

Division(s) affected: *Banbury Calthorpe*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

18 JUNE 2026

BANBURY: STATION APPROACH ROAD – PROPOSED ANPR CAMERA ENFORCEMENT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the use of ANPR cameras to help enforce the Bus Gate/Lane on the Station Approach Road (North) in Banbury, as advertised.**

Executive Summary

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to install 'Automatic Number Plate Recognition' (ANPR) cameras on an existing street lighting column, to help enforce the new Bus Gate/Lane on Station Approach Road (North) in Banbury, as shown in **Annex 1**.
2. The proposals form part of the wider 'Access to Banbury Train Station' project (i.e. Tramway Road improvements). Construction for the main project completed in December 2025.

Background

3. A site survey was conducted from 7 February to 12 February 2026 to assess whether the bus gate was being utilised by unauthorised vehicles. Two survey methods were employed. The first involved the observation of vehicles approaching the bus gate from both the south and north of Banbury over a period of 12 hours across four days, including weekdays and a weekend. The second survey collected speed data continuously for 24 hours over seven days, recording vehicle speed, classification, and flow.
4. Findings indicated that 25 - 30% of vehicles entering the bus gate were unauthorised. Based on these results, a formal consultation was initiated to install Automatic Number Plate Recognition (ANPR) cameras on existing

street lighting columns to support enforcement of the new Bus Gate/Lane on Station Approach Road (North) in Banbury.

Corporate Policies and Priorities

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

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

Financial Implications

6. Officers confirm that there are no budgetary implications/concerns. The total funding amount of £15.942m for the wider scheme has been approved by the Council's Cabinet in September 2024, and these specific works will be funded from within that approved budget.

Comments checked by:
Andrew Price – Interim Business Partnering Accountant
Andrew.Price@Oxfordshire.gov.uk

Legal Implications

7. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant regulations.

8. If approved, the enforcement regime would be introduced by Oxfordshire County Council as the Traffic Authority and Highway Authority.
9. The County Council is required to adhere to requirements set out by the Department for Transport and ensure that the site-specific Traffic Regulation Orders comply with legal requirements and the site-specific consultations are carried out correctly.
10. The County Council can enforce Moving Traffic Offences under Part 6 of the Traffic Management Act 2004.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

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

Equality & Inclusion Implications

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

Sustainability Implications

12. The proposal have been put forward in order to help better manage the safe & effective use of the bus gate, ensuring access is maintained for those exempted vehicles, and active enforcement of the signed restriction is able to take place.

Risk Management

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

Formal Consultation

14. Formal consultation was carried out between 12 March and 24 April 2026. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators,

countywide transport/access & disabled peoples user groups, Cherwell District Council, relevant local District Councillors, Banbury Town Council, and the local County Councillor representing the Banbury Calthorpe division.

15. During the course of the formal consultation, 12 responses were received via the online survey, with eight objections (67%), three responses were in support (25%), and one non-objection (8%) was received. Of the 12 responses received, 3 were found to be unrelated to this consultation.
16. Additionally, a further two emails were received directly – with Thames Valley Police, and the Development Management team from Cherwell District Council not objecting.
17. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

Need and proportionality:

18. Respondents question whether ANPR is necessary given they report little/no observed misuse of the bus gate, describing the proposal as an afterthought and an inappropriate use of funds.
19. Officers confirm that the findings of the site survey indicated that 25%-30% of vehicles entering the bus gate were unauthorized.

Location and scope:

20. Concern that the camera is positioned on highway land used for general access (Tramway to Station Approach South) rather than the restricted bus-only route, raising questions about why an “open highway” is being policed.
21. The camera will be placed and pointed to monitor drivers who violate the bus gate restrictions. The intended installation site will undergo a thorough review prior to implementation to ensure proper placement. The cameras will only be positioned at the restriction and will only record once a vehicle is detected as driving through it.

Perceived revenue-raising motive:

22. Repeated claims that the measure is a “cash cow/money-making scam” with insufficient safety justification.
23. The rationale for recommending the installation of ANPR at this location has been addressed via the results of the survey. The Bus Gate was designed to encourage public transport and active travel to and from Banbury train station

while preventing Station Approach Road from serving as an unofficial thoroughfare. The improvements create a second entrance and exit to the station via Tramway Road and an alternative access if there is an incident at Bridge Street. This is in line with Oxfordshire County Council's Local Transport and Connectivity Plan 2022-2050 objectives.

Station access and design issues (especially for vulnerable users):

24. Objections that the overall station scheme provides inadequate near-door drop-off and requires too long a walk for disabled and older people; concerns about the usability of the proposed alternative drop-off.
25. This response is not specific to the consultation exercise, as the comment is about parking facilities rather than the use of ANPR. However, in response to the comment, Officers can confirm that commuters have been provided with on-street drop-off bays located on Tramway Road and the option of entering the Station car park for drop-off with a 20-minute no charge period. Additional drop-off areas are available at the north and east sides of the station. The northern drop-off area provides convenient access to the main entrance of the station.
26. The final phase of construction includes a proposed new drop-off facility situated south of the new roundabout, which is subject to planning permission before development can commence. The drop-off facility will include a disabled parking space

Safety and manoeuvring within the car park:

27. Concern that the short-stay/drop-off arrangements lead to awkward turning and reversing, creating perceived safety risk.
28. This response is not specific to the consultation exercise, as the comment is about parking facilities rather than the use of ANPR. However, in response to the comment, Chiltern Railways is responsible for the ownership and maintenance of the station car parks. While we have formally requested that Chiltern Railways consider certain changes, the authority to implement any modifications does not rest with the Council.

Enforcement priorities:

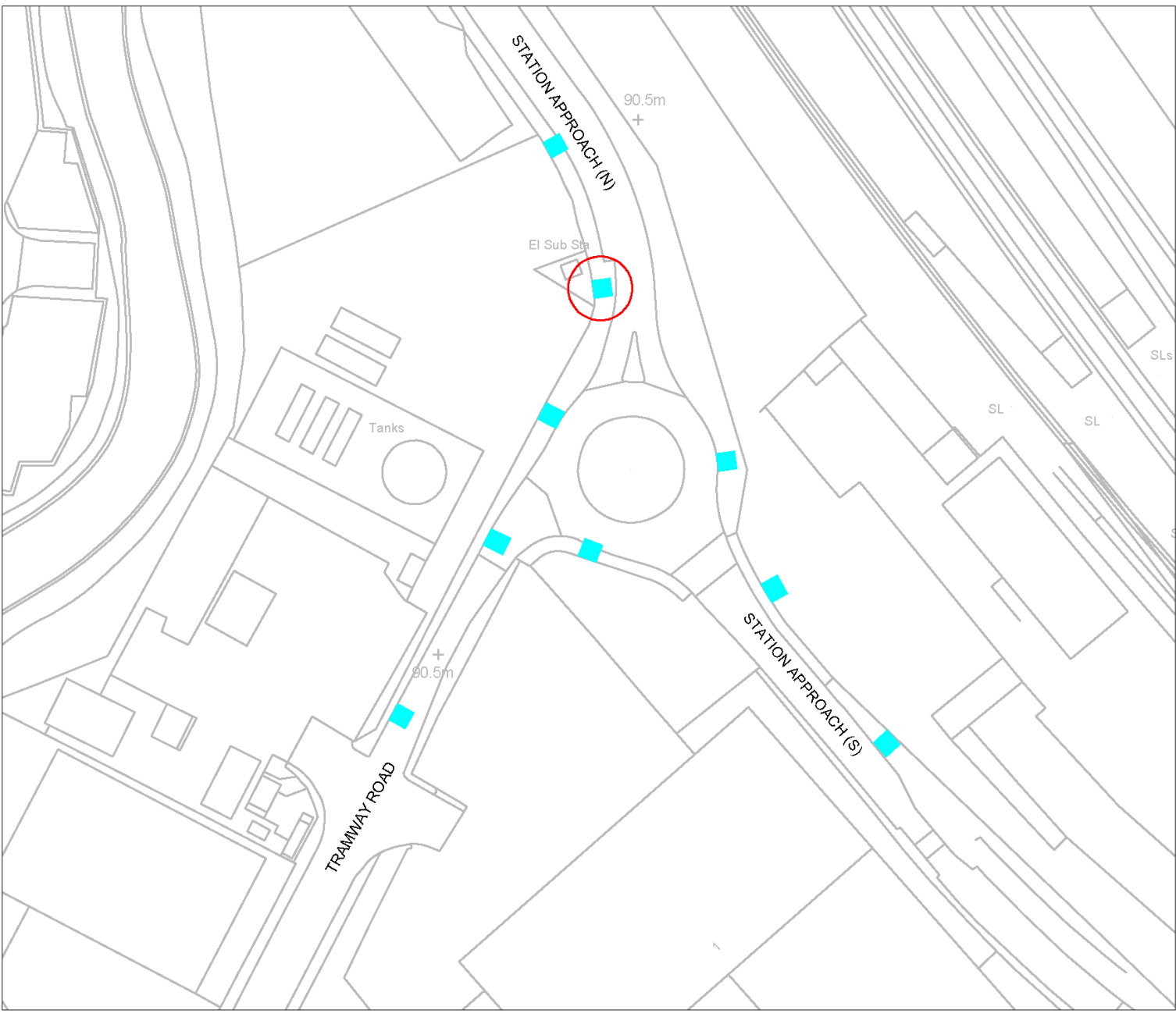
29. Criticism that requested ANPR enforcement in Banbury town centre pedestrian streets (e.g., High Street/Parsons Street) has been ignored while cameras are proposed at the station location.
30. Officers acknowledge the concerns regarding ANPR enforcement at alternative locations; however, these matters are beyond the remit of this project. Officers have forwarded these concerns to the ANPR Enforcement team and have feedback that teams are working towards obtaining approval to install ANPR in Banbury Town Centre.

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

Contact Officer(s): Saffiyah Badurdeen, (Project Manager – Infrastructure Delivery)
Mohammed Ilyas (Programme Lead – Infrastructure Delivery)

May 2026

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Drawing No. 0

- Proposed ANPR camera location
- Street lighting column

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

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

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Project title
Proposed ANPR Camera Location

Drawing title
Banbury
Tramway Road /
Station Approach

Drawing Status

Scale @ A4	Drawn by	Checked by	Approved by
	AC	CM	
	Date drawn 09/03/26	Date checked 12/03/26	Date approved

Oxfordshire Project No. & File Ref.
Drawing No. Revision 0

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Cherwell District Council, (Development Management)	No objection – Upon review of the information forming part of the consultation, I confirm the local planning authority has no observations to make.

B. Online responses:

RESPONDENT	COMMENTS
(o1) County Cllr, (Banbury Easington division)	<p>Object – The positioning of this ANPR is on highway land that has access to all vehicles to and from Tramway to Station Approach South which is not part of the restricted bus only route. This is worrying, why are OCC policing an open highway? Vehicles cant access the bus lane because of barriers.</p> <p>Banbury. Cllrs, residents, Traffic Committee, Area Oversight Group, businesses have repeatedly requested ANPR in the pedestrian areas of the town, High St. and Parsons St, which OCC have ignored. Why put in ANPR where its not needed but ignore where it is needed?</p> <p>This OCC station debacle, costing many £m on this site has delivered the wrong scheme. Even with a proposed new drop off by the roundabout only considered because of pressure from me, still means the walk for disabled, old etc is still too long.</p> <p>The 20 mins drop off in the car park is not safe as many vehicles have to manoeuvre a three point turn, if not possible I have witnessed vehicles reversing the whole length of the car park to turn.</p>

	<p>This proposal will lead everyone, including me to believe that it is just a money making scam by OCC and has no safety reason for its implementation.</p> <p>To implement this scheme which is uncalled for and unnecessary whilst ignoring the requests for the 2 x town centre APNR cameras will show a disregard for the people and elected members of Banbury. The vehicles ignoring the traffic regulation orders on High St and Parsons St are in direct conflict with pedestrians, disabled and partially sighted. For all these reasons I object to the proposed ANPR cameras at the Tramway/Station Approach which are not needed and will be a money making milch cow for OCC. For the same money, ANPR invested in the town centre OCC would be providing an unmet need and probably make more money in fines.</p>
(o3) Local resident, (Banbury, Newlands Road)	Object – It doesnt seem necessary to spend yet more money on this scheme. We have not seen any vehicles abusing this. It it was perceived as a problem it should have been priced into the scheme from the start and not added as an afterthought.
(o4) Local resident, (Banbury, Old Parr Road)	Object – Why are you proposing to spend money on something that currently doesnt seem to be a problem. I use the station regularly and walk from Tramway to the station. I have never seen an unauthorised vehicle try to use the bus gate. I therefore object strongly to this inappropriate use of funds.
(o5) Local resident, (Banbury, Why? Big brother)	Object – Cash cow for the council. OCC have delivered the wrong scheme. insufficient drop off by door. Cars have to do a three point turn if a space is available, if no we have to reverse in limited space. proposed new drop off too far away for elderly & disabled. This scheme is a waste of money & OCC just want to fleece motorists.
(o6) Member of public, (Burford, High Street)	Object – Unnecessary overreach. There is minimal to no impact of people occasionally breaking this rule that does not require yet more camera surveillance. There is no justification for this.
(o7) Local resident, (Shenington, Shenington)	Object – It has become very difficult to receive our visitors coming by train. It is not possible to give instructions of how to walk out of the station to the designated short stay car parking – our visitors are East Asian, South Asian, and other non-native English speakers. Further restricting access to those of us who meet visitors at the station

	<p>makes it largely impossible to meet visitors, and we are already recommending visitors hire a car and drive to us rather than negotiate the obstacles now in place. This of course increases pollution and congestion, but we see no alternative.</p>
<p>(o8) Local resident, (Shenington, Kenhill)</p>	<p>Object – This will not improve safety, instead it will be used as a revenue generation tool. The original scheme has already proved itself to be a wasted opportunity. I appreciate separate to this consultation, but the additional roadworks at the junction have paralysed Banbury. A 15 minute journey now frequently takes over an hour. Have little confidence that the new unitary authorities will prove any better based on the current approach of OCC towards rural residences.</p>
<p>(o9) Member of public, (Woodstock, Hensington Road)</p>	<p>Object – No more spy, open prison cash grab measures, enough is enough. Leave us alone in peace!</p>
<p>(o10) Member of public, (Adderbury, Kemps Road)</p>	<p>Support – Vehicles that are not permitted should use the bus gate</p>
<p>(o11) As part of a group/organisation, (Banbury, Warwick Rd)</p>	<p>Support – An excellent approach to enforcing traffic restrictions - should be installed in Parsons Street / High Street too. Hopefully the fines will be high enough to deter drivers who are breaking the rules. The only attached document is a location plan - no details of where any penalties will go. Again, hopefully significant penalties can be imposed and funds raised be diverted towards improving bus services.</p>
<p>(o12) Local resident, (Bloxham, Chipperfield park road)</p>	<p>Support – Should be enforced</p>
<p>(o2) Local resident, (Shenington, Rattlecombe Road)</p>	<p>No objection/No opinion – As I see no point in a bus lane it is inappropriate to comment. Try adding more bus services to the villages first. Most of us have to rely on the car to get to the station and this development is going to make it even harder to reach the station and park. Also the exit from the East car park is so bad that it can take half an hour to get out of the station area. Will this development help ease this?</p>