

Appendix 1
Schedule of options for additional taxi ranks. Comments of key stakeholders
May 2009

Options for additional rank locations	CDC comments	CVHA comments Letter 21 March 2009	North Oxford Hackney Association E-mail 3 March 2009	Town/Parish Councils	Notes/ CDC position
BANBURY					
Broad Street-opposite or instead of existing disabled parking	Concerns at additional issues this will bring to this area in light of current Amos ct/St James Club. Loss of disabled parking. Not favoured.	Would like rank outside Chinese take away.	Supportive of this option-for after 1900hrs	Concerns about progressing in this area	Not progressing.
Market Place-adjacent to Nat West	This area is subject to the Parson St and Market place redevelopment. Could be dual purpose for evening use as a rank. A reasonable option with no real additional cost from Parson St works. Currently double yellows. Often parked up by Blue Badge Holders.	Would like a rank on the disabled bays outside the Banbury cake office.			Could not progress out with the pedestrianisation scheme and would not be available Thursdays & Saturdays. Review after Parson St redevelopment completed and in operation for a year.
High Street-south side (as used for Michaelmas Fair)	Is this too close to Horse Fair? On main carriageway and likely to be objections from OCC. Probably objections for shop owners (newsagent) as this		Supportive of this option		Secure OCC views. If positive response could look into further if need arises.

	relies on passing trade. Not favoured.				
George Street (outside Chicago Rock)	Pedestrian area- location of street furniture narrows the carriageway. Emergency access would be compromised. It's a hot spot for pubs. Not favoured.	Would like an evening rank on Thur/Fri/Sat.	Supportive of this option-for after 1900hrs		Not a favoured option by CDC we should be protecting our pedestrianised areas, this would lead to a dilution of the Order and encourage non- authorised users. Not progressing
Horse Fair- Existing Rank reconfigured	Offers some potential for significant increase in spaces. Could be relatively simple to achieve with internal markings and signage. This area currently has the nursery school issue. Ownership of the road? A favoured option.	Remove the coach parking and include them in the taxi rank. Provide further rank space to double the ranks. Also possible to have one entry and one exit to the rank. Entry being from South Bar/Horsefair and exit on High St.	Support this option	Banbury Town Council planning Committee resolved that CDC: prioritises the reconfiguration of the Horsefair site to allow more vehicles on the rank and encourage further day time use of this rank;	Undertake feasibility on this. Check with OCC about access and highways implications. Engineers consider feasible. Issues about coach parking and possible move to bus station or reduction to one space. Possibilities of short stay pay and display if move coaches. Also possibilities of creating high quality public space if move cpaches.
Horse Fair- cinema side in CDC car park.	Is it too close to existing Horse Fair? Loss of parking Would be better to progress improvements to existing. Not favoured.		Supportive of this option		Would restrict access to car parking spaces and compromise deliveries to the hotel and other premises. Not progressing.
High Street- Bus	Bottom of Calthorpe	Would like a rank after the	Supportive of this option-for		Not a favoured option by

stop outside KFC	Street puts it too close to Carriage Company PHV. Not a favoured option.	last bus.	after 1900hrs		CDC. OCC have raised concerns about use of Bus pull in. Not being progressed.
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Bridge Street-15 min stop off area.	Possible, but would give rise to collection and drop off issues for bus station. May only be suitable for evening, but this area not much used in the evening by the trade.	Incorporate the 15 min waiting bays into further taxi ranks. Space for two/three taxis on the roundabout on the HMV shop side to cut into pavement.	Support this option	Banbury Town Council planning Committee resolved that CDC: considers the reconfiguration of the Bridge Street site, if disabled parking were allowed in the Market Place adjacent to the Nat West bank, and to encourage the use of this site in the evenings for those leaving the pubs and clubs in Broad Street.	HMV side is Street trading area and pedestrianised. 15 minute stop off important for bus station and possibly the new Darzie. Would result in two lines of taxis. Not favoured.
Bridge Street- Disabled parking places (3)	Similar issues to above. Loss of disabled parking...but Parson St development will include formal provision for disabled parking. Is this Highway land? Could get 4 ranks spaces but needs physical engineering works and some issues of pedestrian segregation.		Support this option	See above comments from Banbury Town Council.	Engineers consider feasible. Indicative costs £15-£30k depending on services and disabled parking. Check with OCC Undertake further feasibility
North Bar- In CDC car park at top of Parson	With Parson St pedestrianisation this area of town likely to	We want rank spaces in the car park outside Buck and Bell.		Banbury Town Council planning Committee resolved that CDC:	Undertake feasibility. Options either as dual

Street	<p>become more popular.</p> <p>Loss of parking.</p> <p>A* PHV located in Parson Street.</p> <p>4 Disabled spaces. Could be dual use.</p> <p>Look into further for evening rank and daytime disabled parking.</p>			<p>considers the provision of a rank in North Bar, at the top of Parsons Street, close to the pubs and restaurants in this area.</p>	<p>use with disabled parking spaces (taxis 6pm to 8pm) Note; Additional spaces as consequence of Parson st devt.</p> <p>Alternative option is amending access/egress into North bar car park to one way and having linear rank on the road. Benefit of 27/7 operation.</p>
<p>Existing Supermarket taxi park-ups.</p> <p>Understood to be facilities at Tesco, Sainsburys, and Morrisons.</p>	<p>Private Land so outside CDC control.</p>	<p>Rank spaces in all supermarket car parks.</p>			<p>Approach each site to explore if formalising as taxi rank might be a possibility.</p>
Bolton Road	<p>There is double yellow lined lay by...but blocks off private parking.</p> <p>Maybe too far from town centre and would not suit eastbound fares</p>				<p>A possibility but not progressing at this stage.</p>
New Spiceball	<p>Possible in bus pull in during evenings.</p>	<p>Would like rank .</p>			<p>For later discussion with the management company once the centre opens and operational experience is known.</p>
Horton Hospital	<p>Private land so outside CDC control.</p>	<p>Would like rank outside A&E</p>			
BICESTER					
Bell Lane	<p>Popular area. 3 pubs.</p>	<p>Support this option</p>		<p>Bicester Town Council supports this option.</p>	<p>Links to town centre developments at this</p>

	<p>Existing Disabled parking bays for 5 vehicles.</p> <p>Could be option for dual use. Disabled parking in the daytime. Taxi rank in the evening.</p> <p>Redevelopment close to this area with proposal for new cinema.</p>				<p>end of town. Need to consider this one seriously as post TC redevelopment d/a drivers will be catered for elsewhere.</p> <p>Engineers consider feasible and have raised with OCC.</p> <p>Reasonably low cost with lines and signs only required...with new TRO.</p>
Market Hill	<p>Desire to open up Market Square and relocate car parking. Possible re-provided rank on the other side of road at Market Hill.</p>		<p>Redesign Market Place...query if this means Market Hill</p>		<p>Outside Somerfields would appear best but only 4/5 spaces</p>
Bure Place	<p>Due to be removed as part of town centre development.</p>	<p>Support this option.</p>	<p>Request at Tesco.</p>		<p>Not progressing.</p>
Bicester Village	<p>Private Land</p>	<p>Would like rank at Bicester Village.</p>			<p>Approach to explore if formalising as taxi rank might be a possibility.</p>
Outside Litten Tree (Yates')	<p>Road too narrow</p>				<p>Not progressing</p>
Bicester North Station (Chilterns)	<p>Private Land</p>	<p>Would like rank at station</p>			

<p>KIDLINGTON</p> <p>Currently no rank.</p>			<p>Support ranks at Kidlington</p>	<p>Mixed view, but predominantly questioning the need in view of the good bus service into Oxford. Difficulties seem to be getting back from Oxford.</p> <p>Private hires seem to be servicing current need.</p> <p>Some limited acknowledgement that Fri/Sat evening might be justification.</p>	
<p>Oxford Road- Outside Nat West</p>	<p>Highways land.</p> <p>Would need TRO and re-designating existing car parking.</p> <p>Could lead to more problems in High Street.</p>	<p>Support this option</p>		<p>Possible trial basis in evenings using outside Nat West.</p>	<p>Seek views of OCC.</p>