

Division(s) affected: *Banbury Grimsbury & Castle*

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

**12 DECEMBER 2024**

### **BANBURY: COOPER'S GATE – PROPOSED CONTROLLED PARKING ZONE**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the introduction of parking controls in Cooper's Gate as follows:

- a) The introduction of permit holder only restrictions, 8am to 6pm, Monday to Saturday on Coopers Gate from its junction with A361 Southam Road for its entire length (excluding areas not part of the public highway) (except where no waiting restrictions apply).
- b) The removal of existing single yellow line restrictions, Mon-Sat, 9am-5pm to allow permit holders to park within these sections of road.
- c) To retain the existing single yellow lines, 8am – 6pm on the sections of Coopers Gate, opposite No.128 and No's 75/76.

#### **Executive Summary**

2. In response to complaints from residents about enforcement of their vehicles parking on existing single yellow lines, officers have worked with elected members to undertake a review of the restrictions in the area.
3. In August 2024, an informal consultation was undertaken which asked residents for their opinions on parking in Cooper's Gate and whether they would support a change the restrictions which included the introduction of a permit parking scheme.
4. The feedback from the informal consultation, a majority of 58% of respondents were in support of a change to the current restrictions to allow a permit parking area to be introduced.

5. The proposals which have been developed in response to the feedback from the informal consultation, include the introduction of a Permit Parking Area (PPA) 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. 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.
7. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1**.

### **Sustainability Implications**

8. 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**

9. The parking project for Cooper's Gate 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**

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.
11. If approved, the scheme would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.

*Comments checked by:*  
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### **Equalities and Inclusion Implications**

12. 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

13. 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 Grimsbury & Castle, and Banbury Hardwick divisions.
14. A letter was sent directly to approximately 200 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.
15. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals locally amongst residents as necessary.
16. 15 further responses were received via the online survey during the course of the formal consultation (with 100% identifying as local residents), comprising of: nine objecting, three partially supporting, one in support, and two submitting a non-objection.
17. Additionally, two emails were received directly – with one local resident objecting, and another supporting.
18. Representatives of Thames Valley Police have responded to confirm that they have no objections to the proposals/
19. A representative from Oxford Bus Company to state that they have no objections to the proposals.
20. A representative from the development management team at Cherwell District Council has responded to state they have no objections to the proposals.
21. The County Councillor for Banbury Grimsbury & Castle responded to confirm their support for the recommendations.
22. The responses are shown in **Annex 2**, 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) Feedback on perceived need for the scheme**

23. In response to the proposals, 4 comments were received which questioned the need for the scheme. The respondents felt the current system worked well and with the presence of enforcement officers, restrictions were generally well observed. The general perception was that the introduction of parking charges for permits was an additional financial pressure on residents which was not needed.
24. In comparison, 4 responses were received which supported the introduction of permit parking scheme. Respondents felt that it would benefit them by allowing a second car to be parked on the road where they didn't have room on their driveways, and it also would allow visitors to park on the road during the day.

### **b) Feedback raising concerns about the potential impact of the scheme**

25. In total, 6 responses were received from residents who had raised concerns that removing the single yellow lines would have an adverse impact on parking and access on the estate. These objections raised issues around obstructive parking around driveways and specific concerns were raised around the section of road been Southam Road and the first T-junction on the estate.
26. A small number of comments received raised concerns about the potential displacement in the private parking areas accessed after the first right turn from Southam Road. Currently the through road and parking is unadopted, but it would be down to the management company to put in measures to protect parking allocated to residents in this area.
27. Other comments received related to the environmental impact and disruption of the works, and that more enforcement of restrictions is required.

#### Officer response:

28. In general, single yellow line restrictions are used where there is a need to restrict parking at certain times of the day, but where at other times parking on the road can be permitted. Their use can be used in a number of different scenarios including on strategic routes to ensure traffic flow is unobstructed at peak periods, and to deter inappropriate parking in residential areas by non-residents travelling to nearby attractors (e.g. town centres, train stations etc).
29. Where they are used in a residential setting, they can be effective at stopping extraneous parking. However, where a demand for residents to park remains, complaints are often received that residents' vehicles are being fined unfairly and there is nowhere for visitors to park.
30. The proposals are aimed at giving residents (and their visitors) the ability to park near their homes whilst deterring non-residential parking through permit holder only restrictions. It should be noted that currently the roads are

unrestricted after 6pm and on a Sunday on some sections, so the potential for obstructive parking exists, but this hasn't proved to be a problem reported to the council.

31. By reverting the restrictions to become a permit parking area, it would effectively become typical residential estate where there are no designated parking areas and residents themselves determine where is appropriate to park.
32. In response to objections regarding fees for parking permits, the scheme will operate on the same days and times as the existing single yellow line restrictions (where residents are currently not permitted to park). If residents, do not see the benefit to applying for permit for their vehicle, they are not obligated to do so and in essence for them, there is no change to the status quo in terms of parking on the road.
33. 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 our cabinet annually to cover the costs to run the schemes.
34. The County Council does not have control or responsibility for private roads and the parking thereon. It is for the management agent for these roads and areas to determine the most appropriate form of management for non-permitted parking on their land.
35. There were a number of objections / concerns regarding the removal of the single yellow lines on the section between Southam Road and the first right turn into the private flats and on the bend opposite no 75. The no waiting restrictions operate between 8am – 6pm (7 days a week) and there is some merit in retaining these restrictions as the majority of traffic entering / exiting the estate will pass through these routes.

## **Monitoring & evaluation**

36. 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: Consultation responses

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

Drawing No. Revision 0

- KEY**
- EXISTING NO WAITING AT ANY TIME RESTRICTION (DOUBLE YELLOW LINES) TO REMAIN.
  - EXISTING NO WAITING 6AM - 6PM AND MON - SAT 9AM - 5PM (SINGLE YELLOW LINES) TO BE REMOVED.
  - PROPOSED PERMIT PARKING AREA MON - SAT 8AM - 6PM (CG PREFIX)
  - PROPERTIES ELIGIBLE FOR PERMITS

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

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

CONSTRUCTION  
(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING  
(ENTER 'NONE' IF APPLICABLE)

USE  
(ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION  
(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Project title  
**Coopers Gate  
Banbury**

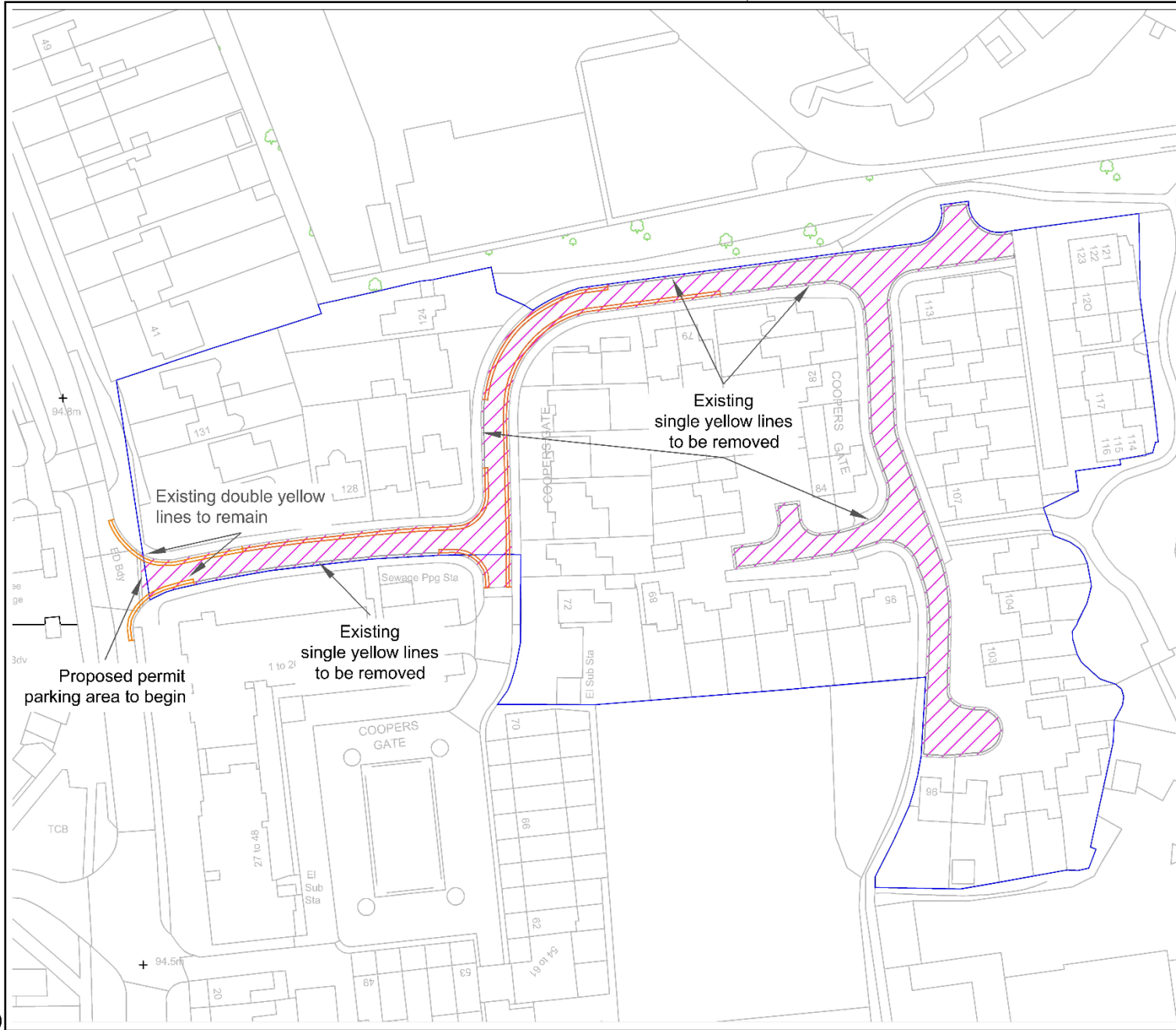
Drawing title  
**Proposed Controlled  
Parking Zone**

Drawing Status

Scale @ A3	Drawn by EP	Checked by	Approved by
1:750	Date drawn SEP 2024	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



P:12 Network Management\Parking Control\SCHEMES & MAINTENANCE\2. District Areas\2. Cherwell\1. Live Projects\Banbury - Various\CAD files\Coopers Gate\_JW edit.dwg

**ANNEX 2**

<b>RESPONDENT</b>	<b>COMMENTS</b>
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<b>No objection</b>
(3) Cherwell District Council, (Development Management Team)	<b>No objection</b>
(4) Local resident, (Banbury, Coopers Gate)	<p><b>Object</b> – It is not necessary to make any changes to parking restrictions. The parking does not need to be better managed there is no problem with parking ,and there is safe movement of traffic in the area.</p> <p>You have a fiscal responsibility in the use of our money,and in this time there is no need to make unnecessary changes. There our other more important things to spend money on.</p>
(5) Local resident, (Banbury, Coopers Gate)	<p><b>Object</b> – The parking situation in Coopers Gate is fine as it is. No problem with access or dangerous parking. If non residents choose to park on the existing single yellow line area during the restricted hours they run the risk of a ticket but that will not change under the new proposals.</p> <p>I would support the scheme if permits were free of charge (one per household) but charging £76 per annum seems nothing more than a money making excercise for the Council. Don't try to solve a problem that doesn't exist!</p> <p>Any other comments?</p>

<p>(6) Local resident, (Banbury, Coopers Gate)</p>	<p><b>Object</b> – The documents supplied are flawed, there has not been any research done by walking the local area. There are private roads included in this proposal and homes that are not part of the order proposed. I suggest you review your proposal.</p> <p>Any other comments? None</p>
<p>(7) Local resident, (Banbury, Coopers Gate)</p>	<p><b>Object</b> – the proposed charges for residents permits at £76 per year is too high! can we work on £52,i.e £1 per week?</p> <p>Any other comments? these measures will drive all the unauthorised parking into the square for dwelling 1 to 70</p>
<p>(8) Local resident, (Banbury, Coopers Gate)</p>	<p><b>Object</b> – this proposal will push unauthorised parking in coopers gate square dwelling 1 - 70</p> <p>Any other comments? Permit costs and visitors scratch cards too costly.</p>
<p>(9) Local resident, (Banbury, Coopers Gate)</p>	<p><b>Object</b> – Concerned about the extra cars on narrow roads leading to potential accidents. I've had so many near misses at the end of the Coopers Gate road. I fear that this proposal would make accidents more likely.</p> <p>Any other comments? I think if anyone who came up with this idea lived around here and had to get in and out on a daily basis they would see how bad an idea it is.</p>
<p>(10) Local resident, (Banbury, Coopers Gate)</p>	<p><b>Object</b> – 1 No benefit at all from the proposed disruption, cost, pollution, and additional vehicles encouraged by provision of additional parking. 2 All houses already have adequate provision for off street parking. 3 Permits can only result in more vehicles being kept. 4 Increased risk to children by driver's views being blocked by parked vehicles during the day. 5 Pollution caused by removal of single yellow lines.</p>



	<p>6 Additional double yellow lines needed to ensure access for emergency, refuse, and delivery vehicles along narrow roads.</p> <p>7 Additional double yellow lines needed to ensure access to driveways to all properties.</p> <p>Any other comments?  These proposals are unsuited to the single narrow access roads within Coopers Gate, and are not consistent with reducing traffic and pollution</p>
<p>(11) Local resident,  (Banbury, Coopers Gate)</p>	<p><b>Object</b> – Implementing this measure would be a safety hazard to the street as the street isn't wide enough to be used as a car park, with enough space for neighbours to get in/or out of their driveways. I have pictures as to why this will cause a number of blind spots, which will endanger the many children who play outside. It's unnecessary and only intending to take further money from residents of Coopers Gate for a totally unnecessary project. One traffic warden coming through more regularly maintains the issue. There isn't a problem in the street currently but this would create more problems.</p> <p>Any other comments?  I have spoken to a number of neighbours who don't all have the ability to email (elderly) who strongly object with this plan. I would like the opportunity to speak against this at the council meeting in December.</p>
<p>(12) Local resident,  (Banbury, Coopers Gate)</p>	<p><b>Object</b> – Having lived in Coopers Gate from the beginning we have seen it all. The yellow lines were introduced because fire engines could not get down Coopers Gate to attend to an emergency when a young boy continually climbed onto the roof of his house ,but this could be a fire or other emergency. Also heavy goods vehicles heading for Fine Lady very often come down Coopers Gate by mistake and if cars were parked on the right hand side they would have to mount the pavement which would be totally unacceptable as the pavements are not built for that kind of weight. Additionally the people opposite at number 76 (we live at 125) complain if a car parks opposite that they cannot easily get out of their drive and it will be the same for the residents down to number 73. Please do not let cars park in Coopers Gate, it will cause chaos AGAIN.</p> <p>Any other comments?  Please do not let cars park in Coopers Gate it will cause chaos with the emergency services and encourage people who work in surrounding areas to park in Coopers Gate when they see other vehicles parked. We know what we are talking about we have lived here from the time of construction and the present system works well.</p>

<p>(13) Local resident, (Banbury, Cope Road)</p>	<p><b>Object</b> – not sure of the benefit to penalise coopers gates residents by charging them £76.00 per annum pre resident per car. thee doesn't appear to be a parking issue. More time should be spent on the consistent illegal parking in Cope Road, where it is double Yellow lines in its entirety. However the amount of cars parked with someone in them, more often than not blocking Residents driveways whist waiting for their passengers to return from their meeting at the Job Center, Crown Buildings, Southam Rd.</p> <p>Also just off cope road is Arron Grove, it has a no waiting Monday to Saturday 8am to 6pm is frequently contravened. The Occasional Traffic warden pops by on his moped, but it's not often enough to stop long term parking. Then there is the Southam Road Evangelical Church, on the corner of Cope Road and Southam Road every Sunday illegally parked vehicles on the Grass areas turning the verges in to muddy swamps.</p> <p>On top of that there is the consistent illegal driving by drivers coming towards the Three pigeons crossroads traffic lights that decide to use Cope road as a rat run, no problem with that, IF they wait till they can see up Cope Road to ensure it is safe, however most think it is quite alright to over take the stationary cars on the southam road from way back at the Lodge house in the Cemetery where it is impossible for them to see what is coming down Cope road. One day there will be a fatal accident as the speed they travel at is way above the 30mph speed limit and Emergency Vehicles travel down Cope Road at a rate of knots (no issue with that)</p> <p>A simple fix to this would be to put a restriction on the bend as you turn into Cope road so that Priority has to be given to vehicles coming down towards Southam Road.</p> <p>Any other comments? Still have no Idea (other than a tax on local residents) for this requirement</p>
<p>(14) Local resident, (Banbury, Coopers Gate)</p>	<p><b>Partially support</b> – You are proposing to remove the yellow lines of the short part of the road from the entrance of Southam Road. As a resident and a driver of Coopers Gate for 8 years, this would be very dangerous, as it's the busiest part of Coopers Gate, coming in and going out of Coopers Gate. As Southam Road is always busy we have to sit and wait to be let in and out by other drivers on the Southam Road. It is always stationary due to the traffic lights. If cars are allowed to park here then where can we sit and wait to be let out as we would be on the wrong side of the road. Whenever cars are parked there now they, are a nuisance. If the proposals go ahead more cars will park and this could be very dangerous.</p>

	<p>I support the residents in the back part of Coopers Gate, if they require permits and they are happy for cars to park outside their houses, then that's their choice.</p> <p>Please consider double yellow lines or at least leave existing single line to the entrance and exit of Coopers Gate. I think it would be a big mistake to remove the lines and will lead to accidents.</p> <p>Any other comments?</p>
<p>(15) Local resident, (Banbury, Coopers Gate)</p>	<p><b>Partially support</b> – I partially agree with the permit parking. The issue I have, on safety grounds, is from the Southam Road entrance to the first T junction of Coopers Gate which you are proposing to lift restrictions for parking on one side of the road; day and night.</p> <p>These are 2 busy junctions, especially The Southam Road; having parked cars there up to both junctions; Southam Road in particular, where there is stationary traffic we would be on the wrong side of the road to enter the queuing traffic on Southam Road.</p> <p>It would be a very good idea if someone from the County Council Highways could take the time to come and look at this and realise the problem that they could be creating by lifting the existing restrictions, on this entrance and exit of Southam Road.</p> <p>Any other comments?</p>
<p>(16) Local resident, (Banbury, Coopers Gate)</p>	<p><b>Partially support</b> – I am writing to formally oppose the council's proposal to remove the existing single yellow line on the part of Coopers Gate in front of House Numbers 126 to 128.</p> <p>The current parking restriction plays a crucial role in ensuring smooth traffic flow and safe access to driveways for the three houses on this section of Coopers Gate. The road in front of this section of Coopers Gate is quite narrow and all three houses on it have a drive. If cars were allowed to park on one side of the road, it would create significant difficulties for residents attempting to back their cars onto their drives or into their garages.</p> <p>This issue is particularly critical for one resident that has a disabled spouse. This resident must back onto their drive to allow sufficient space for their spouse to safely disembark from the passenger side. This requirement was a key</p>

	<p>consideration when purchasing their property, and removing the yellow line would severely impact their ability to do so.</p> <p>Moreover, the removal of the yellow line could lead to increased congestion and safety hazards, not only for drivers but also for pedestrians, including children who sometimes play in the area and people with disabilities.</p> <p>In light of these concerns, I urge the council to reconsider the proposal and retain the existing single yellow line on this section of Coopers Gate to ensure safety at all times.</p> <p>Thank you for considering our views on this important matter.</p> <p>Any other comments? We are happy to further discuss our partial objection to the proposal as long as our privacy is maintained.</p>
(17) Local resident, (Banbury, Coopers Gate)	<p><b>Support</b> – My wife and I, who live on Coopers Gate, would like to express our view IN FAVOUR of the 'Residents Permit Holder Parking Only' option.</p>
(18) Local resident, (Banbury, Coopers Gate)	<p><b>Support</b> – I support the proposal so that visitors can park without incurring a fine, with the proviso that Coopers Gate isn't jammed up with cars on a daily basis.</p> <p>Any other comments? I would like a drawing of exactly where the bays would be and how many there will be on each section of the road.</p>
(19) Local resident, (Banbury, Coopers Gate)	<p><b>No objection</b> – The parents from the local school block the streets so you can't enter your own home and also I am not able to park outside my own home due to the yellow lines without being given a ticket or having to park elsewhere which is costing me. Permits are the best way forward</p> <p>Any other comments? Not sure why permits were removed in the first place.</p>

(20) Local resident,  
(Banbury, Coopers Gate)

**No objection** – We have 2 cars and having to pay for parking in the closest car park as only single drive

Any other comments?

We as residents have been pushing for permits the last 10 years.