

Division(s) affected: *Banbury Calthorpe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

12 DECEMBER 2024

BANBURY: HIGHTOWN ROAD AREA – PROPOSED CONTROLLED PARKING ZONE & ‘NO WAITING AT ANYTIME’ RESTRICTIONS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

Approve the introduction of parking controls in Hightown Road area as follows:

- a) ‘Permit holder only’ restrictions, 8am to 6pm, Monday to Saturday on the entire lengths of Lamb’s Crescent, Lime Avenue, Kilbale Crescent and Western Crescent.
- b) ‘No waiting at Any Time’ restrictions (double yellow lines) on parts of Swan Close Road, Hightown Road, Lamb’s Crescent, Western Crescent, Lime Avenue and Green Lane as advertised.
- c) Include the properties from No.2– 56 (evens) and No.13-37 (odds) Hightown Road in the schedule of eligible properties for the issue of a ‘HT’ permit.

Executive Summary

1. In response to complaints from residents about commuter parking and inappropriate parking in the Hightown Road area, officers have worked with elected members to undertake a review of the on-street parking.
2. In August 2024, an informal consultation was undertaken which asked residents for their opinions on parking in Hightown Road area and whether they would support a change the restrictions which included the introduction of a permit parking scheme and further double yellow lines to ensure safety and access are maintained.
3. Based on the feedback from the informal consultation, a majority of 77% of the respondents were in support of a change to the current restrictions to allow a permit parking restrictions to be introduced.

4. A further majority of 63% respondents felt that the existing yellow lines restrictions were not sufficient and further controls were needed.
5. The proposals which have been developed in response to the feedback from the informal consultation, include the introduction of a Permit Parking Areas (PPA) for Lamb's Crescent, Western Crescent and Lime Avenue which would be in operation between 8am to 6pm, Monday to Saturday. Residents would be eligible to apply for permits for their vehicles to park in designated areas during this period. Visitor and other permit types are available.
6. Further double yellow line restrictions are proposed on sections of Swan Close Road and Hightown Road to address issues with verge parking and to protect against potential displacement from the introduction of permit parking areas. Double yellow lines are also proposed at the junctions of Lamb's Crescent, Western Crescent, Lime Avenue and Green Lane to ensure road safety is maintained.
7. 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 District.
8. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1**.

Sustainability Implications

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

Financial Implications

10. The parking project for High Town Road area is being funded by budgets secured under the Highway Operations Programme, with funding allocated for the introduction of new CPZ's over a three year programme from 23-24 to 25-26.

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 related regulations.

12. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

13. No equalities or inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park on double yellow lines and in permit holder areas without restriction.

Formal Consultation

14. For the proposed changes, formal consultation was carried out between 31 October & 22 November 2024. A notice was published in the Banbury Guardian newspaper, and 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, Banbury Town Council, Cherwell District Council, the local District Councillors, and the County Councillors representing the Banbury Calthorpe, and Banbury Grimsbury & Castle divisions.
15. A letter was sent directly to approximately 241 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.
16. Representatives of Thames Valley Police have responded to confirm that they have no objections to the proposals.
17. A representative from Oxford Bus Company has responded to confirm that they have no objection on behalf of their organisation.
18. A representative from the Development Management team at Cherwell District Council has responded to confirm that they have no observations to make.
19. The County Councillor for Banbury Calthorpe has not provided a response to the consultation.
20. A total of 37 responses were received via the online surveys during the course of the formal consultation which are summarised in **Annex 2** (residents permit parking) & **Annex 3** ('No Waiting at Any Time' restrictions), with 35 identifying as local residents.
21. Additionally, a further seven emails were received from local residents, with one supporting, and six raising concerns/queries.

22. The responses are shown in **Annex 4**, and copies of the original responses are available for inspection by County Councillors. Any comments received that contain personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

a) General feedback to permit parking proposals

23. The majority of responses to the public consultation were in support of some form of residents parking scheme being introduced in all roads where changes have been proposed. The tables shown in **Annex 2** present the levels of support shown in each of the roads where changes are proposed.
24. A high number of comments (19) acknowledged that there is currently a problem with users of the train station and hospitals parking in the surrounding roads and that the changes would benefit residents to be able to park near their homes.
25. Some residents raised an objection of the principle of having to pay to park on the road where they lived and felt that the cost of the residents' permits is too high. Objections were also received on the grounds that the permit scheme was too restrictive and would impede on residents with larger families and also the ability to have visitors.
26. Suggestions were made in the responses that the scheme should only be in operation for a small number of hours to stop commuter parking but give residents the flexibility have visitors and park at other times.
27. Additional requests were received from residents of Hightown Road to be included in the schedule for eligible properties and they currently have no off-street parking and rely on parking in adjoining roads.

Officer response

28. The proposals have been developed in response to requests from residents, and the responses to the public consultation mirror the levels of support from an informal consultation undertaken earlier in the year where there is generally a high level of support for residents parking to be introduced.
29. 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.
30. The hours and days of operation have been developed to cover the different types of users who may try and park in the area around local attractors (train

stations, hospitals etc.) whilst allowing residents some flexibility at other times. If approved the scheme would be kept under review and further changes could be considered in the future.

31. In response to requests for the inclusion of Hightown Road properties in the list of eligible properties, it is recommended that a change be made to the scheme so that they are included.

b) General feedback to the no waiting at any time restrictions

32. The majority of responses to the public consultation were in support of the no waiting at any time restrictions (double yellow lines) in all locations where they are proposed. The tables shown in **Annex 3** present the levels of support shown in each of the roads where changes being promoted.
33. The highest level of feedback to the proposals for double yellow lines related to the restrictions on Hightown Road. Many respondents (11) welcomed the introduction of double yellow lines and felt the current situation was dangerous and action needed to be taken by the council.
34. A small number of residents (3) objected to the introduction of additional yellow line restrictions on Lamb's Crescent, as they believed it was unnecessary and would further reduce the amount of parking for residents.
35. The proposed restrictions at the junction of Green Lane and Hightown Road were welcomed, but some respondents felt that the restrictions should go further into Green Lane where there is an existing issue.

Officer response

36. The proposed double yellow line restrictions are required to ensure road safety and traffic flows are maintained around junctions and on key routes.
37. The proposed yellow line restrictions have been kept to a minimum allow residents and their visitors to park, however it was deemed necessary to introduce restrictions on the north side of Lamb's Crescent and around accesses/ junctions to ensure access is maintained for larger vehicles including fire engines and refuse vehicles. The image below demonstrates the current conditions for parking along the section of Lamb's Crescent where yellow lines are proposed:



c) Displacement and other comments

38. A number of comments received related to parking issues on Green Lane and concerns that the road has not been included in the proposed area for permit holder only parking. Requests were made for the road to be included as it suffers from parking by hospital users which will increase if permit restrictions are implemented in surrounding roads.
39. Further suggestions included that any scheme should be delayed until the development at the train station is concluded as this would relieve parking pressures on the surrounding area.
40. Concerns were raised from a small number of respondents that any scheme would need to be enforced to be effective and they believed the problems would persist if the council did not take this element seriously.

Officer response:

41. With any scheme, the scope of restrictions needs to be defined. It was agreed with local members that initial area for inclusion in proposed measures would be limited to where complaints had been received previously and where there was local support.
42. It is often the case that where schemes of this nature there is potential for displacement and if the scheme was approved, officers would keep the situation under review and there will be further opportunity to consult over a wider area if additional measures are needed.
43. Although it is accepted that improvements at the train station will give users further options in terms of parking, it's believed that due to the fact there is no charge for on-street parking in the surrounding area that problems would persist if a scheme to manage the parking was not introduced.
44. If the scheme were to be approved, enforcement would be undertaken by our current provider 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.

Monitoring & Evaluation

- d) It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.

Paul Fermer
Director of Environment and Highways

December 2024





Annexes: Annex 1: Consultation plan
 Annex 2: Summary tables (responses for proposed
 permit parking areas)
 Annex 3: Summary tables (responses for proposed
 waiting restrictions)
 Annex 4: Consultation responses

Contact Officers: James Whiting (Team Leader – TRO & Schemes)

December 2024

Drawing No. Revision 0

KEY

-  Existing 'No waiting at any time' restriction (Double yellow lines) to remain
-  Existing disabled parking bay to remain
-  Proposed 'No waiting at any time' restriction (Double yellow lines)
-  Proposed permit holders parking areas (PPA) Mon - Sat, 8am - 6pm (HT prefix)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
BANBURY PARKING RESTRICTION DESIGN OPTIONS

Drawing title
HIGHTOWN ROAD AREA PROPOSED PARKING RESTRICTION CHANGES PERMIT HOLDERS PARKING

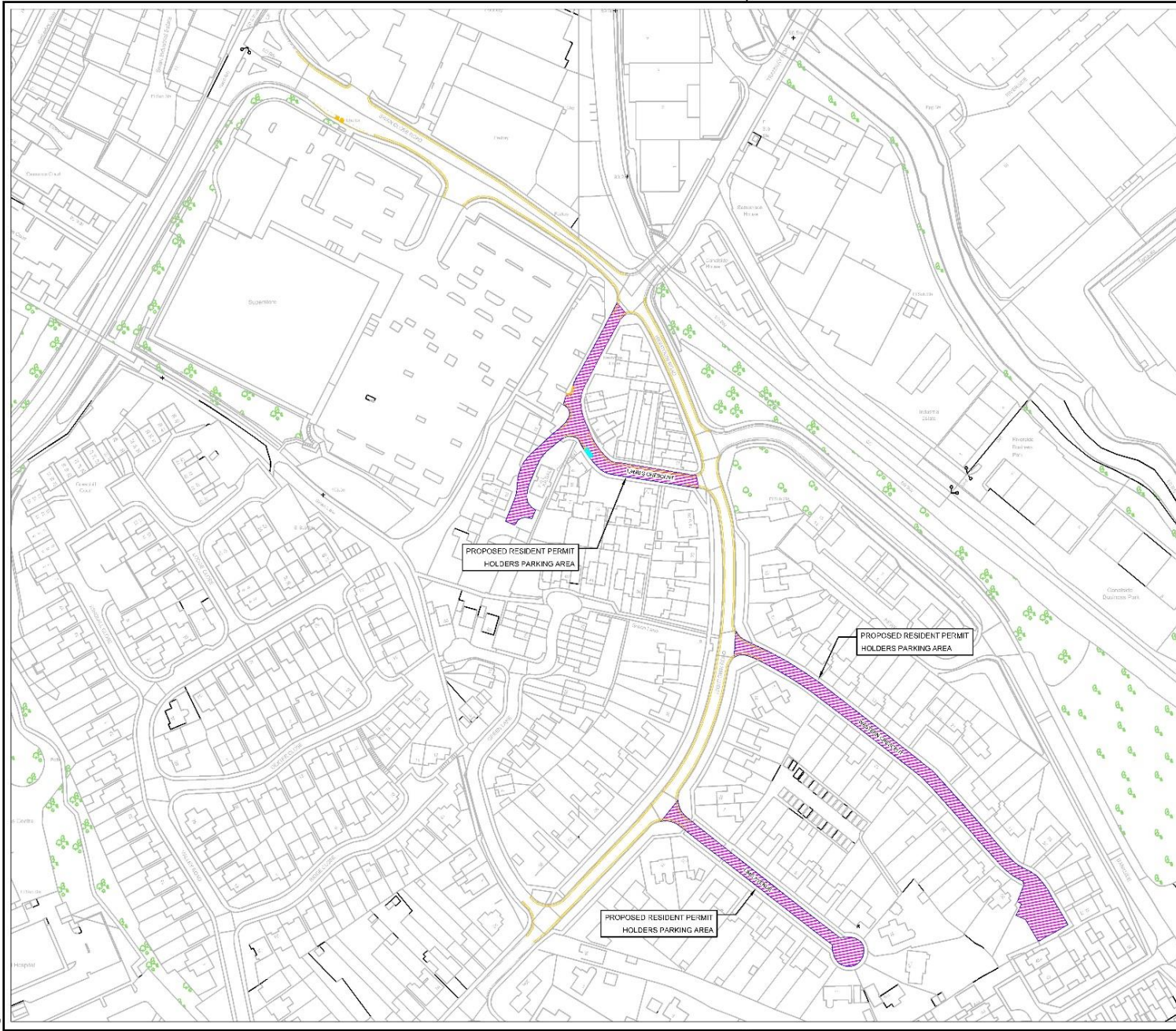
Drawing Status

Scale @ A3 1:1800	Drawn by EP	Checked by	Approved by
	Date drawn SEP 24	Date checked	Date approved

Oxfordshire Project No. & File Ref

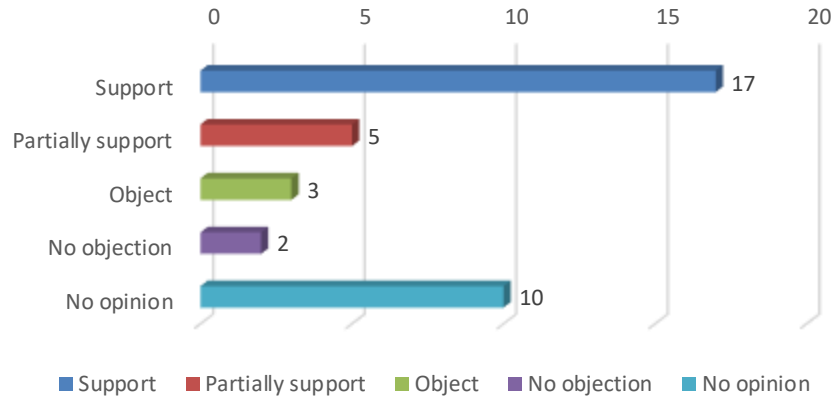
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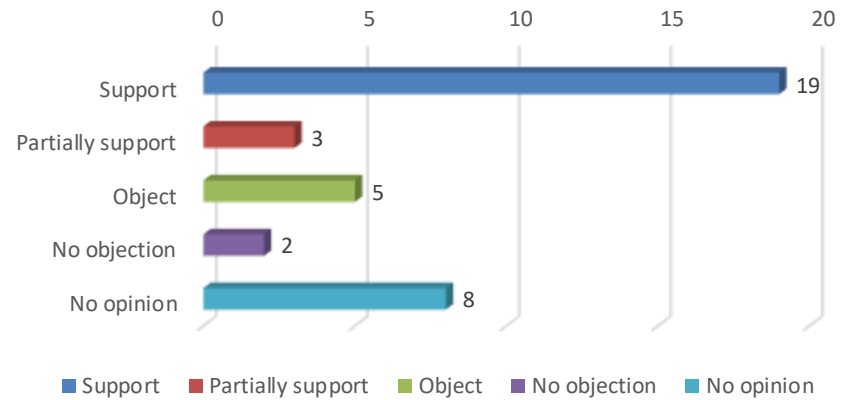
Proposed 'Residents permit holders parking only'
(Monday-Saturday, 8am to 6pm)

Lambs Crescent



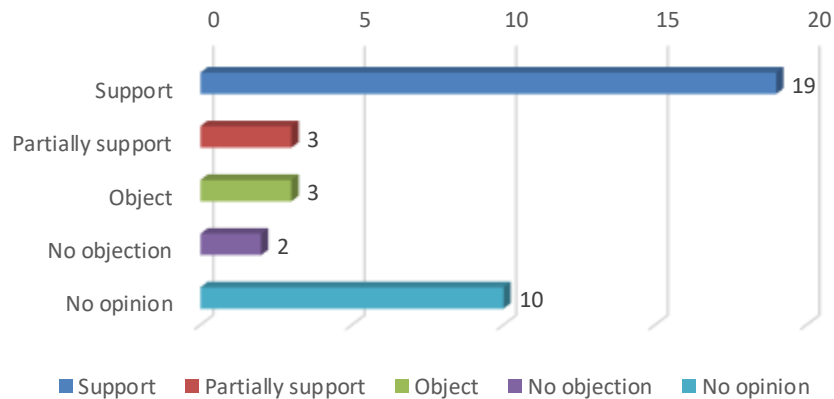
Proposed 'Residents permit holders parking only'
(Monday-Saturday, 8am to 6pm)

Lime Avenue



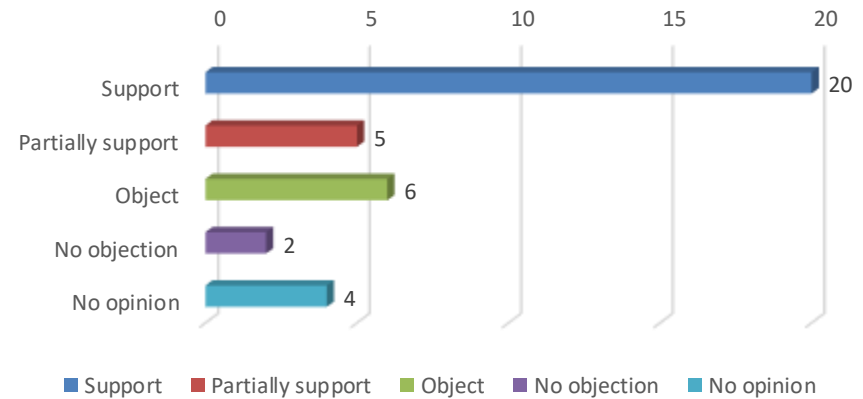
Proposed 'Residents permit holders parking only'
(Monday-Saturday, 8am to 6pm)

Kilbale Crescent

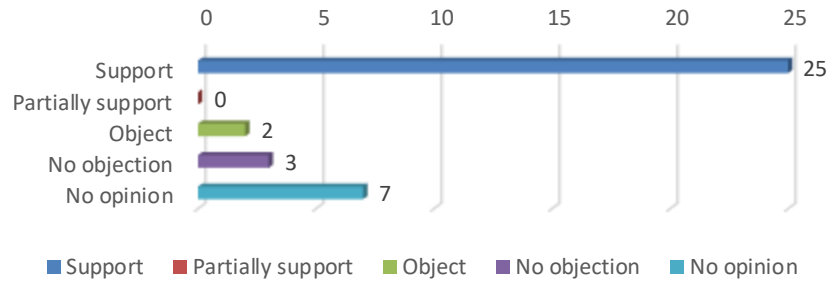


Proposed 'Residents permit holders parking only'
(Monday-Saturday, 8am to 6pm)

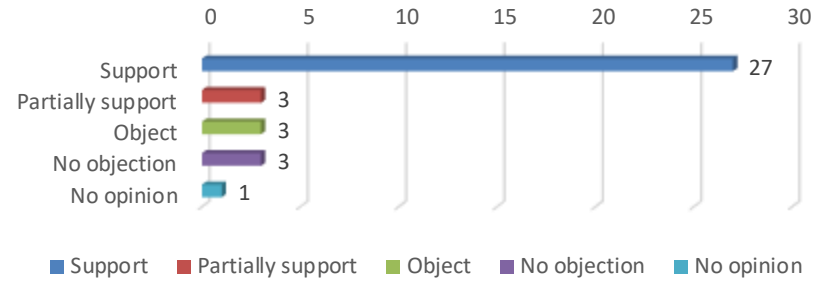
Western Crescent



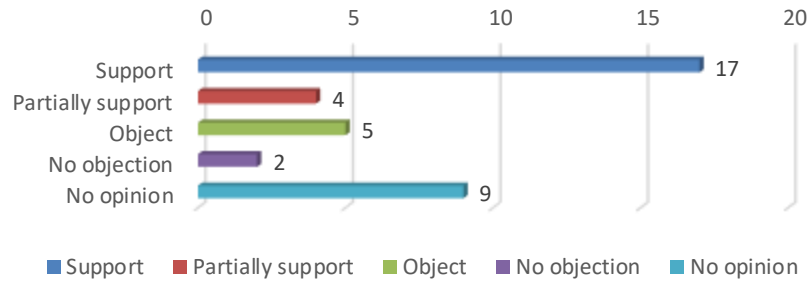
Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Swan Close Road



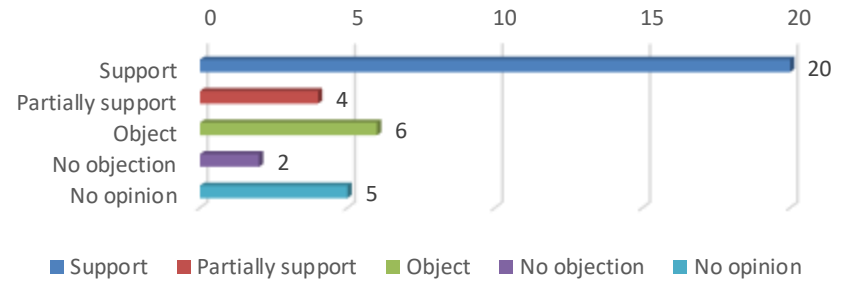
Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Hightown Road



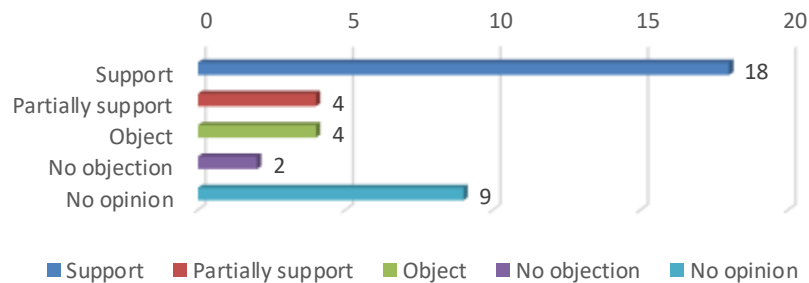
Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Lambs Crescent



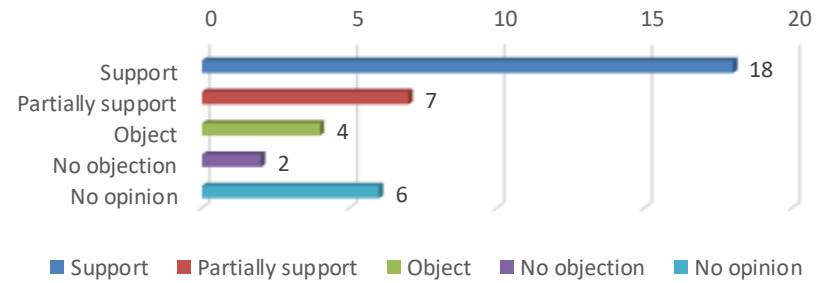
Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Western Crescent



Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Lime Avenue



Proposed 'No Waiting at Any Time' parking restrictions (Double yellow lines) Green Lane



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection
(3) Cherwell District Council, (Development Management Team)	No objection
(4) Local resident, (Banbury, Lime Avenue)	<p>Residents permit holders parking only: Lams Crescent – Object Lime Avenue – Object Kilbale Crescent – Object Western Crescent – Object</p> <p>As a resident of over 5 years, parking can be difficult on occasion. But the restrictions are too harsh. I object wholeheartedly. Why should residents have to pay for permits when this is a traffic issue that the Council have allowed to happen. Surely the improvements at the rail station (which have added an extra 20 mins walk a day to my commute) will alleviate pressures from April. As a council you should be looking at other ways for affordable parking so non-residents are not forced to park in this area, and instead have suitable, affordable parking options. The parking in this town is extortionate and it's killed our highstreet. Instead the Council is asking us, the residents, to subsidise this, and to have restrictions on visitors. 25 parking places per six months, (many of whom are visiting their elderly relatives). It's outrageous. This is our home and our street and we don't need to suddenly start paying for the right to park on our street and to charge our visitors too!</p> <p>We anticipated that the Council would introduce this and tried to get a driveway to alleviate parking issues. We finally have one now but it took over a year to be approved fully by the Council. Perhaps make this process easier so residents who want a drive can install one easily.</p>

	<p>Finally, don't approve mass housing developments on the edges of town, and then try and solve the issues it creates afterwards. These new estates have increased traffic flow and are advertised as being close to the train station. Again, affordable parking, safe roads to cycle on and better footpaths will solve this. Apologies for the rant, it's not personal!!</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Object Hightown Road – Object Lambs Crescent – Object Western Crescent – Object Lime Avenue – Object Green Lane – Object</p> <p>As above</p> <p>Any other comments?</p>
<p>(5) Local resident, (Banbury, Lime Avenue)</p>	<p>Residents permit holders parking only: Lambs Crescent – Object Lime Avenue – Object Kilbale Crescent – Object Western Crescent – Object</p> <p>I live on Lime Avenue. I understand people park on Hightown Road to go to the train station and sometimes on Lime Avenue and surrounding streets. I understand works are being undertaken to relieve this pressure, at great cost I'm sure. Perhaps you should be providing suitable and affordable parking for these cars (e.g. using Morrisons excess parking) rather than making the lives of residents more difficult and costly? During a cost of living crisis imposing a charge to park outside your own home feels a little out of touch, as do 20 mile per hour limits but I digress. A permit to park on the road I live on with only a restricted number of free tickets for guests feels COVID-like, this should be free and at no cost. I fundamentally disagree with a permit system that costs money for the residents - we should not be punished for people commuting to the train station from the ever expanding suburbs of Banbury (advertised as 50 minutes from London). Please could OCC fix the planning process, it took our MP, the attorney general at the time, to get involved to initiate a complaints process to obtain the necessary dropped kerb permissions that Oxfordshire</p>

	<p>County Council managed to both approve and reject. I urge you to reconsider your proposal, or commit to a legally binding agreement for the permit system to be free forever.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Object Lambs Crescent – Object Western Crescent – Object Lime Avenue – Object Green Lane – Object</p> <p>I refer you to my previous response. As part of the same plan I disagree with double yellow lines being introduced, other than on swan close road (which is only flanked by commercial properties and so no one should be parking there anyway!)</p> <p>Any other comments? In summary, a permit system should be free if imposed. Fundamentally OCC should fix the lack of affordable parking for commuters first. Putting in a cycle lane will not fix this, we are not the city of Oxford.</p>
<p>(6) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Object Lime Avenue – Object Kilbale Crescent – Object Western Crescent – Object</p> <p>having owned my house for 30 years and now having to pay to park a car outside. if family or friends come to visit and will then have to pay for more parking permits just for people to visit me</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Object Hightown Road – Support Lambs Crescent – Object Western Crescent – Object Lime Avenue – Object</p>

	<p>Green Lane – Object</p> <p>people have drives on Hightown rd and parking on the road makes it very dangerous and i have witnessed so many near misses due to cars being parked there.</p> <p>Any other comments?</p>
<p>(7) Local resident, (Banbury, Lambs Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Partially support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>I strongly support the effort to stop those who use Lambs Crescent and surrounding roads for free parking while they go to work/on holiday/shopping i.e. any parking that involves dumping their car here because it's free. The situation in Lambs Crescent is particularly grim given its proximity to the station and town centre.</p> <p>It would be simpler for residents if the restrictions were 11-12 only as that would stop the commuters/holidaymakers/workers etc. and would not be such a burden to administer. It would also allow family and friends to visit more easily. It could always be increased to the full-scale restriction as proposed if that proves to be necessary.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Object Western Crescent – Support Lime Avenue – Support Green Lane – Partially support</p> <p>The proposal to double-yellow line the north side of Lambs Crescent (outside nos1-6 + 12 Hightown Rd) is excessive and unnecessary. This was evidenced during recent covid periods when all the freeloaders and nuisance parkers were not using the road. When the area is just used by residents there is ample space for us + any emergency vehicles, also sadly evidenced during covid lockdowns.</p>

	<p>Lime, Kilbale and Western Crescent has adequate parking provision for residents and most in these roads also have off-street parking. Only two properties in Lambs Crescent have off-street parking for one vehicle each and many dwellings are two-vehicle households.</p> <p>I also think it essential to protect the verges (i.e. make it impossible to park a car on them, partially or in full) along Hightown Road as these will be increasingly used as parking spaces and increase risks to pedestrians. This is already happening, particularly as OCC has - for inexplicable reasons - chosen not to replace trees that have been illegally felled or uprooted and taken out by out-of-control cars. The area in front of no 36 is a particularly grim example and they have added load after load of woodchips yet it is still deeply rutted mud and spreading well beyond the area directly outside the property. Even after letters from OCC last year asking for information about illegal tree felling nothing has happened. Keeping the verdant character of the area is critical also from a climate perspective and to keep temperatures down for pedestrians etc during the summer along with a long list of well known benefits (air purification, CO2, wildlife habitat, biodiversity etc etc etc). The trees are deciduous so that any sunshine is maximised during winter months. Increasing numbers of Hightown Road residents also choose to park on the verges or just drive over them to park on front gardens laid to gravel but without applying for planning permission to form an access. It is imperative that OCC re-instate trees as soon as possible to offer some protection of the verges from full-scale conversion to either parking spaces or wide accesses. without the trees there protections against such development is difficult.</p> <p>There will also be increased noise and air pollution given the new arrangements to funnel more and heavier vehicles down Hightown Rd to access Tramway and the bus/railway station.</p> <p>Any other comments? The verdant character of the area must be protected and the deep verges with trees protected and replanted where necessary. Increasingly important as there will be increased traffic and heavy traffic (e.g. buses) following the new arrangements at Tramway and the railway/bus station with resulting increase in noise, air pollution etc etc</p>
<p>(8) Local resident, (Banbury, Lambs Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Partially support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p>

As a long time (almost 30 years) resident of Lambs Crescent, I am partially supporting the proposals, with overall general support for the introduction of the very welcome but extremely long overdue help and protection for local residents, cyclists, pedestrians and other road users. For many, many years, local people have been exposed to daily risk and lived with major inconvenience due to the dangerous, often illegal and very inconsiderate behaviour of hundreds and probably thousands of drivers, using local residential roads and a key through route as a no-cost (to them) solution for short, mid and long-term parking.

The costs paid by local residents have not only been to their quality of life but have also been financial ones, with many incidents of damage to residents' cars caused by drivers parking and driving through Lambs Crescent, with those repair costs ending up being borne entirely by the resident, as the itinerant drivers leave the scene of the collision.

No Waiting at Any Time' parking restrictions:

Swan Close Road – **Support**

Hightown Road – **Support**

Lambs Crescent – **Partially support**

Western Crescent – **Support**

Lime Avenue – **Support**

Green Lane – **Support**

The introduction of 'No Waiting at Any Time' parking restrictions (double yellow lines) as proposed will finally introduce both long awaited and essential protection for local people and other road users and provide safer and effective traffic flow to what are very busy and therefore potentially dangerous areas of town. This protection has been needed for years; pedestrians, cyclists and other drivers have been at genuine risk every day for years and years, particularly on Hightown Road, where a number of collisions have happened fairly regularly in recent months and throughout previous years. I personally witness near misses and dangerous situations for pedestrians and other road users every single day.

However, I do object to the proposal to introduce such waiting restrictions (double yellow lines) on the north side of Lambs Crescent adjacent to nos. 1-6. This particular proposal is not necessary and indeed will reduce by more than 50% the current available space available for genuine parking i.e. residents and visitors. The introduction of these proposed waiting restrictions would leave space only for about 7 vehicles in this part of Lambs Crescent, where there are 17 properties. It is likely to set neighbour against neighbour as they fight for space.

I do not understand what this proposal is aimed at achieving. It will not ensure that no vehicles ever park on that north side of the road, as for example Blue Badge holders will be permitted to park there for up to 3 hours at a time. This element of the scheme's design is also unfairly disadvantageous to Lambs Crescent residents. In no other parts of the scheme area is proposed the introduction of additional waiting restrictions in this way i.e. on both sides of the street. The proposed waiting restrictions on the north side of Lambs Crescent do not offer their residents the same level of benefit as residents in other parts of the scheme and for the first time could force them to consider parking in other nearby streets within the scheme area which, to my knowledge, has been an extremely rare if not unseen occurrence up until now.

I accept that the scheme does not guarantee a space directly outside a property. However, I would hope that the design of any new proposed scheme would offer as much space as possible near residents' own properties. This particular proposal risks encouraging or forcing neighbours and nearby residents with HT scheme permits, who have all been suffering the same high level of inconvenience and exposure to danger over many, many years, to have to park in other areas of the scheme. In this case that is potentially well away from their own properties, with the need to physically walk across a key main road.

Thus the proposal will not only deny Lambs Crescent residents the same advantages as residents in other areas of the scheme, and so also deny them any respite from the years of problems, but in fact will also create new problems of access and safety for the very residents the scheme is supposed to be helping.

It has never been the residents of Lambs Crescent (who have managed to exist perfectly safely and peacefully together for over 30 years while parking on both sides of the Crescent) who have created danger, nuisance and inconvenience to pedestrians, cyclists, their neighbours etc. on a daily basis. It has been the unacceptable level of other motorists using the Crescent for daily and long-term parking in dangerous, illegal and inconsiderate ways. Please therefore do not further negatively impact the lives of Lambs Crescent residents, many of whom are young, elderly or vulnerable in other ways, by even further reducing their ability to access their properties safely and regularly, which would be the effect if the waiting restrictions were introduced as proposed.

Any other comments?

It is comforting to read that "The Council continues to consider the provision of suitable and adequate parking and to 1 facilitating the expeditious, convenient, and safe movement of vehicles and other traffic; and in particular 2 to manage the demand between retail and residential parking", but I have seen very, very little, if in fact any at all, sign of enforcement of daily dangerous, inconsiderate or illegal parking locally in the three years since Oxfordshire County Council took over enforcement responsibilities from Thames Valley Police on 1 November 2021.

	<p>What assurances can be provided that proper, regular enforcement will happen once these numerous, mostly very welcome and necessary proposals have been implemented?</p>
<p>(9) Local resident, (Banbury, Hightown Road)</p>	<p>Residents permit holders parking only: Lambs Crescent – Partially support Lime Avenue – Partially support Kilbale Crescent – Partially support Western Crescent – Partially support</p> <p>I live on Hightown Road. I fully support the yellow line proposals for Hightown Road but realise that these would put pressure on Western Cres, Lime Ave & Kilbale Cres if appropriate restrictions were not introduced in those streets too. However, the maximum of two permits per household might disadvantage multigenerational households with more than two drivers.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>The current 'free for all' parking on Hightown Road essentially turns it into a single carriageway on weekdays. Vision around the curve is blocked by parked cars which means drivers have to commit to going down on the wrong side of the road without being able to tell if something is already coming up. This leads to a lot of conflict, hooting and reversing uphill. I see and hear this from my window multiple times per day.</p> <p>Any other comments? Strongly supportive of the double yellow line proposals.</p>
<p>(10) Local resident, (Banbury, Lime Avenue)</p>	<p>Residents permit holders parking only: Lambs Crescent – Partially support Lime Avenue – Partially support</p>

	<p>Kilbale Crescent – Partially support Western Crescent – Partially support</p> <p>My husband and I have been residents of Lime Avenue for 18 years and we support the idea of residents only permit parking but object to having to pay to park in our street. As we are not fortunate enough to have a driveway we feel that we are being penalised.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>My husband and I fully support the introduction of double yellow lines as we have seen and also been involved in numerous near missed due to the extremely dangerous parking on these roads, especially Hightown Road. To be honest it's a miracle there has not been any serious accidents.</p> <p>Any other comments?</p>
<p>(11) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Partially support Lime Avenue – Partially support Kilbale Crescent – Partially support Western Crescent – Partially support</p> <p>The support is only partial as</p> <ul style="list-style-type: none"> a) the costs of residents permits is too high b)there is nothing in the proposals to give confidence that any residents only restriction will be effectively enforced c)limits (and costs) on visitor permits are restrictive - would anticipate more than the currently proposed number of visitors per year d)it is not clear whther the permitted number of visitors is per resident or per property. If the latter this is overly restrictive and not supported.

	<p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>Parking on Hightown Road and on the junctions with the adjoining roads is currently very dangerous and restrictive to traffic flows (including for emergency vehicles going to the hospital)</p> <p>Any other comments? I would re-iterate that for me the proposals would receive a more positive response if there were assurances regarding enforcement. Otherwise they would become potentially meaningless.</p> <p>It is also not clear from the proposals whether there would be a cost associated with contractor permits and/or whether these have to be applied for on every occasion (increasing administrative effort and cost). If so these will inevitably be passed on to residents if/when contractors are required thus increasing costs of such work for us. (it may even mean that we get contractors who are reluctant to come and work for us). This is unacceptable.</p> <p>It would be preferable that contractors are able to apply for an annual blanket permit for all restricted parking areas to reduce cost and overall administration and hassle.</p>
<p>(12) Local resident, (Banbury, Hightown Road)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>Because the area is used as a car park for the station and hospitals</p> <p>No Waiting at Any Time' parking restrictions:</p>

	<p>Swan Close Road – Support Hightown Road – Support Lambs Crescent – No opinion Western Crescent – No opinion Lime Avenue – No opinion Green Lane – No opinion</p> <p>Live on hightown road</p> <p>Any other comments? Required</p>
<p>(13) Local resident, (Banbury, Lambs Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>I live in Lambs Crescent and have difficulty sometimes to find a parking space. Rail Commuters regularly park in Lambs Crescent and neighbouring crescents/Avenues which in turn reduces available parking spaces for residents. The parking is limited in this area and Lambs Crescent is so narrow that it is occasionally difficult to park in a space.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Object Lambs Crescent – Object Western Crescent – Object Lime Avenue – Object Green Lane – Object</p> <p>What would the parking options be for residents if these roads had parking restrictions placed on them?</p> <p>Any other comments?</p>

<p>(14) Local Cllr (Banbury, Gatteridge)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>Sensible plan, lack residential parking is a genuine issue in this area which has been raised with me repeatedly</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Partially support Lambs Crescent – Partially support Western Crescent – Partially support Lime Avenue – Partially support Green Lane – Partially support</p> <p>Broadly support double yellows on side roads, although single yellow would also seem appropriate in most of these</p> <p>Any other comments?</p>
<p>(15) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>Non resident use of parking disabling residents from being able to park in the street</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Partially support Western Crescent – Partially support</p>

	<p>Lime Avenue – Partially support Green Lane – Partially support</p> <p>High Town road has become a potential death trap with the current parking situation. This is an accident waiting to happen.</p> <p>In regard to choice for the partial would be for one side of the road to become double yellow and prevent cars parking part way on the curb/footpath thus blocking pathway/footpath of pushchairs and those not as ambulant, not forgetting the access and egress for Emergency Vehicles.</p> <p>Any other comments? Parking in the street has become ridiculous and created many hazards for all users, in all the streets within this survey. The sooner this can be put into action the better for all. Maybe a Camera for High town road and Swan close as although 20 mph signs have gone up these have been vandalised and drivers are void of the 20 restrictions. a speed camera or the local mobile camera van would realign drivers focus on safety and not speed.</p>
<p>(16) Local resident, (Banbury, Green lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>As a resident of Green lane, , I feel restrictions should apply there too, as people will just use this toad instead- we already have a problem with people using it to park in when using Horton hospital/ train station.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – No objection Hightown Road – Support Lambs Cresent – Partially support Western Crescent – Partially support Lime Avenue – Partially support Green Lane – Support</p> <p>Green lane resident and the parking on Hightown road has made it dangerous when trying to come out of Green lane</p>

	Any other comments?
(17) Local resident, (Banbury, Green Lane)	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>All these roads are heavily affected by people working at or visiting the hospital as well as people commuting from Banbury station.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Partially support</p> <p>As a resident of Green Lane, I fully support the introduction of double yellow lines at the top end of Green Lane. My concern however is that this will just encourage people to park at the bottom end which will cause problems for parking for residents of the street, as many of them do not have the options of parking on a driveway.</p> <p>Any other comments? I fully welcome the introduction of double yellow lines particularly along Hightown Road as this is a major hazard - it is impossible to see round the cars which currently park there in order to drive down the hill towards Morrisons. This is an accident waiting to happen.</p>
(18) Local resident, (Banbury, Green lane)	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support</p>

	<p>Western Crescent – Support</p> <p>Because it's chaos without them</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>Same as previous answer ..chaos without them! However....I think the double yellows for green lane need to be extended to the whole street ! As they will just park at the bottom end as people park in this street to go to the hospital or the train station</p> <p>Any other comments? Just double yellow all of greenlane ! There's noway at times you would get a fire engine down the street ! There's just cars everywhere! I've lived here for 7 years and not once have I driven into greenlane and actually used the correct side of the road ! I just know if you only double yellow the top corner as proposed they will all park at the bottom end causing even more grief</p>
<p>(19) Local resident, (Banbury, Green Lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>There hqave been many incidents due to people using this area to park. They use it instead of paying to park at the train station or in town.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support</p>

	<p>Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>Cars park on corners and anywhere in the area . They are dangerous and an obstruction. Selfish people are not bothered if they obstruct residents area.</p> <p>Any other comments? Green Land and Hightown Rd are particularly dangerous areas as people just park their cars and go shopping. These people are inconsiderate and selfish</p>
<p>(20) Local resident, (Banbury, Green Lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>Many people use this area as a free car park. They are inconsiderate and park in hazardous places. It causes problems with traffic and also to the local residents.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>Green Lane is very dangerous. You can not see around the bend because cars are parked all down that road. It is dangerous and a hazard.</p> <p>Any other comments?</p>

	<p>Cars parked all down the road in Green Lane. It is a dangerous road, and local residents have nowhere to park near their properties.</p>
<p>(21) Local resident, (Banbury, Green Lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>People park cars all along the roads mentioned and Green Lane. They are a danger and hazard and all owned by people who go into town, the train station or hospital. All these places have car parks but they seem to think they can obstruct the roads.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>People park in hazardous places including on bends and hill. They are a total hazard and not residents. They should use the car parks not obstruct the road.</p> <p>Any other comments? The roads mentioned are a hazard when cars are parked there. I have witnessed many incidents due to inconsiderate and selfish drivers who use the roads as a free car park. Yellow lines should be all along the roads mentioned.</p>
<p>(22) Local resident, (Banbury, Green Lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p>

	<p>Cars park along the roads including Hightown Rd and Green Lane and are a complete danger! They park there instead of paying to park. Sometimes not leaving enough room for an emergency vehicle to get through. They are selfish and use it to go into town or the train station. Residents should be able to park too without the road being blocked with cars</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>Green Lane is used by people as a free car park. It is dangerous as cars can not see what is coming up /down the road when turning in. People leave their cars there all day and go into town, not having to pay. Its is inconsiderate, dangerous and selfish</p> <p>Any other comments? Green Lane is a dangerous rd as people double park and use it as a free car park. It should be residents only.</p>
<p>(23) Local resident, (Banbury, Green Lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>Vehicles parked are a hazard. Also Hightown Road and Green Lane should be permit holders only, as people use that as a free car park</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support</p>

	<p>Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>People use Green Lane and surrounding area as a free car park. They are a hazard and dangerous. I have witnessed many incidents due to parked cars.</p> <p>Any other comments? People think they can park anywhere in the area. They park in dangerous places and obstruct the traffic. It is a total hazard.</p>
<p>(24) Local resident, (Banbury, Green lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>All these roads and Green Lane are so congested with cars being parked by people using the train station or town. They are parked on corners and all down the roads causing a hazard. It is not fair for the local residents who struggle to park</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>People park their cars causing a total hazard and danger. People "dump" their cars in dangerous places and obstruct the view. It is dangerous as you can not see when coming out of or turning into Green Lane</p> <p>Any other comments?</p>

	<p>Green Lane should definately have yellow lines all along it as people park their car anywhere in that street. The local residents have nowhere to park It is NOT a free car park</p>
<p>(25) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>People are parking on western crescent when going to the train station making it impossible for family/guests to park on the street.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>People are parking on western crescent when going to the train station making it impossible for family/guests to park on the street.</p> <p>Any other comments?</p>
<p>(26) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>I live on Western Crescent and non residents do use the road for parking</p>

	<p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>Any other comments? Could sort out designated parking and turning at end of Western Crescent as this gets busy leaving little room to turn.</p>
<p>(27) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>Local resident at western crescent who doesn't have any parking space due to the railway commuters parking in our street. Frustrated</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>Its very dangerous to see cars parked anywhere and everywhere disturbing traffic</p> <p>Any other comments? Please give us resident parking for western crescent.</p>

<p>(28) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – Support Lime Avenue – Support Kilbale Crescent – Support Western Crescent – Support</p> <p>To make parking easier for residents and to stop non residents from parking here and then going off for the day.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>It is getting quite dangerous on Hightown road with cars being parked there</p> <p>Any other comments?</p>
<p>(29) Local resident, (Banbury, Hightown)</p>	<p>Residents permit holders parking only: Lambs Crescent – No objection Lime Avenue – No objection Kilbale Crescent – No objection Western Crescent – No objection</p> <p>I live on Hightown Road</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – No objection Hightown Road – No objection Lambs Crescent – No objection Western Crescent – No objection</p>

	<p>Lime Avenue – No objection Green Lane – No objection</p> <p>I live on Hightown Road</p> <p>Any other comments?</p>
<p>(30) Local resident, (Banbury, Hightown Road)</p>	<p>Residents permit holders parking only: Lambs Crescent – No objection Lime Avenue – No objection Kilbale Crescent – No objection Western Crescent – No objection</p> <p>As a resident of Hightown Road I support the restrictions, however the issue is visitors from the hospital and there isn't an issue on the weekends so I think it should apply mon-fri and not Saturdays so residents can have guests visit and park near their houses on weekends.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – No opinion Hightown Road – Partially support Lambs Crescent – No opinion Western Crescent – No opinion Lime Avenue – No opinion Green Lane – Partially support</p> <p>As a resident of Hightown Road I support the restrictions, however the issue is visitors from the hospital and there isn't an issue on the weekends so I think it should apply mon-fri and not Saturdays so residents can have guests visit and park near their houses on weekends.</p> <p>Any other comments?</p>
<p>(31) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion</p>

	<p>Lime Avenue – No opinion Kilbale Crescent – No opinion Western Crescent – Partially support</p> <p>I have no opinion except for that of Western Crescent - of which I am a resident. I only partially agree, however, as while parking on the street is currently a nightmare for local residents - fighting for parking spaces from people using the road to park for work and leisure - the fact that the proposal also includes charging residents £76 a year, is insulting.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – No objection Hightown Road – No objection Lambs Crescent – No objection Western Crescent – No objection Lime Avenue – No objection Green Lane – No objection</p> <p>No objection to this aspect of the proposal.</p> <p>Any other comments? I'm glad to see that the parking situation is finally being considered in the area, however I am displeased by the apparent need to punish existing residents that either can't afford or don't have the space for a driveway. The cost should either be greatly reduced, or ideally, residents should be given permits at no cost.</p>
<p>(32) Local resident, (Banbury, Green Lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion Lime Avenue – No opinion Kilbale Crescent – No opinion Western Crescent – No opinion</p> <p>Green Lane resident.....very happy with proposals for double yellow lines down Hightown Rd and around the corner into Green Lane. Recent dangerous and inconsiderate parking at this junction has made entry and exits on weekdays very difficult.</p>

	<p>No Waiting at Any Time' parking restrictions: Swan Close Road – No opinion Hightown Road – Support Lambs Crescent – No opinion Western Crescent – No opinion Lime Avenue – No opinion Green Lane – Support</p> <p>See previous page about dangerous parking at Hightown Rd and Green Lane junction.</p> <p>Any other comments? No further comments. I hope this work goes ahead a.s.a.p.</p>
<p>(33) Local resident, (Banbury, Hightown Road)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion Lime Avenue – No opinion Kilbale Crescent – No opinion Western Crescent – No opinion</p> <p>I live on Hightown Road opposite Lime Avenue and fully support the suggestions as parking is horrendous and a safety issue.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – No opinion Hightown Road – Support Lambs Crescent – No opinion Western Crescent – No opinion Lime Avenue – No opinion Green Lane – No opinion</p> <p>I live on Hightown Road and fully support the double yellow lines proposal.</p> <p>Any other comments?</p>

<p>(34) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion Lime Avenue – No opinion Kilbale Crescent – No opinion Western Crescent – Support</p> <p>too many cars parked on the road and most of the drivers don't have car park in front of their houses and some people just leave the car on the road in the morning and come back in the late evening .if you need to leave your car on the road for couple of minutes there is no space at all.other people hold 4-5 cars and don't have enough space into their front yard</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – No opinion Hightown Road – Support Lambs Crescent – No opinion Western Crescent – Support Lime Avenue – No opinion Green Lane – No opinion</p> <p>always busy on the selected road street above and you can't find any space for the car most of the time what will require a double yellow line</p> <p>Any other comments? I would like for the western crescent street implemented double yellow lines immediately</p>
<p>(35) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion Lime Avenue – Object Kilbale Crescent – No opinion Western Crescent – Object</p> <p>We have lived on Western Crescent for nearly 28 years. There has been more daytime parking since Oxfordshire County Council opened the Social Services hub at Samuelson House on Tramway without providing sufficient parking</p>

(a huge lack of foresight as Social Workers need to have a car for their work and thereby need accessible parking). Despite this I have never not been able to park on Western Crescent - never! The main difficulty is parking on a Sunday evening which would not be covered by the introduction of residents parking.

I believe that the restrictions would reduce the value and saleability of our houses - I wouldn't have bought the house if there had been parking restrictions.

Also, I hugely object to paying for parking in our own road when we have never been unable to park on Western Crescent.

When the Railway Station has improved parking on the south side after the current work on Tramway (completion scheduled to be April 2025) some of the parking problems in the area will be alleviated. Any proposals should wait until after the work has been completed and resultant changes in behaviour observed.

I agree with the double yellow lines on Hightown Road as the safety of the area has declined thanks to the increasing parking there. Why not introduce double yellow lines but convert the grassed areas into parking?

No Waiting at Any Time' parking restrictions:

Swan Close Road – **No opinion**

Hightown Road – **Partially support**

Lambs Crescent – **No opinion**

Western Crescent – **Object**

Lime Avenue – **No opinion**

Green Lane – **No opinion**

I agree with the double yellow lines on Hightown Road as the safety of the area has declined thanks to the increasing parking there. A particular problem with the hospital on the road) This may improve once the south Railway Station Parking has improved. Why not introduce double yellow lines but convert the grassed areas into time restricted parking? (The type that incorporates grass and webbing/concrete squares)

I believe the no waiting at any time on Western Crescent and the other roads should just be restricted to the corner where the current white lines are.

Any other comments?

I really hope these proposals are reconsidered.

	<p>If introduced, how will they be policed?</p>
<p>(36) Local resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion Lime Avenue – No opinion Kilbale Crescent – No opinion Western Crescent – Object</p> <p>I object to this because I have no problem parking on my road. I don't have visitors often but when I do, I think they should be able to come and go with ease.</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – No opinion Hightown Road – No objection Lambs Crescent – No opinion Western Crescent – Object Lime Avenue – No opinion Green Lane – No opinion</p> <p>If double yellow lines were added, there would be nowhere to park.</p> <p>Any other comments? None</p>
<p>(37) Local resident, (Banbury, Green Lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion Lime Avenue – No opinion Kilbale Crescent – No opinion Western Crescent – No opinion</p> <p>These do not affect me</p>

	<p>No Waiting at Any Time' parking restrictions: Swan Close Road – No opinion Hightown Road – Support Lambs Crescent – No opinion Western Crescent – No opinion Lime Avenue – No opinion Green Lane – Partially support</p> <p>The parking in green lane is already extreme including non residents parking over drop kerbs. Why can this road not be resident permit aswell?</p> <p>Any other comments? The parking in Green Lane is extreme including non residents parking over drop kerbs. Why can this not be resident permit. I feel with other roads being permit. The parking in Green Lane will only get worse</p>
<p>(38) Family carer for resident, (Banbury, Western Crescent)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion Lime Avenue – No opinion Kilbale Crescent – No opinion Western Crescent – Partially support</p> <p>As parking spaces are limited, it needs to be restricted so that residents and family carers can park</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – No opinion Lambs Crescent – No opinion Western Crescent – Support Lime Avenue – No opinion Green Lane – No opinion</p> <p>This area needs to be kept clear at all times for everyone's safety and emergency services</p> <p>Any other comments?</p>

	<p>As a family who care for our mother who lives alone and is 98 years old, we really need to be able to park in Western Crescent.</p>
<p>(39) Local resident, (Banbury, Green lane)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion Lime Avenue – No opinion Kilbale Crescent – No opinion Western Crescent – No opinion</p> <p>My proposal is All Green Lane in dublle yellow line beacos People will be parking our street on the end. Is very dangerous to drive in Green lane now so many cars parking for free the don't mind because this People don't live in our street.Is dangerous now I'm resident and evry day drive is not safe because is so many cars Thank you</p> <p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Support Lime Avenue – Support Green Lane – Support</p> <p>Dublle yellow all Green lane will be safe to residents</p> <p>Any other comments? I strong believe dublle yellow line make my street save again</p>
<p>(40) Local resident, (Banbury, Lime Avenue)</p>	<p>Residents permit holders parking only: Lambs Crescent – No opinion Lime Avenue – Object Kilbale Crescent – No opinion Western Crescent – Object</p>

A different proposal was put forward in 2019/20 I believe, whereby parking would not be permitted during a couple of hours during the day. This meant short term parking would be allowed but would prevent the roads becoming a free commuter car park. This seemed much more sensible.

I am not opposed to resident permits but £76 seems extortionate (to be honest, I don't think they should cost anything especially during the early years of the scheme where it should be seen as a trial but definitely not that steep). I think the cost during a cost of living crisis is insensitive; it hasn't been required to date so it is not essential timing to introduce it now.

The concept of visitor permits is ludicrous and will directly result in social isolation. If we were on a good public transport route (i.e. like a city centre) it would be appropriate but the fact of the matter is we are not. I would always take a train or bus or walk where possible but that is not reality. People cannot do a school run, go to the shop and still visit a house all by foot and logistically fit that into their day (not even including the logistics of a working day). An elderly person or person living alone should not be penalised and unable to have visitors because of a maximum of 50 permits per year. A personal example, my parents and in-laws collect my children from school and nursery once a week every week each. This in itself exceeds the maximum permits allowed in a year. If friends then come to visit this is impossible; it is a world in which our entire social network does not live within a couple of miles of our house now. If there was a recommended nearby paid for parking option I would be fine with this but when I asked there was no direct answer - presumably because there is no paid for parking option nearby. Recommending other streets without restrictions is just pushing the problem elsewhere. These restrictions encourage social isolation. During maternity leave I would have been mentally unable to cope without the support of my network and it's an unavoidable fact that walking and public transport is not always an option.

Likewise, there are no cafes etc this side of town to meet up in instead of peoples houses.

The scratch cards may last 24 hours but someone may just need to pop in for 20 minutes to drop off medicine, food, watch a child etc. Most visitors are parked for a couple of hours not an entire day.

We walk to work and therefore our car is left on our drive. It'd be more sensible for us going forward to drive to work so our visitors can park on our drive. This is negative in terms of emissions, public health, individual fitness and mental health and congestion.

The double yellow lines on Hightown Road are a fantastic idea and will save lives and prevent accidents for cars, cyclists and pedestrians.

	<p>No Waiting at Any Time' parking restrictions: Swan Close Road – Support Hightown Road – Support Lambs Crescent – Support Western Crescent – Partially support Lime Avenue – Partially support Green Lane – Partially support</p> <p>Double yellow lines will definitely save lives and prevent accidents. Further enforcement is needed or made clear that people can't park on the verges as this blocks driver view really badly</p> <p>Any other comments? In future, letters to residents should be sent first before public notices on lampposts if wanting to keep people on side</p>
<p>(41) Local resident, (unknown)</p>	<p>Concerns – These measures will be a great help for our residents and also for our bin men, ambulances and other emergency services.</p> <p>I do however have serious reservations about your allowing out of hours opportunity for non-permit holders. This could easily revert to our usual problems of overstay, blockage, and limited sightlines caused by illegal junction parking, usually by drivers desperate to meet hurried deadlines, often before 8am. Also indiscriminate untidy parking and abandonment.</p> <p>How can non-permit holders be policed so that everyone has the safe road we should expect from new measures?</p>
<p>(42) Local resident, (Banbury, Hightown Road)</p>	<p>Concerns – My wife and I have a drive which is shared with our next door neighbour. My wife parks her car on the drive while I normally park in Lambs Crescent when free (there have been many times I've had to park in Morrisons car park due to no spaces available). I've seen by the letter I received yesterday (Reference : CM/12.6.120/P0281) that I would not be eligible for a parking permit !?</p> <p>Where will I be able to park my car in the future if the plans are accepted ??? Why am I not eligible for a permit seeing as I live 20 yards away for Lambs Crescent ??? Have you not visited the area and looked at maps to check with local residents ???</p>

<p>(43) Local resident, (Banbury, Lambs Crescent)</p>	<p>Concerns – It seems like a relatively logical proposal at first sight.</p> <p>I think that the end of the Crescent facing Tramway Road has been used as parking for station users for some time, which is not ideal. However, for this scheme to work, it needs to be simple for residents to use.</p> <p>Previously I lived in Reading, where there was a protracted process to apply for a resident's parking permit. Carnets of tickets were also issued to residents for visitors to their homes. We all had to be very vigilant about displaying these tickets before the many roaming parking wardens (if that is the right term) could levy a penalty fee for parking wrongly.</p> <p>So, please could you explain how this scheme would work in practice for us as residents. Also, will those families with more than one car be able to register their vehicles for permits? Is the intention to levy charges for resident parking permits or visitor permits, and if so how much will this cost us in terms of time and cash?</p> <p>Perhaps a negotiation could be had with Morrisons about an overflow parking arrangement, whose staff car park runs alongside Lamb's Crescent and is rarely used. (Although its unofficial use as a children's play area is probably a better one.)</p> <p>Additionally, could I raise a question regarding the development of Tramway Road? There is no mention in the recent paperwork sent to residents about any plans for formalised pedestrian crossing from Tramway Road to Lambs Crescent. Motorists have a tendency to drive fast along Swan Close and Hightown Road, and there is something of a blind spot there for pedestrians wishing to cross the main road. Presumably the traffic will increase as the aim of the scheme is to relieve pressure on Bridge Street.</p>
<p>(44) Local resident, (Banbury, Green Lane)</p>	<p>Concerns – I live in Green Lane which, apart from double yellow lines at the entrance to the road, has not been included in the permit holder scheme. I'm not sure what the reasons are for this; currently our road is literally a one track lane as people working in the surrounding area (the Foscoote and the Horton) park their cars in the road. We also have cars parked whose occupants go to the railway station and Samuelson House.</p> <p>I am concerned that painting double yellow lines at the entrance of our road will force the cars further down the road increasing the problem further on down; especially if they are unable to park in the roads mentioned in the proposal. Please could Green Lane be considered as part of the permit holding scheme.</p>

<p>(45) Local resident, (Banbury, Hightown Road)</p>	<p>Concerns – It would seem that the majority of cars parked are those using the train station during work hours.</p> <p>The idea of permit parking would be sensible, but the proposed plans make it clear that my house, being on Hightown Road, doesn't fall into that category. What is the reason for this? My house, along with several others along the street, don't have a drive. Are you suggesting that we will not be able to park outside our house as we don't have a drive?</p> <p>Why isn't an option being considered for permit parking along Hightown Road as well as the roads within the proposal?</p>
<p>(46) Local resident, (Banbury, Lambs Crescent)</p>	<p>Concerns – Please see my comments and questions below, regarding the two options you have outlined in your letter.</p> <p>Residents permit holders parking only:</p> <p>Although residents who live in these streets can apply for parking permits, what about when we have guests? Would we now be expected to pay for these? If we have multiple guests at one time, how would this work with the permits? Although this would solve the issue of commuters, I am concerned about the impact on residents and their guests. Would residents be able to apply for a certain number of general permits that they can then use for guests?</p> <p>I know it has been previously suggested by residents to have permit parking between certain hours only (for example between 10am-11am). This has worked in other areas. Is something like this an option?</p> <p>No waiting at any time:</p> <p>Double yellow lines does not seem like a good option in any way. By reducing the number of parking spaces for anyone, will impact residents even more because we will have even less options to park when commuters have parked.</p>
<p>(47) Local resident, (Banbury, Lime Avenue)</p>	<p>Support – My wife (who is partially disabled & has a blue badge) & I very much welcome your plans in general, particularly as it will stop the current dangerous situation on Hightown Road, where parked cars sometimes make it quite impossible to see oncoming traffic.</p>

	<p>However, from recent experience of some of our neighbours in Lime Avenue, sometimes cars bringing much needed carers will need to be able to park on the double yellow. Can you please include a provision for this ? I should add that we are fortunate that we have an adequate driveway, but not so many of the others.</p>
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