road - removal) – I am writing in response to the consultation regarding the proposed removal of the Disabled Persons Parking Place (DPPP) on Manor Road, Whitchurch on Thames, and to formally express my support for its removal. The DPPP was installed in March 2024 on the basis that No. 1 Manor Road did not have

	<p>off-street parking. However, in approximately April/May 2025, off-road parking was installed within the curtilage of No. 1 Manor Road. As a result, the original justification for the provision of the DPPP no longer applies. I have observed its usage on a regular basis. Since May 2025, the bay has not been used as a parking space at all, with the sole exception of a visitor to No. 1 Manor Road who parked there for several consecutive days immediately following receipt of the proposed removal letter. The only routine use I have observed is a minibus collecting and dropping off, typically up to twice per day and for no more than a few minutes at a time. The minibus frequently does not make full use of the marked bay and often stops partially across driveways for these brief pick-ups and drop-offs. Given the very short duration of these stops, the presence or absence of a dedicated DPPP has no material impact on this activity. Manor Road has extremely limited on-street parking. Due to the narrow width of the carriageway, parking is possible on only one side of the road. Many properties have more than one vehicle, meaning demand for parking is consistently high. The retention of a permanently unused DPPP significantly reduces available parking for residents and visitors. The loss of a single parking space frequently results in vehicles being forced to park in ways that partially obstruct driveways, creating avoidable inconvenience and conflict between residents. I believe that guidance typically applied by local authorities when assessing DPPPs makes clear that such bays are intended to meet a current and ongoing need, and that councils should regularly review whether that need still exists. Where circumstances change — particularly where off-street parking becomes available — it is reasonable and proportionate to remove the bay so that highway space can be used more effectively for the wider community. In this case, the original need for the DPPP has been demonstrably removed, and its continued presence provides no meaningful benefit while causing ongoing parking pressures for other residents. I therefore fully support the proposed removal.</p>
(157) Local Resident (Whitchurch on Thames)	Support (Manor Road - removal) –

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**DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT
MANAGEMENT**

26 FEBRUARY 2026

**ASTHALL & MINSTER LOVELL: B4047 BURFORD ROAD –
PROPOSED SPEED LIMITS**

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- (a) Approve the introduction of the following 30mph speed limits, as advertised:
 - (i) B4047 Burford Road – from its junction with the A40 Asthall roundabout, for 325 metres,
 - (ii) The unnamed road (running north towards Asthall) – from its junction with the B4047 Burford Road, for 140 metres.
- (b) Approve the introduction of the 40mph speed limit on the B4047 Burford Road for 300 metres, as advertised.
- (c) Approve the introduction of the following 50mph speed limits on the B4047 Burford Road, as advertised:
 - (i) between the proposed 40mph 'buffer' limit at Asthall & the existing 30mph speed limit at Minster Lovell,
 - (ii) between the existing 30mph speed limit at Minster Lovell & the existing 40mph speed limit at Witney.

Executive Summary

- 2. This report presents responses received to a statutory consultation on proposals to make further amendments to speed limits in the vicinity of the Asthall roundabout, specifically on the B4047 and the unnamed road to Asthall, as well as new 50mph speed limits either side of Minster Lovell village on the B4047 – as shown in **Annex 1**.
- 3. The proposals are being put forward following investigations by Officers in order to help improve road safety generally, and additionally to address potential safety issues due to the intensification of use of adjacent retail/commercial premises – including the construction of a new access to a car park on the south side of the B4047 at Asthall.

4. Whilst also forming part of the Councils 'Vision Zero' strategy to work on a safe system approach to reducing fatal and severe injuries to road casualties, the Council proposes to reduce vehicle speeds to safer levels for all road users, including pedestrians, cyclists, equestrians, motorcyclists, and motorists.
5. 'Vision Zero' focuses on a whole safe system approach that starts with a simple premise - no one should be killed or seriously injured due to a road collision, whichever mode of transport you are using, and the whole system approach encompasses the following five aspects: safer roads and roadside, safer vehicles, safer speeds, safer users, and a holistic post-collision response.

Corporate Policies and Priorities

6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

(2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

(3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

7. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council's Vision Zero programme.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

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:
Nicole Olavesen – Solicitor (Regulatory)
Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

10. 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 'Vision Zero' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

11. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

12. The proposals aim to reduce vehicle speeds to safer levels for all motorists and road users, specifically those considered to be more vulnerable, including pedestrians, cyclists, equestrians, and motorcyclists.

Risk Management

13. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified.

Formal Consultation

14. Formal consultation was carried out between 17 December 2025 and 16 January 2026. A notice was published in the Witney Gazette 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, West Oxfordshire District Council, relevant local District Councillors, Asthall, Minster Lovell, and Curbridge & Lew Parish Councils, and the local County Councillors representing the Burford & Carterton West, and the Witney West & Ducklington divisions.

15. The parish council, and local Councillors (including County & District) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary.
16. During the course of the formal consultation, eight responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Support
30mph on B4047 Burford Road & unnamed road to Asthall	4	4
40mph on the B4047 Burford Road	4	4
50mph on B4047 Burford Road either side of Minster Lovell	3	5

17. Additionally, two emails were received directly – with Thames Valley Police raising concerns regarding compliance and what arrangements might need to be considered in terms of future enforcement, and a member of the public objecting on the basis of lower speed limits in the area not being needed, and that reducing limits without clear engineering justification possibly having unintended negative effects.
18. 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

19. Thames Valley Police (TVP) have expressed concerns, particularly on compliance and arrangements of future enforcement. The response lists six key factors that should be taken into account in any decisions on local speed limits – two of these are “composition of road users” and “road environment”. The recent opening of ‘The Farmer’s Dog’ public house has generated a significant number of patrons, most of whom arrive by car and park in the field opposite. They, therefore, have to cross the B4047 to and from the public house without the use of a controlled crossing.
20. A reduced speed limit for vehicles coming off the A40 roundabout will help to raise awareness of potential risks, which will potentially include pedestrians in the road. Even a small decrease in mean vehicle speeds will tend to reduce the likelihood and severity of any collisions that may occur.

21. At the informal consultation stage, TVP agreed the justification for lowering the speed limit on the east side of Minster Lovell but saw no evidence for the reduction on the west side. Officers consider that the road environment is appropriate, like other similar roads in Oxfordshire, for a 50mph speed limit. The two stretches are relatively short, approximately 1.4 and 1.0km, so a lower limit will help to reduce acceleration and deceleration into and out of Witney and Minster Lovell.
22. One respondent has objected on the basis of a lack of data and missing evidence. Officers confirm that these lower speed limit proposals are intended to pre-empt the safety risks that are likely to continue in the vicinity of 'The Farmer's Dog' public house due to its increased popularity and the resulting increase in the amount of traffic.
23. With regards to concerns over the proposed 50mph limits, Officers have considered these to be appropriate, especially when taking into account the existing mean speeds along both stretches of the B4047.
24. One respondent suggested that a Zebra crossing could be installed, however this is both outside the scope of this consultation, whilst also considered to be unsuitable in such a rural environment.

Paul Fermer
Director of Environment and Highways

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

Contact Officer(s): Roger Plater (Senior Officer – Vision Zero)
 Anthony Kirkwood (Team Leader – Vision Zero)

February 2026

Drawing No. _____ U

- Key**
-  Proposed 30 mph speed limit in place of existing 40mph speed limit
 -  Proposed 30 mph speed limit in place of existing national speed limit
 -  Proposed 40 mph speed limit in place of existing national speed limit
 -  Proposed 50 mph speed limit in place of existing national speed limit
 -  30 mph speed limit - approved yet to be made/finalised
 -  Existing 40mph speed limit to remain as is

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARD/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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Director for
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Project title

B4047
ASTHALL to WITNEY

Drawing title

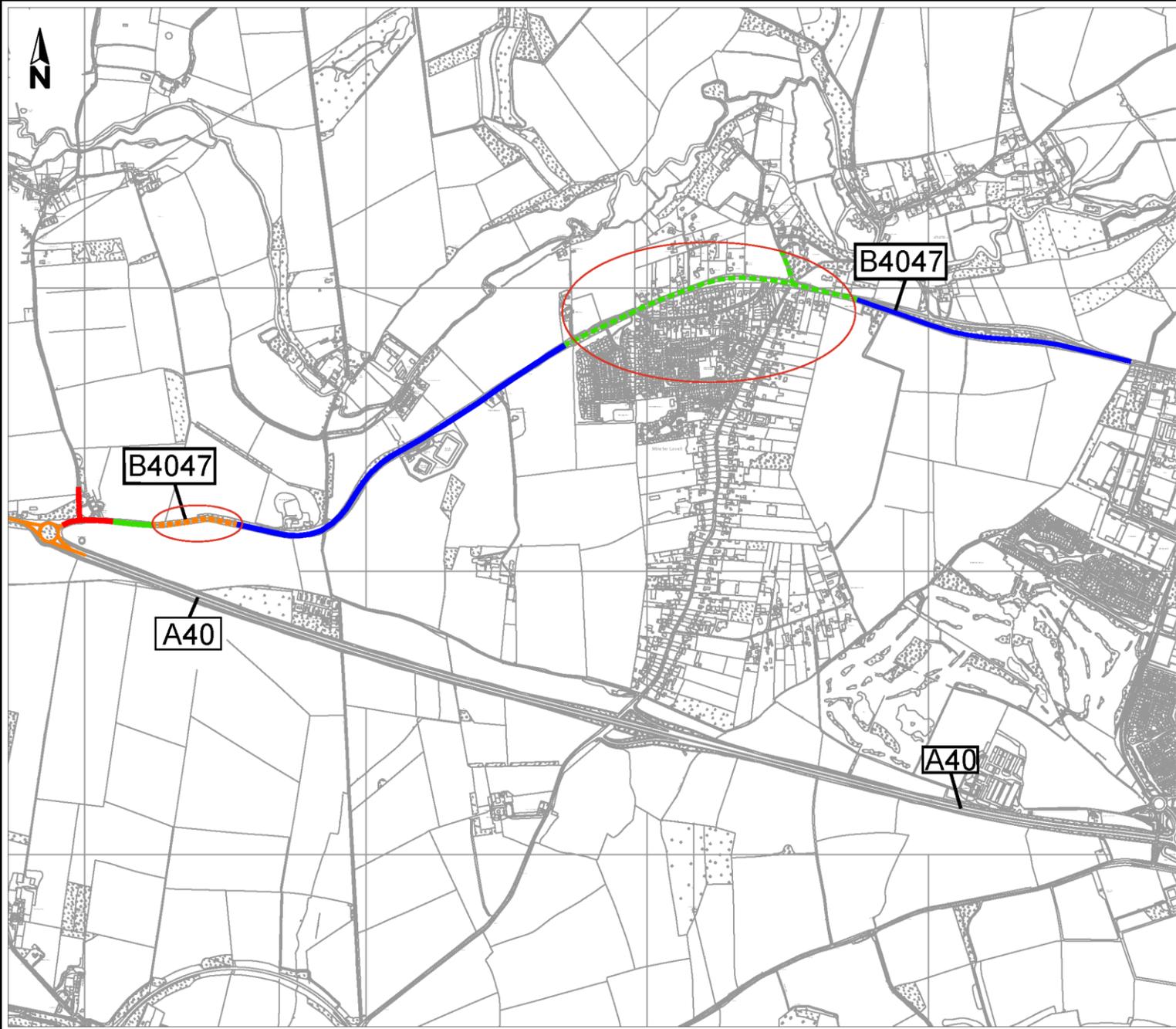
PROPOSED SPEED LIMITS

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
NTS	JaC		
	Date drawn 11/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No.	Revision
	0



RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – I was previously aware of the these proposals during informal consultation by Vision Zero . As always are greatest concerns focuses on compliance and what arrangements you may consider in terms of future enforcement .Special reference has to go to the new 30 section adjacent to the Farmers Dog . How will it improve road safety if compliance with the new speed limit is not respected.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement</p> <p>Compliance with new speed limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing.</p> <p>There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users)

	<ul style="list-style-type: none"> • existing traffic speeds • road environment <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
(e2) Member of public, (Bampton, Church Street)	<p>Object – it's an objection to the new limits on the B4047.</p> <p><u>Lack of data</u></p> <p>The Statement of Reasons cites Vision Zero and general safety goals but does not provide specific local collision history or patterns. Without specific collision counts, severity breakdowns (fatal/serious/slight over a meaningful period such as 5–10 years), and collision causation factors (e.g., speed versus loss of control versus junction issues), the assessment lacks an empirical basis for speed limit changes.</p> <p>At a minimum, one would expect data on:</p> <ul style="list-style-type: none"> • collision frequency by location segment • collision severity trends • evidence of a speed-related causal factor <p><u>The absence of this in the consultation reduces transparency.</u></p> <p>The crash information we do have does not implicate exceeding speed limits as a factor Local news reports confirm serious collisions on or near the B4047 and associated junctions:</p> <ul style="list-style-type: none"> • A serious crash involving multiple injuries on the A40 at Asthall Barrow Roundabout in January 2026 temporarily closed the road. • Another report documented three serious crashes in under 24 hours in the Oxfordshire area, including the A40/B4047 junction. <p>However, these incidents are on the A40 intersection and roundabout, not along the rural stretches of the B4047 where the new limits are proposed.</p>

	<p>Lowering the limit is unlikely to have any effect on crashes like these. In fact, as the road west from the A40 roundabout opens up (but is still 40mph), it's likely that drivers frustrated by the low limits previously will attempt overtakes.</p> <p><u>Problems with limits lowered without specific reasons</u></p> <p>Lowering speed limits without clear engineering justification can have unintended effects:</p> <ul style="list-style-type: none"> • Non-compliance: Drivers familiar with rural B roads may not respect limits perceived as unjustified, which can actually harm compliance where it's needed. • Enforcement resource diversion: Enforcing speed limits where there is no demonstrable safety need can divert police/community support from real high-risk locations. • Traffic displacement: Drivers may divert to other rural roads not designed for higher loads, increasing risk elsewhere. <p>Ssfe systems policies like VZ emphasise evidence-led interventions, not blanket limits alone.</p> <p><u>Missing evidence</u></p> <p>Before adopting speed limit changes, the evidence base should include:</p> <ol style="list-style-type: none"> 1 Report showing total collisions over last ≥5 years with a severity breakdown including contributory factors 2 Traffic volume and speed surveys - including existing 85th percentile and mean speeds <p>In its current form, the Statement of Reasons for the Speed Limit Orders does not provide sufficient local collision or traffic data to justify the proposed changes on evidence rather than principle alone.</p>
<p>(o1) County Cllr, (Bartlemas division)</p>	<p>30mph on B4047 Burford Road & unnamed road to Asthall – Support 40mph on the B4047 Burford Road – Support 50mph on B4047 Burford Road either side of Minster Lovell – Support</p> <p>Lowering speed limits is one of the most effective ways of reducing road danger, as speed is the biggest of the "fatal four". As the Active Travel Champion, I support measures to make our roads safer, reduce the significant burden on our state of the high costs of RTCs, and prevent the huge social costs of traffic collisions.</p>

<p>(o2) Local resident, (Witney, Quarry Road)</p>	<p>30mph on B4047 Burford Road & unnamed road to Asthall – Object 40mph on the B4047 Burford Road – Object 50mph on B4047 Burford Road either side of Minster Lovell – Object</p> <p>Instead of reducing speed limits we need to be teaching people road sense. With low speed limits pedestrians become complacent and are likely to cause more accidents. Lower limits also cause more congestion and more pollution. A car travelling at 50mph is just as lethal as one travelling at 60mph so why change a limit that has been in force and acceptable for many years ?</p>
<p>(o3) Local resident, (Windrush, Windrush)</p>	<p>30mph on B4047 Burford Road & unnamed road to Asthall – Object 40mph on the B4047 Burford Road – Object 50mph on B4047 Burford Road either side of Minster Lovell – Object</p> <p>Vision Zero is a ridiculous policy that neither oxford, nor any other council should blindly follow. Zero road deaths is not a policy that should be pursued without any consideration to both inconvenience and longer journey times to all road users, traffic flow changes (and slowing) caused by less traffic capacity with a lower speed limit and static probability of accidents. Already the a40 has been seriously affected by the 50mph replacement between the roundabout and Burford, often with traffic travelling at 38mph as they are fearful to break the speed limit, rather than travelling at potentially 51mph, they would rather leave a large margin below, which has resulted in a huge increase in journey times using that road in the last 3 years. With regard to the area in question surrounding the farmers dog, there is plenty of visibility for drivers to see whether 40mph is a safe speed with no or few pedestrians and can then continue with their journey, or if there is a heavier pedestrian presence and thus whether it might be a good idea to slow down to 30 or 20 or maybe even stop if necessary. Catering to the lowest possible denominator is a race to the bottom.</p>
<p>(o4) Member of public, (Minster Lovell, Ripley avenue)</p>	<p>30mph on B4047 Burford Road & unnamed road to Asthall – Object 40mph on the B4047 Burford Road – Object 50mph on B4047 Burford Road either side of Minster Lovell – Object</p> <p>Please stop waiting public money</p>

<p>(o5) Local resident, (Charlbury, Church street)</p>	<p>30mph on B4047 Burford Road & unnamed road to Asthall – Object 40mph on the B4047 Burford Road – Object 50mph on B4047 Burford Road either side of Minster Lovell – Support</p> <p>There have been no accidents. The footfall automatically keeps speed down. Absolutely no reason to spend more money changing what works. You may want to consider a zebra crossing? And Minster Lovell has already been reduced to 30mph which is “slow” for a fairly major commuter road.</p>
<p>(o6) Local District Cllr, (Hailey, Minster Lovell & Leafield ward)</p>	<p>30mph on B4047 Burford Road & unnamed road to Asthall – Support 40mph on the B4047 Burford Road – Support 50mph on B4047 Burford Road either side of Minster Lovell – Support</p> <p>Road Safety is critically important in this area and it is known that speed kills. Therefore any proposal to reduce speed limits is to be supported.</p>
<p>(o7) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p>30mph on B4047 Burford Road & unnamed road to Asthall – Support 40mph on the B4047 Burford Road – Support 50mph on B4047 Burford Road either side of Minster Lovell – Support</p> <p>The Asthall Barrow roundabout, A40 to the west and B4047 to the east have a high casualty rate. A further serious injury crash happened on the roundabout on 1 January 2026 at 4:40pm.</p> <p>Increases to traffic and parking in the area raise the level of danger for motorists and other road users. Lowering speeds can offset this, reducing danger and this can be achieved by reducing speed limits as per this proposal.</p> <p>In addition we would like to see:</p> <ol style="list-style-type: none"> a) reduced speed limits on the A40 on the approach to the roundabout from the west. Reducing speeds would improve reaction time, which could have avoided any of 5 of the casualty collisions on the west approach or north sides of the roundabout in the last 10 years (including one fatality and one with serious injuries). b) more police enforcement, providing action to implement their Road Safety Strategy which states that TVP should 'Enforce safe speeds especially those on high harm routes and hotspot locations.'

<p>(o8) Local resident, (Witney, Chestnut Close)</p>	<p>30mph on B4047 Burford Road & unnamed road to Asthall – Support 40mph on the B4047 Burford Road – Support 50mph on B4047 Burford Road either side of Minster Lovell – Support</p> <p>I don't consider that the topography, current surface, and usage of the roads supports higher speed limits. I have to pass through the route 4 times every week and would welcome a controlled pedestrian crossing as visitors to the commercial premises regularly walk in front of vehicles on the road, apparently not appreciating they are in a rural location.</p>
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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

UPPER MILTON – PROPOSED EXTENSION OF EXISTING 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) Approve the extension of the existing 20mph speed limit at Upper Milton, as advertised.

Executive Summary

1. This report presents responses received to proposals to extend the existing 20mph speed limit at Upper Milton southwards by approximately 460 metres, to a point just north of the crossroads junction with the minor road between Fifield and the A361, replacing the existing 60mph National speed limit in the process – as shown in **Annex 1**.

Corporate Policies and Priorities

2. The proposals form part of the County Councils 20mph transformation programme, as approved at Cabinet.
3. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

4. Funding for consultation on the proposals (and implementation if approved) has been provided by the County Council’s 20mph Speed Limit Project.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

5. 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.
6. 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:

Nicole Olavesen – Solicitor (Regulatory)

Nicole.Olavesen@Oxfordshire.gov.uk

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 ‘Vision Zero’ and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

7. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

8. The proposals would help encourage 'active travel' choices such as walking and cycling within Upper Milton by making them safer and more attractive.

Risk Management

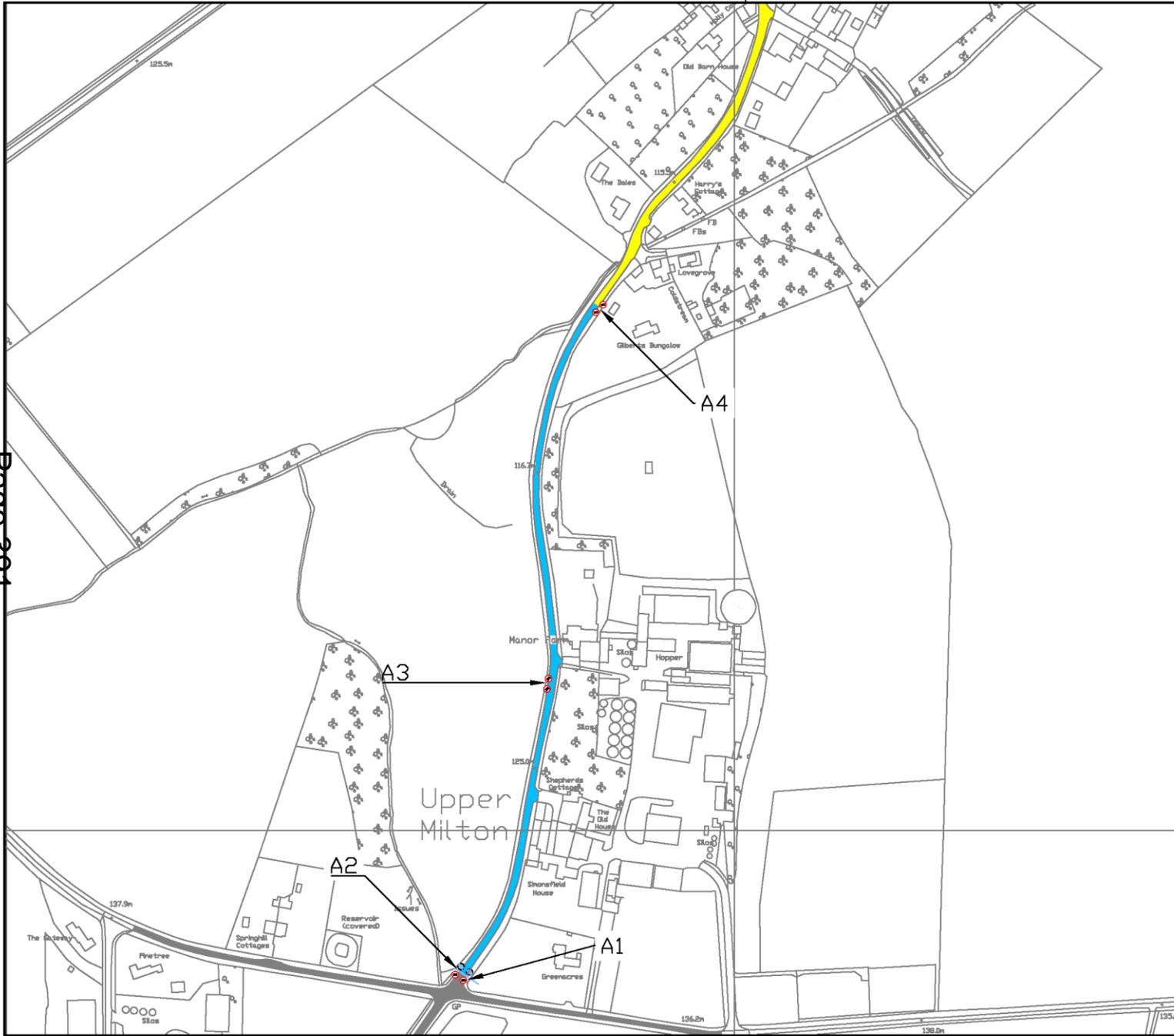
9. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

10. Formal consultation was carried out between 12 November and 12 December 2025. A notice was published in the Witney & West Oxfordshire Gazette 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, West Oxfordshire District Council, relevant local District Cllrs, Milton-under-Wychwood Parish Council, and the local County Councillor representing the Charlbury & Wychwood division.
11. During the course of the formal consultation, three responses were received via the online survey, comprising of one objection and two in support.
12. Additionally, Thames Valley Police submitted a non-objection, albeit raising concerns regarding levels of compliance due to the road having very little adjacent development, and also asking on the reasons the proposed extension was not included in the proposals as previously consulted on and approved, and why the current proposals did not include the crossroads itself and the short lengths of the side roads where there is also residential adjacent development.
13. 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

14. Thames Valley Police's query on the scope of the current proposal is noted; it appears that it includes the original intention of Milton under Wychwood Parish Council for the 20mph limit but was inadvertently omitted from the consultation carried out in late 2022/early 2023.



Drawing No. Revision

Legend	
Proposed 20	
Existing 20	
Existing NSL	
Not Public Highway	

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
 Bill Cotton
 Director of Communities Operations
 Oxfordshire County Council
 County Hall
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 Tel: 0845 310 1111

Project title
Milton-under-Wychwood 20mph Extension

Drawing title
Sheet A

Drawing Status			
Scale @ A3	Drawn by CW	Checked by AK	Approved by AK
	Date drawn 23/09/25	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I have to ask why was this part of Upper Milton not included during the first consultation . Someone clearly decided not to consider any speed limit here and I wish to explore why.</p> <p>In principle I am not objecting but I am going to have concerns with compliance as this road has very little development.</p> <p>At the same time I could ask why the road from the crossroads to Fifield has not been considered for a speed limit . This road has a village name plate and isolated residential properties.</p>
(o1) County Cllr, (Bartlemas division)	<p>Support – Road safety, vision zero.</p>
(o2) Member of public, (Uffington, Green Lane)	<p>Object – The justification given in the documentation is the generic policy for Oxfordshire. The documentation does not make it clear why a 20mph restriction is the right thing to do in this location. Apparently the Parish Council have raised concerns but these are not explained in detail. What is clear is that there have only been two recorded accidents in the location in the last c20 years (as shown in the DfT Think Map data). In both of these accidents frost/ice was an issue. The data would suggest this is a more significant issue to resolve if reducing accidents is the justification for the proposal.</p> <p>I have been concerned for some while that casual implementation of 20mph restrictions across the county is not the right approach. It distracts from more significant issues and is gradually creating a culture where speed restrictions are seen as excessive and therefore increasingly ignored.</p> <p>We should be much more focussed and targeted in our implementation of safety measures. This proposal is another example where that is not the case.</p>

(o3) Local group/organisation, (Oxfordshire Cycling Network)

Support – The lower speed limit will make people safer in this part of the village, whether they are walking, cycling, motorcycling or in a motor vehicle. Speed reduction is a vital part of the Vision Zero commitment and objective of the County's LTCP.

The evidence for this is very strong, including a review of 70 studies of 40 cities across Europe.
<https://www.mdpi.com/2071-1050/16/11/4382>

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

THAME: NELSON STREET – PROPOSED EXPERIMENTAL ONE- WAY RESTRICTION

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of an Experimental Traffic Regulation Order (ETRO) to create a northbound one-way traffic restriction on Nelson Street, Thame,
- (b) To continue to allow southbound cycling, following consultation feedback,
- (c) To give delegated authority to the Director of Environment and Highways to make changes to the ETRO, if required, in consultation with the Cabinet Member for Transport Management.

Executive Summary

2. This report presents responses received to an initial/informal consultation on proposals to introduce an Experimental Traffic Regulation Order (ETRO) on Nelson Street in Thame, which would create a northbound one-way traffic restriction between its junction with Southern Road and the Fire Station – as shown in **Annexes 1 & 2**. Following consultation feedback, the proposal has been amended to allow two-way cycling to be permitted with appropriate lines and signs to reinforce this. The Consultation plans for these will be updated accordingly.
3. The proposals have been put forward following concerns being raised, and through initial informal engagement with the immediate community about the challenges being experienced with the current two-way traffic on Nelson Street. As a result, it has been identified that when two vehicles travelling in opposite directions meet, there is not enough space for them to pass each other. This results in one vehicle either mounting the footway, which in turn affects the safety of pedestrians, or reversing a significant distance, so that both vehicles can pass.

4. An initial traffic survey was undertaken in 2022 – This identified that approximately 80% of traffic travelled in a Northerly direction, towards Upper High St, whereas approximately 20% of vehicles travelled in the opposite direction, towards Southern Road. Therefore – after initial discussions with residents and the Fire Service – the following changes are proposed to be introduced:
 - (a) Implement a Northbound one-way movement on Nelson Street from Southern Road to the fire station (80% of current traffic flow), with the restriction only applying to motorised vehicles,
 - (b) The top end of Nelson Street, between the Fire Station and Upper High St. will remain two-way, and
 - (c) Change of priority at the Nelson Street / Southern Road junction to give priority to those travelling between Elms Road / Windmill Road and Southern Road.
5. The surveys were rerun in January 2026 which showed the same results as the 2022 surveys, with 80% of the movements on Nelson Street recorded as northbound journeys, and 20% southbound.

Corporate Policies and Priorities

6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
 - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*
7. In July 2022, the Local Transport and Connectivity Plan (LTCP) was formally adopted. This includes ambitious targets and policies for giving residents more options for travelling around Oxfordshire by investing in the walking, wheeling and cycling infrastructure. These proposals actively support the following policies:

- (a) Policy 1 – Transport User Hierarchy – “We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:
 - i. Walking and wheeling
 - ii. Cycling and riding
 - iii. Public transport
 - iv. Motorcycles
 - v. Shared vehicles
 - vi. Other motorised modes”

- (b) Policy 2 – Cycle and walking networks – “We will:
 - i. develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns.

- (c) Policy 3 – “We will:
 - i. Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants across the county by 2025, according to national guidance and best practices with the aim of increasing walking and cycling activity.
 - ii. Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.

8. As referenced in the LTCP, an LCWIP was completed for Thame and approved in October 2025, following extensive community engagement and consultation. This comprises a blueprint for the active travel network in Thame with walking, wheeling and cycling infrastructure improvements identified, costed and prioritised. Within this, a one-way working on Nelson Street with contraflow cycling provision was identified.

Financial Implications

9. Funding for the proposals has been provided by various Section 106 Agreements as well as a Transport Corporate Funding allocation, which will also fund the implementation should the proposals be approved. The breakdown is as follows:

Source	Amount
S.106 (S/TH/HWY/1)	£25,645.25
S.106 Transport Corporate Funding	£75,000
	£100,645.25

10. This covers the full cost of the ETRO, and the associated works, staff time, and extra resource should the scheme be made permanent.

Comments checked by:

Legal Implications

11. 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.
12. The informal/preliminary consultation that has been undertaken to date 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.
13. Any implementation of the Experimental Traffic Regulation Order (ETRO) and any subsequent decision to give it permanent effect will need to comply with the relevant legislation, including the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
14. If approved, the experimental restrictions would be in place for up to a maximum of 18 months. A general consultation would then be open for a minimum of six months after the scheme is introduced to allow feedback to be given, and any objections reported to the Cabinet Member as required.

Comments checked by:
Nicole Olavesen – Solicitor (Regulatory)
Nicole.Olavesen@Oxfordshire.gov.uk

Staff Implications

15. There are no negative staff implications, with the with the appraisal of the proposals, the consultation process, scheme delivery and future monitoring being undertaken by Officers from the 'Place Shaping' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

16. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

17. The proposal seeks to help reduce incidents of driver conflict, improve road safety, and enhance the street environment.

Risk Management

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

Initial Consultation

19. An initial pre-ETRO commencement consultation was carried out between 08 December 2025 and 16 January 2026, with an email 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, South Oxfordshire District Council, relevant local District Cllrs, Thame Town Council, and the local County Councillor representing the Thame division.
20. Letters were also sent directly to approximately 100 properties in the immediate vicinity of the proposals.
21. During the course of the consultation, 22 responses were received, of which nine had concerns, and one objected.
22. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer response to objections/concerns

23. Thames Valley Police raised no objections to the proposals; however, they did query the enforcement. They also raised a concern regarding drivers who will need to turn as they are unaware of the change. Engagement with the fire station manager throughout the scheme's development has given Officers confidence that they are happy for the station forecourt to be used for turning vehicles. This will be tolerated for a short period post-implementation with the understanding that should this not rectify itself soon, the fire station will alert officers, and other measures will be considered.
24. The County Councillor for this division is fully supportive of the scheme, another County Councillor expressed support for the scheme including contraflow cycling, and Thame Town Council also supported the proposals.
25. 'Oxfordshire Liveable Streets' expressed support for the proposals, with consideration to be made for contraflow cycling. This was subsequently reviewed by Officers and has now been incorporated into the scheme.

26. 'Thames Players Theatre Company' (a local company operating in the Nelson Street Theatre) expressed concerns around waste collection and blue badge parking.
27. *Non-compliance with speed limit with the road being one-way* – pre- and post-speed & volume survey have been and will be commissioned to monitor the way the street is used following the implementation of the ETRO. Additional monitoring will take place with the use of a 'Telraam' sensor which counts pedestrians, cyclists, vehicles and large vehicles and their respective speeds. Repeater 20mph signs will be implemented if needed as well as carriageway roundels. Additionally, engagement with the town council and the residents will be ongoing throughout the ETRO to help assess its performance.
28. *Enforcement of the one-way* – a planter and clear no entry signs are being put in as part of the scheme. This will reduce the available space for vehicles to pass and create the appearance of one lane. Furthermore, no-entry signage will be installed both on the planter and appropriate signage at the entry of the junction to indicate the new order.
29. *Additional traffic on Rooks Lane* – pre- and post- monitoring is taking place on both Nelson Street and Rooks Lane. Surveys from both 2022 and 2026 demonstrate that 80% of the movements on Nelson Street are in the northbound Upper High Street direction, meaning only 20% of the flows may reroute via Rooks Lane to reach their destination, with alternative routes available like Southern Road round to High Street / Bell Lane.
30. The nature of the ETRO means that its performance will be monitored continually and any changes can be made accordingly during the time the ETRO is in place for.
31. *Proposed planter location restricting available space for loading* – the planter is as limited in size as can be whilst being needed to emphasise the one-way restriction and help to ensure compliance. There remains plenty of kerb space along Nelson Street where any vehicle can load for up to 10 minutes on existing double yellow lines and any blue badge holder can also park here for up to three hours.
32. *Traffic management during annual events, such as the fair* – the one-way traffic regulation order can be temporarily suspended for the duration of the fair or any other events and road closures.
33. *Request for contraflow cycling* – surveys have been completed in January 2026 to gather updated vehicle flows and speeds. These have been analysed in conjunction with national guidance on cycle provision, such as Local Transport Note 1/20, which states that "There should be a general presumption in favour of cycling in both directions in one way streets" (6.4.21) and in the context of roads such as Nelson Street, that where speed is low in urban areas, contraflow cycling without a dedicated cycle lane has been found to be successful even on narrow streets with on-street parking.

34. Should approval be given, Officers would closely monitor the effects on all road users during the course of the experiment, specifically regarding potential non-compliance – and should the ETRO be recommended to become permanent in the future, the need for any further supporting measures to ensure compliance would be considered.

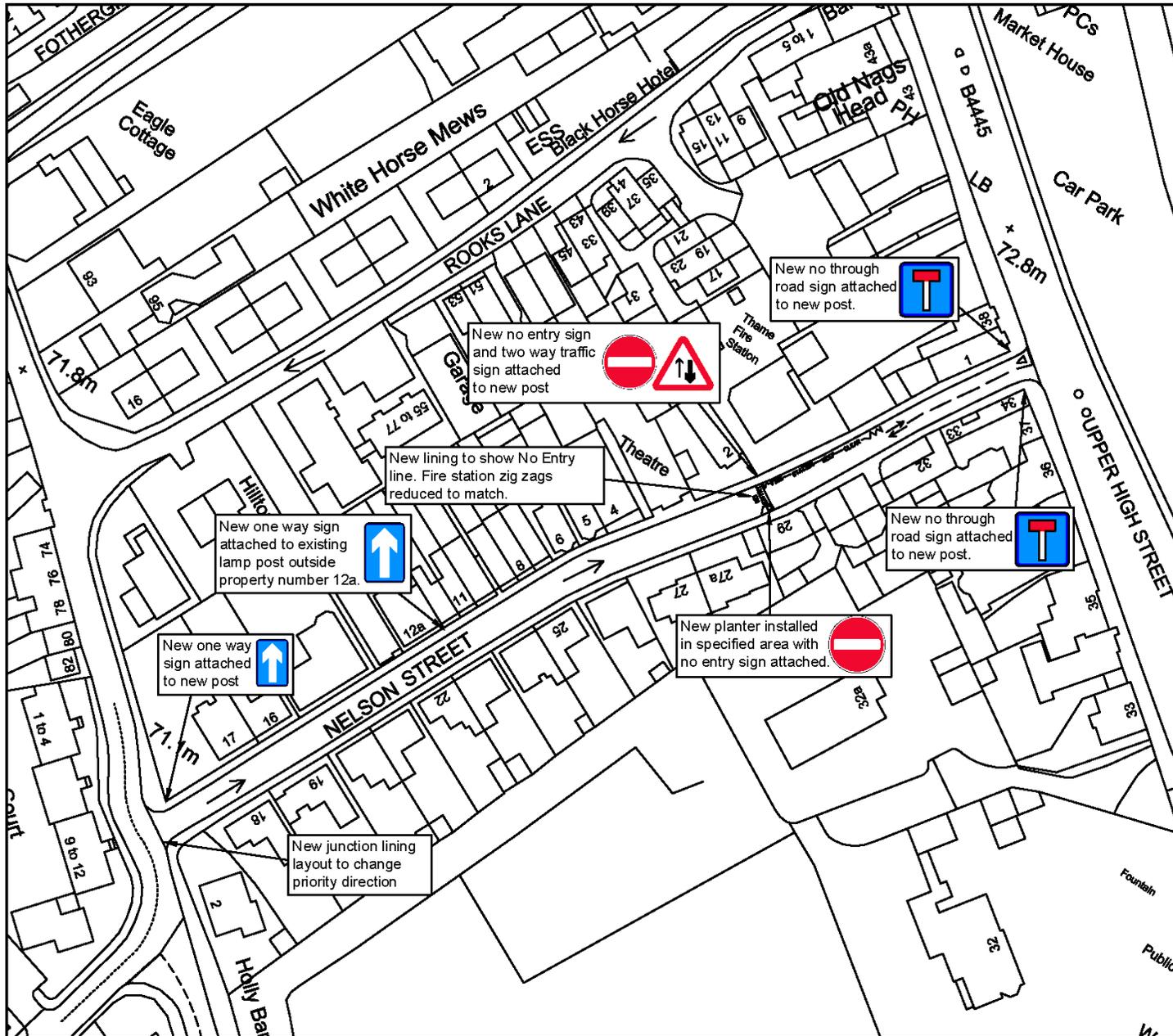
Paul Fermer
Director of Environment and Highways

Annex(es): Annex 1 & 2: Consultation plan
 Annex 3: Consultation responses

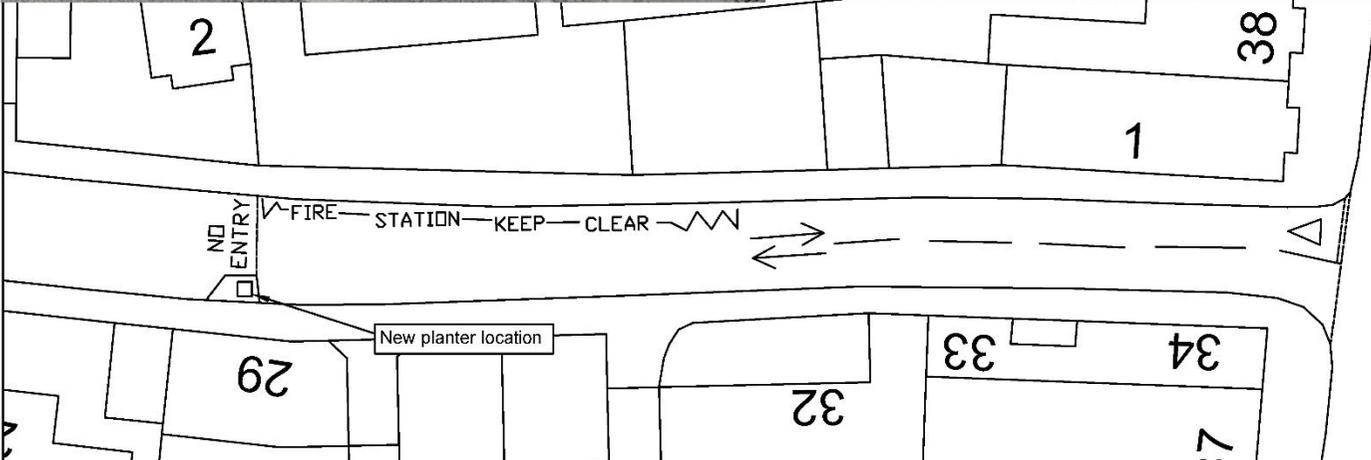
Background papers: n/a
Other Documents: n/a

Contact Officer(s): Rosie Lawrence (Senior Transport Planner – Place Shaping)
 Andy Sweeney (Team Leader – Place Planning & Coordination)

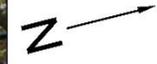
February 2026



Drawing No.	Revision												
<p>Drawing shows planned changes to make Nelson Street into a partial one way road.</p> <p>Nelson Street to remain two way from High Street to the fire station. Nelson Street to be northbound only from Southern Road to the fire station. Rooks Lane to remain southbound only.</p> <p>Arrows shown on roads are diagrammatic and are not new lining to be installed.</p>													
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<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 10%;">Rev.</th> <th style="width: 10%;">Date</th> <th style="width: 40%;">Purpose of revision</th> <th style="width: 10%;">Drawn</th> <th style="width: 10%;">Checked</th> <th style="width: 10%;">Approved</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	Rev.	Date	Purpose of revision	Drawn	Checked	Approved							
Rev.	Date	Purpose of revision	Drawn	Checked	Approved								
<p style="font-size: x-small; margin-top: 5px;"> Bill Cotton Director of Environment and Place Oxfordshire County Council County Hall New Road Oxford OX1 1TD Tel: 0346 310 1111 </p>													
<p>Project title</p> <p style="text-align: center;">Nelson Street Partial One Way System</p>													
<p>Drawing title</p> <p style="text-align: center;">Experimental TRO Information Plan Sheet 1 of 2</p>													
<p>Drawing Status Design</p>													
<p>Scale @ A3 Drawn by JA Checked by JB Approved by</p>													
<p>Date drawn 03/06/25 Date checked 04/06/25 Date approved</p>													
<p>Oxfordshire Project No. & File Ref</p>													
Drawing No.	Revision												



Drawing No. Revision



Drawing shows planned changes to make Nelson Street into a partial one way road.

Nelson Street to remain two way from High Street to the fire station. Nelson Street to be northbound only from Southern Road to the fire station. Rooks Lane to remain southbound only.

Arrows shown on roads are diagrammatic and are not new lining to be installed.

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

OXFORDSHIRE COUNTY COUNCIL
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 Tel: 01865 310 1111

Project title
 Nelson Street Partial One Way System

Drawing title
 Experimental TRO Information Plan
 Sheet 2 of 2

Drawing Status Design

Scale @ A3	Drawn by JA	Checked by JB	Approved by
	Date drawn 03/06/25	Date checked 04/06/25	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision

RESPONDENT	COMMENTS
(1) Traffic Management Officer (Thames Valley Police)	<p>No objection – Thank you for the consultation documents . I am also aware of previous consultation over a number of years and have visited the location on numerous occasions.</p> <p>Even though your new proposal is Experimental my main concern focuses on Enforcement once implemented .There is no mention in the documents how this will be achieved .</p> <p>Can I make it clear that burden must not fall upon Thames Valley Police, despite the fact I have already alerted the Neighbourhood Officers.</p> <p>One hopes most 4 wheeled vehicular traffic will comply . My worry focuses on the two wheeled version. Can I also ask what arrangement is in place for those residents in the lower part of Nelson Street to turn around at the restriction point</p>
(2) County Cllr	<p>Support – I am fully supportive of the ETRO for a one-way system on Nelson Street.</p>
(3) County Cllr	<p>Support - I'm aware that French campaigners attribute contraflow cycling (under national legislation in 2021 on all roads which are 30kph) as one of the key policy changes which has improved cycling rates. The European Transport Safety Council report of 2018 - linked below - supports it. So it does seem that if we are converting a new street to one way and - vitally - if it doesn't add a whole load of extra cost or work, it might be worth looking at.</p> <p>Nelson Street looks a very similar width and type to Howard Street in Oxford, which is contra-flow, and that works well. Oxford's South Parade has almost 2k vehicles a day, and that was recently made contra-flow.</p> <p>In my experience of ETROs, it's very unlikely - unprecedented? - that contra-flow cycling would end up being introduced at a later stage. It would be more effective to test contra-flow by putting it in as part of the switch to one-way, and then to have it removed if there are problems.</p>

	<p>Alongside cycle campaign groups, I'd like to see a County-wide policy to put in contra-flow by default in everywhere 20mph. But in the meantime, I think it makes sense to put it in tactically when we are making changes to one-way streets</p> <p>https://etsc.eu/wp-content/uploads/Briefing-Contraflow-Cycling.pdf</p>
(4) Thame Town Council	<p>Support - I am pleased to confirm that at the Thame Town Council Full Council meeting held last night, under agenda item 9) Nelson Street, Proposed Experimental one-way restriction was supported by Thame Town Council.</p>
(5) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Support – Making Nelson St south of the fire station one-way northwards seems sensible, but we urge that the one-way section support contraflow cycling. This does not seem dangerous given the low volume of traffic and a narrow carriageway keeping speeds low; people cycling are likely to stay central, avoiding car door risks, but will have room to pass cars going the other way. Incorporating contra-flow cycling as part of the ETRO would allow any risks to be discovered and the support for contraflow cycling dropped if necessary.</p> <p>Southbound cycling on Nelson St is not critical to the cycling network because of the presence of Rooks Lane (one-way southwards) to the west and the new foot-cycle path through the Elms development to the east, though it does connect more directly to Windmill Rd than either of those. It is, however, almost certain that residents of Nelson St itself will continue to cycle southwards, both to reach their homes from the north and to make trips to the south, rather than cycling what in some cases would be an extra half kilometre. This should be made legal unless there is a clear problem.</p>
(6) Local resident	<p>Support – I would suggest that an additional 20 mph sign should be positioned on the lampost - for example - outside number 5 Nelson Street. Note that the existing 2nd 20 mph sign on the street is not visible to drivers until just before the fire station.</p>
(7) Local resident	<p>Support – A quick reply to you letter regarding the proposed one way restriction; I am whole heartedly in favour of this being implemented. I live on Nelson Street and my son and I have had numerous incidents of damage to our cars including, but not restricted to, broken wing mirrors, dents and scratches resulting in substantial personal costs to ourselves to repair. This is not a one off occurrence.</p>

	<p>There is not enough room for 2 vehicles to pass each other without one mounting the footpath which is a health and safety issue for pedestrians, and the other vehicle having to drive so close to the parked cars, thus causing damage. If a vehicle refuses to mount the footpath to let the other vehicle pass, this results in vehicles having to reverse a significant distance up or down the road to create enough space for both to pass, creating yet another opportunity of potential damage to parked cars and unnecessary stress to all concerned.</p> <p>I believe it will reduce the health and safety issues for pedestrians, substantially reduce the constant damage to the residents parked cars and reduce the general stress for drivers having to constantly reverse a significant distance/mount the footpath or squeeze their vehicle past the residents parked cars without damaging them. I look forward to it being implemented at it's earliest convenience.</p>
(8) Local resident	<p>Support – I have read the proposal for the above which you sent to me recently. Whilst I agree that it would be a good thing I have some concerns. I live at [REDACTED]. [REDACTED]. What will happen when the junction of Nelson Street with Upper High Street is closed during the fair. [REDACTED].</p>
(9) Local resident	<p>Support – Thank you for your letter concerning this matter. The proposals you set out are well-considered, eminently sensible and badly needed. We are fully supportive in every respect and sincerely hope they remain as a permanent change.</p>
(10) Local resident	<p>Support – I am contacting you to confirm we, myself and my husband [REDACTED], are in support of the proposed Experimental one-way restriction on Nelson Street (CM/12.6.383/E0011_Pre).</p>
(11) Local resident	<p>Support – I'm pleased to advise you that I fully support the introduction of the one-way restriction. I would, however, prefer if the one-way movement was in a southerly direction. The pedestrian crossing point in front of 36 Upper High Street is widely used throughout the day and the large number of vehicles entering Upper High Street at speed in the Chinnor Direction make this crossing point quite frightening to use.</p>
(12) Local resident	<p>Support – I would like to confirm that I am in favour of the proposed experimental one-way system. The one concern I have is that cars will be driven at excessive speed on Nelson Street, knowing that there will be no vehicles coming in</p>

	the opposite direction. I suggest that the new one-way signs also have a 20-mph reminder. Traffic calming measures may ultimately be required.
(13) Local resident	Support – We have lived on Nelson Street for [REDACTED], and we fully support these proposals. There is a major safety issue, with motorists routinely mounting the pavement to pass oncoming cars in the street. This is alarming and dangerous for pedestrians. In the summer months, with car windows open, there are often shouting matches between motorists who refuse to reverse hundreds of metres and those who, quite correctly, refuse to mount the pavement. So something needs to be done urgently, and these proposals will help to alleviate the problem. Please can you proceed with these proposals.
(14) Local resident	Support – We are in full agreement with this proposal, for all the reasons that you have stated
(15) Local resident	Support – my husband and i were so pleased to read about a possible one way-system for nelson street. We live at [redacted], and we witness heavy traffic ,and lots of very near misses .!! It really needs to be addressed in the very near future ,before there is a nasty accident.
(16) Local resident	Support – I am a resident of Nelson Street and I am delighted that this is being considered and put into place. My family and I have lived here for [REDACTED] and during this time my car has been damaged 3 times by cars passing by, with only 1 driver stopping and leaving their details. When I spoke to the driver he said that he had been driving down Nelson St towards Southern Road and had tried to squeeze close towards my car to avoid a van that had mounted the kerb and was travelling at speed whilst still driving on the pavement towards the Fire Station. The 2 other drivers that struck my car failed to give any details. I know there are numerous other residents on the street who have also had their cars damaged in similar circumstances. I work predominantly from home and regularly see cars travelling northbound mounting the nearside kerb and driving at 20mph+ whilst there are southbound cars too far down Nelson Street to be able to reverse safely, or have other cars following them. This is dangerous and a one-way restriction will mitigate this.

	<p>I have also heard and seen countless altercations between motorists travelling in opposing directions who are unwilling to reverse, and I intervened recently in a road rage incident between 2 motorists which resulted in the road becoming blocked by other cars behind the 2 involved. Most times the altercation results in a stalemate with the road becoming blocked until someone mounts the kerb whilst travelling towards the Fire Station, followed by a stream of the other vehicles that were behind. This is so dangerous.</p> <p>I am glad that the road layout is being revised at the bottom of Nelson Street as it is also dangerous: a lot of vehicles travelling along Southern Road towards Elms Road drive straight across into Elms Road as if it were a continuation. Whilst driving down Nelson Street, at least half a dozen times in the last 12 months, intending to continue into Southern Road I have had to perform an emergency stop to avoid cars shooting across the road into Elms Road. The hazard centre lines on Southern Road which are intended to reinforce to motorists that the road bends round into Nelson Street are badly faded, with the result of motorists continuing into Elms Road without pausing to see if the road ahead is clear. It is so dangerous I have warned my teenage children to not cycle down Nelson Street when they are going towards Windmill Road/ Phoenix Trail but to remain on the pavement.</p> <p>I am relieved that the one-way restriction is being trialled: modern cars are so large now that there is simply not enough room with parked cars on one side of the road and to also have opposing traffic pass safely by each other. The volume of traffic at school times exacerbates the problem with parents dropping off/picking up their children at John Hampden Primary School and using Van Dieman's Road to park whilst they do so.</p>
(17) Local resident	<p>Support – In principle, we have no objection to this but do have a couple of concerns.</p> <p>1. When drivers have the certainty that they will not meet traffic coming in the opposite direction there may be two outcomes; firstly, they may drive a little slower as they won't have the worry of meeting a vehicle coming in the opposite direction (this would be a positive outcome); secondly, in our view, what is most likely to happen is that drivers will speed up (definitely a negative outcome).</p> <p>[REDACTED]. Admittedly, the volume of traffic heading down Nelson St should be much reduced (although there are still pedestrians to be mindful of) but we fear that traffic coming the other way will generally be doing so at some speed. Evidence that the new 20 mph limit is working is sadly lacking with many examples of drivers speeding along Upper High Street and we fear the same will remain on Nelson Street (a number of drivers already seem to take it as a challenge to see how quickly they can drive coming up to the Upper High Street junction). As an adjunct to these works, a couple of speed limit reminder roundels painted on the road would not go amiss!</p>

	<p>2. We assume that appropriate arrangements will be made when the various street closures are in force for the Fairs etc to allow residents to drive down Nelson Street to allow egress. And, no doubt, the Fire Service will have made a similar point to ensure they have unrestricted access in whichever direction is required.</p>
(18) Local resident	<p>No objection – Thank you for your letter dated 8th December 2025 advising us of the proposal to introduce an Experimental Traffic Regulation Order (ETRO) on Nelson Street between Southern Road and the Fire Station. While we appreciate the reasons why this is being considered, we are concerned that the negative impact this will have on the street environment and road safety along Rooks Lane and Southern Road between its junction with Rooks Lane and Nelson Street has not been taken into consideration. Our concerns are as follows: Since an initial traffic survey was undertaken in 2022 there has been a significant increase in the volume of traffic using Rooks Lane, especially at peak times (start and end of the working day and school drop off and pick up). This proposal will only make the situation worse.</p> <p>Rooks Lane is very narrow at its junction with the High Street and this results in some vehicles and lorries (there is a sign saying not suitable for HGVs but they still use the road) mounting the pavement along the side of the Black Horse. This is already a danger for pedestrians, many of whom are elderly, without an increase in traffic. The residents of numbers 74-82 Southern Road have no footpath or driveway outside their front entrances - they just step straight out onto the road. This is already a significant danger for pedestrians. An increase in traffic using Southern Road would increase this danger.</p> <p>A change of priority at the Nelson Street/Southern Road junction to give priority to those travelling between Elms Road/Windmill Road and Southern Road will mean that those travelling along Southern Road will no longer have to give way and so will be able to gather speed more quickly than they already do. Southern Road is designated a 20mph zone however very few drivers adhere to this. Some travel at great speed and this proposed change of priority will only exacerbate this. Southern Road is in urgent need of some form of traffic calming.</p>
(19) Local resident	<p>No objection – Whilst I do understand the problem Nelson Street has with two way traffic since they were given parking permits, I am concerned about the amount of traffic that will come down Rooks Lane and also the speed people drive along Southern Road at the moment.</p> <p>My concern is [REDACTED]. People are very inconsiderate and drive behind me when I am reversing rather than give me time to get out, even though they were not present [REDACTED] when I start to reverse. The reason I pull in</p>

	<p>forwards is because I do not like holding the traffic up to reverse in, also the traffic is going too fast and there will be much more of it with this suggested new system.</p> <p>Perhaps you could bear this in mind when you are making plans for this new system for Nelson Street.</p>
(20) Local resident	<p>Objection – I'm writing in response the letter we received before Christmas. We are strongly against this change of traffic flow being suggested on Nelson Street.</p> <p>[REDACTED]. We have [REDACTED] drivers in the family, so a minimum of [REDACTED] cars access this a number of times a day. Our visibility is not brilliant and it has to be done with great care. We feel there will be a significant increase in the traffic coming down Rooks lane if these changes are put in which would be a danger to those coming and going from our property. The rest of the street would also suffer. The retirement home up from us has a lot of elderly people coming and going and even though its 20miles an hour....people go way to fast done it. We also have the childrens centre at the very end with mums and buggies coming out and crossing over at the end of the road. More traffic on Rooks lane will endanger them as well.</p> <p>Rooks lane is also simply not big enough to sustain more traffic. The entrance to the road at the top by the Black Horse pub is already far to narrow and is a really dangerous area. I see cars mounting the pavement as they come around the corner often and think it's basically an accident waiting to happen. If traffic flow is increased, it will be quite terrifying to be honest. Larger vehicles like vans and lorries are simply too big to have safe access through that part of the road either.</p> <p>We do understand that congestions happens on Nelson street and it's not ideal. But his one way system is not the solution. It will endanger more people just one road up.</p>
(21) Local resident	<p>Support – My name is [REDACTED] one of the Committee members of Thame Players Theatre Company. I'm been asked by the Committee to write to you concerning the proposed ETRO for Nelson Street. We are very happy with the proposed one way system, having been in residence in our Nelson Street Theatre since 1977 we are fully aware of the traffic issues.</p> <p>We have looked at the proposed scheme and have one concern.</p> <p>The proposed planter position helping to add clarity to the one way system raises a problem for our Theatre.</p>

	<p>At present we use that area for the collection and delivery of items to the theatre as it doesn't infringe on our opposite neighbours garages/driveways or the fire station restricted zone.</p> <p>Collection and deliveries for us include our supermarket delivery, collection and delivery of items for our stage shows, delivery and collection of items used by our incoming amateur and professional shows as well as deliveries of timber and heavy commercial plant for the Theatre.</p> <p>Our commercial and Council waste collection vehicles also use the same area in preference to using the pavement area outside the Theatre which blocks Nelson Street.</p> <p>It is also the closest drop off point for our disabled patrons who have mobility issues.</p> <p>Could we suggest that the one way sign that is proposed for the planter is placed outside the relevant residential property in NelsonStreet and the planter is not put into position but reviewed with the one way system after the initial experimental period of 18 months to see if it is required.</p>
(22) Local resident	<p>Support – Many thanks for your letter regarding the proposed one-way restriction on Nelson St Thame. We live at [REDACTED]. Whilst I understand some of the reasons behind the proposal our concerns with the plans would be cars travelling from Southern Road turning left on to Nelson Street doing so too quickly as they will no longer expect traffic coming the other way. It is unfortunately easy to anticipate cars turning quickly and accelerating in the knowledge that no car will be coming the other way. This in turn presents a danger to us exiting our driveway (already sometimes difficult with [REDACTED]) and for our young children crossing the road.</p> <p>I would ask what will be done to warn/prevent drivers from coming too quickly and raising awareness of the driveway?</p>

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

DIDCOT: A4130 & B4016 LADY GROVE – PROPOSED TOUCAN CROSSINGS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- a) Approve the introduction of two new 'Toucan' crossings to be located on the A4130 (East) & the B4016 Lady Grove in Didcot, as advertised.

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce two new 'Toucan' crossings (a signalised crossing for use by both pedestrians & pedal cyclists) in northern Didcot, specifically on the A4130 (east) approx.138 metres northwest of its junction with the B4016 Lady Grove, and on the B4016 Lady Grove approx. 176 metres northeast of its junction with the A4130, as shown in **Annexes 1 & 2**.

Corporate Policies and Priorities

2. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
 - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
 - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*

- (3) Healthier Oxfordshire – “We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”

Financial Implications

3. Funding for consultation on the proposals has been provided directly by the developer, with the relevant agreements in place to also fund implementation if approved.

Comments checked by:

Matt Kocak – Finance Business Partnering Manager

Matthew.Kocak@Oxfordshire.gov.uk

Legal Implications

4. 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.
5. 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:

Nicole Olavesen – Solicitor (Regulatory)

Nicole.Olavesen@Oxfordshire.gov.uk

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 ‘Highway Agreements’ and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

6. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

7. The proposal has been put forward to help improve road safety in the area, in respect of the adjacent new residential development.

Risk Management

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

Initial Formal Consultation

9. Initially, formal consultation was carried out between 20 August and 19 September 2025. A notice was published in the Oxfordshire Herald Series 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, South Oxfordshire District Council, local District Cllr's, Didcot Town Council, and the local County Councillor representing the Didcot Ladygrove division.
10. Letters were sent directly to approximately 130 properties in the immediate vicinity, and public notices were also displayed on site.
11. 32 responses were received via the online survey during the course of the formal consultation, and these are summarised in the table below:

Location	Object	Partially support / concerns	Support	No opinion /objection	Total
A4130	9 (28%)	5 (16%)	18 (56%)	-	32
B4016 Lady Grove	7 (22%)	8 (25%)	16 (50%)	1 (3%)	32

12. Additionally, a further five emails were received directly, with Thames Valley Police not wishing to submit a formal response until the existing speed limit on the B4016 has been signed in accordance with the statutory regulations. The local County Cllr responsible for the Ladygrove division & Oxford Bus Company offered their support, whilst South Oxfordshire District Council submitted a non-objection.
13. 'Oxfordshire Liveable Streets' (a local group committed to improving the lives of Oxfordshire residents) submitted an objection, largely based on their view that the crossings are to be located on key cycling routes – but fail to provide adequately for cycling. They feel that they should be either toucan crossings or parallel crossings, or otherwise provide for cycling.

Updated Formal Consultation

14. Following conclusion of the consultation, and review of the responses received, an error was identified in the original documents, in which it should have been made clear that the proposals were for 'Toucan' crossings (pedestrians and cyclists), and not 'Puffin' (pedestrian only crossing) crossings as original put forward.
15. As a result, statutory consultees & key-stakeholders, as well as those that contributed to the original consultation were emailed directly on the 05th January 2026, outlining the issue and asking if they wanted to submit new representations on the updated proposals before 23rd January 2026.
16. Seven further responses were received in relation to this request – with Thames Valley Police & South Oxfordshire District Council confirming their non-objection, and Oxford Bus Company confirming their support.
17. Three local residents offered their support, and one submitted an objection – raising concerns based on potential impacts to local residents regarding noise, light, access & safety issues.
18. The updated responses are shown in full in **Annex 3**, with the responses to the original consultation shown in **Annex 4**. Copies of the 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

19. This section only deals with those objections/concerns raised following the updated consultation, with any objections received during the original consultation considered to no longer be relevant.
20. At the planning stage, the signalised crossing was identified as the most appropriate option due to the recorded vehicle speeds along the road, which were deemed unsafe for an uncontrolled crossing. This was especially true given the national speed limit change just to the north, making the signalised crossing the safest and most suitable choice. The exact location of the crossing has been chosen on a number of factors which includes consideration to road safety such as the speed limit, the visibility achieved, pedestrian and cyclist movements and proximity to existing junctions.
21. The audible crossing, which has received Technical Approval, has been designed in accordance with the guidance in Traffic Signs Manual Chapter 6, Section 11.13, covering tactile and audible signals. Tactile cones and beepers are installed at all crossings where possible. Their volume will be checked

ANNEX 1

NOTES:

1. DO NOT SCALE DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
2. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER'S WORKING DAYS IN ADVANCE OF UNDERTAKING ANY WORK.
3. ORDINANCE SURVEY (C) CROWN COPYRIGHT 2020. ALL RIGHTS RESERVED. LICENCE NUMBER 10002432.
4. WORK TO BE UNDERTAKEN IN ACCORDANCE WITH THE COUNTY COUNCIL SPECIFICATION.



REV	02/12/20	1	Updated to show houses	DR	-
REV	12/08/20	2	Updated as per DEC's request	RA	1.4
REV	20/11/20	3	Final stage	JH	1.3
REV	04/01/21	4	Final	JH	1.4

rappor



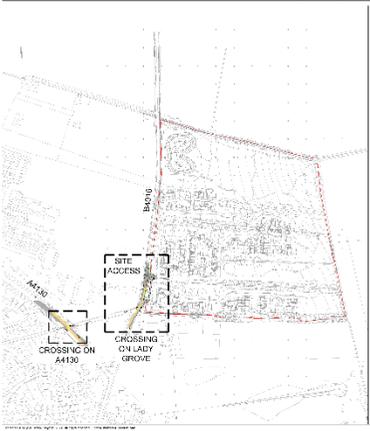
MILLER HOMES
LAND AT LADYGROVE
DIDCOT

TRAFFIC REGULATION ORDER
TOUCAN CROSSING ON A4130
FOR INFORMATION
22-0179_0100-100

SCALE: 1:200
REVISED BY: P03

ANNEX 2

- NOTES**
1. DO NOT SCALE DIMENSIONS ARE IN METRES, UNLESS STATED OTHERWISE.
 2. DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER & WORKING DAYS IN ADVANCE OF UNDERTAKING ANY WORK.
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 4. WORK TO BE UNDERTAKEN IN ACCORDANCE WITH THE COUNTY COUNCIL SPECIFICATION.



28.07.21 Plan 0004 1:100
 For: Date: Drawn: By: 01/04/21

rappor
 rappor.co.uk

MILLER HOMES
 LAND AT LADYGROVE
 DDCOT

TRAFFIC REGULATION ORDER
 CROSSING ON LADY GROVE

For Approval 1:200
 22-0179_0100-101 P01

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – providing speed monitoring has taken place and it supports both crossings and that all current design standards have been met.
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	Support – Nothing further.
(e3) South Oxfordshire District Council	No objection
(e4) Local resident, (Didcot, Abingdon Road)	<p>Object/Concerns – I welcome the opportunity to submit further representations, particularly as the original consultation documents contained an error which meant I was not commenting on the proposal as it is now described.</p> <p>I support the principle of improving pedestrian and cyclist safety and welcome the provision of a controlled crossing. However, I have two primary concerns regarding the current design and delivery of the proposed toucan crossing on Lady Grove, which I believe require reconsideration before the scheme proceeds.</p> <p><u>Primary Issue 1: Noise, light and residential impact due to extreme proximity</u></p> <p>My home is located immediately adjacent to the proposed Lady Grove crossing (approximately 7 metres from the crossing infrastructure). Both of my bedrooms and my home working space face directly onto the road, and I work from home for most of the week.</p> <p>The inclusion of audible signals at this location would introduce persistent and repetitive noise into what is currently a quiet residential street, fundamentally altering its character and interfering with my reasonable enjoyment of my home. Many standalone toucan crossings operate successfully without audible signals, instead using tactile rotating cones and visual indicators, particularly where crossings are located close to residential properties. I respectfully request that</p>

a tactile-only or low-impact alternative is adopted here, or that audible signals are strictly limited in volume and operation.

In addition, the proposed northbound traffic signal head faces directly towards my property, raising concerns regarding visual intrusion and light disturbance, particularly during darker hours. When combined with audible signals, the cumulative impact of noise and light at such close proximity has not been adequately considered.

Consideration should also be given to the exact positioning and orientation of signal heads and associated lighting columns, to ensure they are not placed closer to residential boundaries than necessary and do not direct light into residential windows.

Primary Issue 2: Impact on private residential road access and day-to-day safety

The proposed crossing is located immediately adjacent to the access to our unadopted private residential road, which serves five households and is used daily by residents, visitors, delivery vehicles, tradespeople and emergency services.

Vehicles entering and exiting this private road will be doing so directly beside a signal-controlled crossing, pedestrian waiting areas and tactile paving. This raises concerns regarding visibility, queuing, and potential conflict between vehicles and crossing users.

Routine activities such as supermarket deliveries (e.g. Asda), parcel couriers and trades currently involve vehicles stopping briefly outside the properties or partially within the private road to avoid obstructing Lady Grove. The introduction of a signal-controlled toucan crossing at this location will significantly constrain these movements and may force vehicles to stop in unsafe positions, obstruct sightlines, or conflict with pedestrians waiting to cross.

Pedestrians and cyclists already tend to cluster near the private road entrance due to the natural approach from the left-hand side of the carriageway. A toucan crossing is likely to intensify this behaviour, increasing obstruction and conflict at a sensitive residential access point.

Occupation, sequencing and current on-the-ground impacts

Occupation of the surrounding new developments occurred around May 2025, and it is now January 2026. We are therefore being asked to comment on an amended public consultation many months after residents have moved in, with the crossing still not delivered.

As a result of this delay and incomplete infrastructure, pedestrian and cyclist movements are already being displaced in problematic ways. The current pathway linking the new development is incorrectly and poorly located, uneven, and not properly surfaced, with muddy sections and level changes caused by multiple manhole covers. The condition and alignment of this path have led to the destruction of greenery and have actively encouraged pedestrians to walk along, or spill into, the private residential road instead.

At a minimum, the proper pedestrian and cycle path should be delivered in the correct location and to an appropriate standard, before further infrastructure is introduced that will intensify use of this area.

The displacement of pedestrians has also resulted in informal desire lines across grassed areas and into the private residential road. This behaviour did not occur prior to the construction and occupation of the new developments and is a direct consequence of the current layout.

Appropriate mitigation should be included, such as low-level fencing (for example a simple post-and-rail or bollard arrangement), planting, or other boundary treatments, to discourage informal access into the private road and guide pedestrians onto the intended routes.

Path continuity, pedestrian safety and cycle provision

The NPR3 Northern Section plans show a signal-controlled crossing and continuous pedestrian and cycle infrastructure at the A4130 junction. The Lady Grove toucan crossing sits just outside the defined NPR3 scheme extents and therefore plays an important role in how pedestrians and cyclists access the wider network.

Without a continuous pedestrian and cycle route on the opposite side of Lady Grove, users travelling towards the NPR3 route and Abingdon Road are likely to continue along the residential side of the road or along the private access, and then cross informally further south where there is no controlled crossing. This presents an avoidable safety risk.

Providing a properly aligned pedestrian and cycle path on the opposite side of Lady Grove would encourage pedestrians and cyclists to cross at the toucan crossing and then remain on the correct side of the road to access the NPR3 route and continue along Abingdon Road safely and legally.

In addition, the existing narrow shared path is not suitable for mixed pedestrian and cycle use. Providing a dedicated cycle facility on the opposite side would reduce conflict, prevent cyclists from using narrow footways, and improve safety and accessibility for all users.

	<p><u>Requested amendments</u></p> <p>In light of the above, I respectfully request that the following are considered before the proposals proceed:</p> <ol style="list-style-type: none"> 1. Removal of audible signals in favour of tactile cone-only operation, or strict limitation of audible operation 2. Full shielding, careful orientation, and appropriate positioning of traffic signal equipment and lighting to prevent light spill into residential properties 3. Proper assessment of impacts on the adjacent private residential road, including deliveries and access 4. Delivery of a properly located, suitably surfaced pedestrian and cycle path to prevent displacement onto the private road 5. Mitigation measures (such as low fencing or planting) to discourage informal pedestrian access into the private road 6. Review of path provision on the opposite side of Lady Grove to support safe access to the NPR3 route and Abingdon Road 7. Consideration of residential amenity impacts now that homes are occupied, with a pause to final approval if required <p>This scheme can and should balance safety and accessibility with the protection of residential amenity and safe access, particularly given the time elapsed since occupation and the current on-the-ground impacts already being experienced.</p>
(e5) Local resident, (Didcot, Ladygrove)	<p>Partially support – I'm pleased to see the correction to 'Toucan'.</p> <p>A staggered barrier is proposed at the bottom of a ramp from the A4130 to old Cow Lane as the route heads North. It's quite steep mud at present.</p> <p>Deletion of that proposed barrier and maybe regrading the ramp further to make a more gentle gradient would be a much better option. There is space to do so there.</p> <p>A barrier at that position, whilst marginally inhibiting downhill speed, would clearly make uphill cycling towards the crossing vastly more difficult as enforcing a near stop at the bottom of an incline when heading South. This would disproportionately effect and inconvenience users of non-standard bikes, such as those with trailer bikes or cargo bikes.</p> <p>Deletion of the barrier is definitely preferable and arguably required by current guidance LTN1-20 1.6.16</p>

	<p>Please replace the staggered barrier with a central bollard to prevent vehicular access without obstructing cyclists.</p> <p>The removal of the rather randomly positioned existing 'cyclist dismount' sign on the end of the stopped up Old Cow Lane as it joins the South side of the A4130 at by the new Toucan would also be worthwhile.</p>
(e6) Local resident, (Didcot, Tortoise Shell)	<p>Support – These toucan crossings would improve safety and the wellbeing of Didcot residents.</p>
(e7) Local resident,	<p>Support – I don't think it changes my feedback.</p> <p>If I may -- is there any talk of revising the junction further up the road along Lady Grove -- where Lady Grove meets Willington Down?</p> <p>The junction is simply horrible. In 2024 (I'm told it was on boxing day) there was an accident that meant a lorry drove into the home of 6 Bradley Row (if you look on Google Street View, you can see how it was boarded up). It must have been horrific for the occupants and it's only in the last two months or so that the house has looked normal. (They've also now got extra protective posts at the side of the house.) I just hate pulling out of that junction and wondered if there were any plans to alter it.</p> <p>The other junction that would be lovely to convert to a roundabout would be the one between Lady Grove and Sires Hill.</p>

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – For well over a year the Speed limit on the B4016 has not been signed in accordance with TSRGD 2016 and remains so.</p> <p>Until this serious discrepancy has been rectified, I would not wish to comment on these current proposals.</p>
(e2) Local County Cllr, (Didcot Ladygrove division)	<p>Support – The crossings need to be installed as quickly as possible to boost public safety. Generally there needs to be proper warning signage for road vehicles to ensure compliance. Vegetation in Cow Lane needs to be fully and properly cut back to enable the crossings to be used and fully support active travel options.</p>
(e3) South Oxfordshire District Council	<p>No objection</p>
(e4) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p>Support – This proposal delivers important pedestrian and cycling connectivity from land under development east of Lady Grove. This was consented outside the plan-led system. It is highly important that all measures are taken to secure the highest possible share of sustainable modes, not only to meet various public policy goals – including the Council's own LTCP - but also to mitigate against unnecessary traffic congestion, that otherwise seriously undermines the productivity and attractiveness of bus services.</p> <p>The designs are sound in our view. We are happy to offer our unequivocal support to them.</p>
(e5) Local group/organisation, (Oxfordshire Liveable Streets)	<p>Object – We object to this scheme, on the grounds that these crossings are on key cycling routes but fail to provide for cycling. They should be toucan crossings, or parallel crossings, or otherwise provide for cycling. The approaches to them also need to be designed for safe and comfortable cycling.</p>

These crossings are on key routes connecting new areas of housing with central Didcot. It is completely inconsistent with the county's Local Transport and Connectivity Plan to not have them properly provide for cycling. One of the headline goals in the LTCP is to increase cycling trips by 66% by 2030. Policy 2 says "Develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents" and "Ensure that all new developments have safe and attractive walking and cycling connections".

That the plans propose "Cyclists Dismount" signs is in itself an acknowledgement that high demand for cycling across these crossings is expected. No other puffin crossings in the county come with such signs.

Moreover, requiring people cycling to dismount is not inclusive and fails basic equalities provision. Significant numbers of people cycling can not dismount and push their bicycles, or can do so only with pain or with difficulty. This includes some disabled people, some pregnant women, some people with injuries, and some older or frailer people with heavy cycles.

See: <https://wanderingdanny.com/oxford/2024/07/cyclists-dismount-they-can-get-out-and-push/>

In addition to the crossings legally supporting cycling, it is important that using them be safe and accessible. Swept path analyses should be performed to ensure that larger cycles - the LTN 1/20 "design cycle" - can safely get to, across, and from the crossings, and that riders of all kinds of cycles can safely access the call buttons. On the latter, see <https://cityinfinity.co.uk/2024/05/19/better-toucan-crossings/>

B. Online responses:

RESPONDENT	COMMENTS
<p>(o1) Local resident, (Didcot, Abbey Brook)</p>	<p>A4130 (East) Puffin crossing – Object B4016 Lady Grove Puffin crossing – Object</p> <p>These crossings should NOT be puffin crossings: much better would be Toucan Crossings (or some other design that supports access for cyclists).</p> <p>This proposal is not consistent with the county's Local Transport and Connectivity Plan. This plan aims to "ensure all new developments have safe and attractive walking and cycling connections"</p> <p>The proposed "Cyclist Dismount" signs are also not a good design feature; no other puffin crossings in the county have these. They are detrimental to cycle users who find pushing/dismounting painful or difficult - such as the disabled, frail or pregnant.</p>
<p>(o2) Local group/organisation, (Didcot, Derwent Avenue)</p>	<p>A4130 (East) Puffin crossing – Object B4016 Lady Grove Puffin crossing – Object</p> <p>These crossings are a poor design for cyclists they should be Toucan crossings and not a Puffin crossings. The fact that 'Cyclists Dismount' signs are proposed in the design acknowledges that cyclists will be using the crossing so why not design the crossing for cyclists as well as pedestrians?</p> <p>The other new crossings on the Northern Relief Road are Toucan crossings, why are these crossings designed differently? These crossings connect directly to the existing Ladygrove shared use path network so there will be demand from cyclists to use them and provide a direct traffic free route to the town centre and Didcot Parkway.</p> <p>The use of 'Cyclist Dismount' is usually a signal to review the design as it fails the needs of cyclists. Section 13.4.1. of the Government's Cycling Infrastructure Design Guide LTN 1/20 also states that 'Cyclists Dismount' signs should not normally be used.</p>

	<p>The crossing designs appear to be contrary to the County Council's own goals, in the LTCP, of increasing cycle trips by providing comfortable and connected routes (dismounting a bike is a disconnection). Please re-design the crossings so they are consistent with nearby existing crossings and are Toucan crossings.</p>
<p>(o3) Local resident, (Didcot, Plym Drive)</p>	<p>A4130 (East) Puffin crossing – Object B4016 Lady Grove Puffin crossing – Object</p> <p>Both should be Toucan Crossings. They are both for road crossings on direct cycle routes.</p> <p>Cycling journeys should be direct, please see LTN1-20.</p>
<p>(o4) Local resident, (Didcot, Widdowsone Close)</p>	<p>A4130 (East) Puffin crossing – Object B4016 Lady Grove Puffin crossing – Object</p> <p>There is already ample crossing opportunities available and this would represent more misspending of public funds when there are far more urgent and higher priorities than this. Being so close to existing housing, noise pollution from the crossing and air pollution from stationary cars presents hazards and nuisances to the surrounding areas. No accidents have occurred in these areas so safety cannot be a cause for concern.</p>
<p>(o5) Local group/organisation, (Milton Park, Park Drive)</p>	<p>A4130 (East) Puffin crossing – Object B4016 Lady Grove Puffin crossing – Object</p> <p>These should be toucan crossings and 'cyclist dismount signs' should not be used - they are evidence of poor design which does not conform with LTN 1/20</p>
<p>(o6) Member of public, (Oxford, Morrell Ave)</p>	<p>A4130 (East) Puffin crossing – Object B4016 Lady Grove Puffin crossing – Object</p>

	<p>Please install toucan crossings instead to better protect cycling: TSRGD Diagram 1055.1(e): We need a place suitable for pedestrians and cyclists to cross, i.e. a toucan crossing. The crossing widths are ca. 4m, but could/should be the 10m max.</p>
<p>(o7) Member of public, (Towersey, Chinnor Road)</p>	<p>A4130 (East) Puffin crossing – Object B4016 Lady Grove Puffin crossing – Object</p> <p>There should be no 'cyclists dismount' signs on paths.</p>
<p>(o8) Local resident, (Didcot, Darcey Lode)</p>	<p>A4130 (East) Puffin crossing – Object B4016 Lady Grove Puffin crossing – Partially support/concerns</p> <p>As a resident that lives near the A4130 and close to the proposed puffin crossing I have objections based on the impact to my local environment (noise and air pollution). We live within 20m of the proposed crossing and the Halse Way alley way is used at all times of the day (and particularly late at night as people return home from an evening out). The new crossing will result in added noise (as it will make an audible signal every time it is used), and the noise will carry more in the early morning and late evening. In addition, the A4130 is getting busier, and the puffin crossing will cause traffic to stop, adding to the local air pollution and noise as engines run idle.</p> <p>There is already a puffin crossing on the A4130 that leads into Mersey Way (recently built and about 400m away) and another existing crossing on Abingdon road (near Trent road).</p> <p>The new Ladygrove development has been known about for a while now, and would certainly have been known about before the crossing at the A4130 (Mersey Way) was built. Why was the future pedestrian traffic not considered at the time? Maybe a better solution would be to move the puffin crossing at Mersey Way closer to Cow Lane so one crossing can serve both pedestrian routes?</p>
<p>(o9) Local resident, (Didcot, Plym Drive)</p>	<p>A4130 (East) Puffin crossing – Object B4016 Lady Grove Puffin crossing – No objection/No opinion</p> <p>Staggered barriers and cyclist dismount signs should not be used on cycle routes.</p>

	Build crossings designed for cycleroutes such as Toucans.
(o10) Local group/organisation, (Oxfordshire Cycling Network)	<p>A4130 (East) Puffin crossing – Partially support/concerns B4016 Lady Grove Puffin crossing – Partially support/concerns</p> <p>We support signalled crossings of the A4130 and B4016 as part of an active travel network in Didcot. However, this is a walking and cycling network, and the crossings should be walking and cycling crossings to reflect this.</p> <p>They should be a 'Toucan' type shared crossing for consistency. The proposed pedestrian crossing on a shared use path is an inadequate design, fails to meet current design guidance, and fails to meet the needs of disabled cyclists who may not be able to dismount.</p> <p>National guidance, Local Transport Note LTN 1/20 states: (para 13.4.1) The CYCLISTS DISMOUNT sign to TSRGD diagram 966 should not normally be used – on a well-designed facility, it is very rarely appropriate and represents a discontinuity in the journey, which is highly disruptive. It should only be used in situations where it would be unsafe or impracticable for a cyclist to continue, or at the complete termination of a route, for example at a railway station forecourt. It should be borne in mind that some people with mobility impairments will be unable to dismount. There will seldom be justification for using the sign where a cycle route crosses or joins a carriageway, and the alternative permitted variant 'CYCLISTS REJOIN CARRIAGEWAY' may be more appropriate (see Figure 13.1).</p>
(o11) Local resident, (Didcot, Orwell Drive)	<p>A4130 (East) Puffin crossing – Partially support/concerns B4016 Lady Grove Puffin crossing – Partially support/concerns</p> <p>I partially support this as I can see the benefit for the crossing for pedestrians however the road has heavy traffic with large hgvs which could easily back up to the junction when the crossing is in use, creating a traffic flow issue which is something a bypass road should not have generally. The other crossing also isn't too far from the new development and the ground is pretty level with good paving so those with additional access needs such as prams and wheelchair users could find an alternative fairly easily.</p>

<p>(o12) Local resident, (Harwell, Manor Green)</p>	<p>A4130 (East) Puffin crossing – Partially support/concerns B4016 Lady Grove Puffin crossing – Partially support/concerns</p> <p>While it is good to see provision that will encourage active travel modes, the proposed crossing should not just be used for pedestrians. To help people have realistic alternatives to car travel, walking and cycling should be assisted, in line with the aims of Oxfordshire's Active Travel policies. The crossing should be toucan crossings, no pelican crossings.</p> <p>The use of 'cyclists Dismount' signs is counter productive and shows a lack of understanding of the needs of people who want to take up active travel. Quite frankly, this is very poor design thinking.</p>
<p>(o13) Member of public, (Oxford, Beresford Place)</p>	<p>A4130 (East) Puffin crossing – Partially support/concerns B4016 Lady Grove Puffin crossing – Partially support/concerns</p> <p>There should never be a cyclists dismount sign. There is enough space to make it a safe and accessible cycle crossing as well. This is basic County policy and should be followed to make active travel a decent option. Please put in a Toucan crossing instead.</p>
<p>(o14) Local resident, (Oxford, Rymers Lane)</p>	<p>A4130 (East) Puffin crossing – Partially support/concerns B4016 Lady Grove Puffin crossing – Partially support/concerns</p> <p>please put up a Toucan crossing instead of a Puffin crossing to allow for cyclists to safely and conveniently cross. Some cyclists use their bicycle as a mobility aid. Cyclists should not be asked to dismount.</p>
<p>(o15) Local resident, (Didcot, Abingdon Road)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Partially support/concerns</p> <p>I support the need for a safe pedestrian crossing, but I strongly object to the inclusion of audible signals and the lighting design of the proposed puffin crossing on B4016 Lady Grove, Didcot.</p> <p>My house is located approximately 7 metres from the crossing — possibly less — yet it does not appear on the design drawings, nor does the opposite property from the Willowbrook Park development. This fails to show how closely residents live to the proposed infrastructure. I work from home full-time, and have front-facing rooms and a side door</p>

	<p>directly overlooking the crossing. The northbound traffic light will face directly into my windows, and the streetlight — now moved even closer to my home — will be compounded by signal pole lighting. These elements will significantly impact the peaceful enjoyment of my property.</p> <p>I therefore specifically request that:</p> <ul style="list-style-type: none"> • The crossing use a tactile cone only, without any audible beeping • All lighting is fully shielded and downlit to avoid light spill into homes <p>These are not minor preferences — they are essential changes to prevent material harm to residents.</p> <p>The proposal appears to remove hedgerows that currently provide a noise and privacy buffer. There is also no clarity on whether footways will be widened, or whether short-term deliveries, stopping or access will be maintained near my home. These unresolved issues will directly interfere with daily use of our properties.</p> <p>Oxfordshire County Council’s own Design Guide for New Developments requires that infrastructure avoid unacceptable noise, light and privacy impacts on residents. The Department for Transport’s Traffic Signs Manual (TSM Chapter 6) confirms that tactile-only crossings are acceptable where appropriate. The current road speed has already reduced to 40mph and is expected to become 30mph — the original 2022 justification for audible, signalised design no longer reflects present conditions.</p> <p>This design causes material harm to residential amenity. Under Article 8 of the Human Rights Act 1998, I have a right to respect for private and family life — including peaceful enjoyment of my home. The Environmental Protection Act 1990 also identifies noise and light as potential statutory nuisances where they materially affect use of a property. I ask that the Council honour these standards and reconsider the audible and lighting elements of the proposed crossing.</p>
<p>(o16) Local resident, (Didcot, Abingdon Road)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Partially support/concerns</p> <p>The proposed crossing on the A4130 is essential because pedestrians and cyclists are funnelled along the section of Cow Lane to the point at which the puffin is proposed.</p> <p>The proposed location for a puffin on the B4016 is problematic because there is limited visibility at that point due to a bend immediately to the north of the proposed line. That issue was apparent when the site visit took place during the appeal hearing which secured the planning consent for the adjacent housing development. The landscape architect for</p>

	<p>the appellant had difficulty crossing the B4016 due to the oncoming traffic from the north. Also be aware that the four homes numbered 186A to 186D were built on a platform of crushed bricks and are therefore considerably higher than the surface of the B4016, This interferes with the sight lines from the south. The Cabinet Member should make a site visit before giving an opinion on the proposal for the B4016 puffin.</p>
<p>(o17) Local resident, (Didcot, Abingdon Road)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>I have 3 children which struggle to cross this road, we are at 164 Abingdon Road which is right next to the busy junction and no safe place for my children to cross the road</p>
<p>(o18) Local resident, (Didcot, Ayrton Avenue)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>Safety</p>
<p>(o19) Local resident, (Didcot, Herschel)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>Great idea</p>
<p>(o20) Local resident, (Didcot, Herschel Street)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>As a local resident who uses these crossings nearly daily on my commute (by foot/bike) to Didcot Railway station these proposed crossings will make my commute much safer, especially in dark winter mornings and evenings!</p>
<p>(o21) Local resident, (Didcot, Red Admiral)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p>

	<p>I'm in full support of the crossing because as a family we do not drive and have to cross this road every day at least twice a day Monday to Friday for school and me as a father worry every time my partner has to push my disabled infant son in his pushchair while also having my six year old daughter with her at the same time. The road is at times busy and at times not so and you have to put your faith in road users to be coming around the bend appropriately so I'm not only in support of the cross but in my opinion it's absolutely necessary for public safety!</p>
<p>(o22) Local resident, (Didcot, Red Admiral)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>Supporting due to having children walking to school and it's a busy road, it needs to be safer to cross.</p>
<p>(o23) Local resident, (Didcot, Red Admiral)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>Safety of our children crossing the roads on the way to school</p>
<p>(o24) Local resident, (Didcot, Tortoise Shell)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>I've recently moved into the new millet homes estate on lady grove road I have two children and find it really hard to come out of our estate on foot (I do not drive as of yet) due to not being able to see past a sharp bend when going across the road into a footpath that runs adjacent to cows lane, when coming out of that path there is limited space to stand to cross the B4016 into the path called halse way, I think having puffin crossing will help reduce vehicular speeds and allow us a safe journey across the roads. Thank you for putting this proposal in</p>
<p>(o25) Local resident, (Didcot, Widdowson Close)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>It will make crossing these roads safer given the recent and planned developments, which mean people cross these roads more frequently than they did.</p>

<p>(o26) Local resident, (Didcot, Widdowson Close)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>I live in Willow brook park and frequently cross the A4130 where the new crossing would be - the new crossing would be pivotal to improving safety for pedestrians and access to the development.</p>
<p>(o27) Local resident, (Didcot, Widdowson Close)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>I regularly cross the A4130 from Willowbrook Park and I can see that less mile residents would benefit from a crossing, especially taking into account the speed of some motorists.</p>
<p>(o28) Local resident, (Didcot, Willowbrook Park)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>I support this because many children from new development of Willbrook Park would benefit this for their daily school crossings.</p>
<p>(o29) Local resident, (Didcot, Herschel Street)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>Finally, this is long overdue!</p>
<p>(o30) Local resident, (Didcot, Tortoise Shell)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>I expect that the proposals would improve public safety for pedestrians.</p>
<p>(o31) Local resident, (Didcot, Widdowson Close)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p>

	<p>They seem advantageous to residents and will improve links between the new developments and between them and pre-existing parts of Didcot.</p>
<p>(o32) Local resident, (Ladygrove, A4130)</p>	<p>A4130 (East) Puffin crossing – Support B4016 Lady Grove Puffin crossing – Support</p> <p>It will be safety for local residents to across these two busy roads.</p>