



Gloucestershire
COUNTY COUNCIL

Bibury Parking Informal Public Engagement Report

Date: 8th January 2026

Prepared by: Parking Services, Gloucestershire County Council

1.0 Executive Summary

Gloucestershire County Council undertook an informal consultation between **10 November and 3 December 2025** to address growing traffic and parking challenges in Bibury, driven by overtourism and infrastructure limitations. The engagement attracted **153 validated responses**, primarily from Bibury residents (63%), with strong representation from age groups 55+ (61%) and households without off-street parking (26%).

Key Findings

- **Current Restrictions:**

Existing parking restrictions are widely perceived as ineffective.

Across all measures - reducing congestion, improving safety, and encouraging sustainable travel - **Net Disagree exceeded 75%**, with some aspects reaching nearly 90%.

- **Bus Stop Clearway Trial:**

Feedback was mixed but showed progress. **41% agreed traffic flow improved**, while **61% highlighted parking loss**. Safety benefits were limited, with fewer than 26% agreeing the trial enhanced safety.

- **Future Proposals Sentiment:**

- **Strong Support:**

- Out-of-centre managed parking (**Net Agree 61%**)
 - Additional restrictions at Fiveways (**Net Agree 65%**)
 - Formalising bus stops/loading bays (**Net Agree 57%**)

- **Opposition:**

- Pay & Display (**Net Agree 37%, Net Disagree 63%**)
 - EV charging in-village (**Net Agree 27%, Net Disagree 73%**)
 - Overall improvement perception low (**Net Agree 30%**)

- **Free-Text Themes:**

Analysis of **786 comments** revealed recurring priorities:

- Stronger enforcement (56 mentions)
- Protect access for church, school, and village hall (43)
- Out-of-centre parking with shuttle or footway (38)
- Avoid urban clutter and preserve heritage (24)
- Coach management - strict controls and relocation favoured over bans (189 mentions overall)

Implications

The consultation signals dissatisfaction with the status quo and cautious optimism about targeted interventions. Future proposals should:

- Retain bus stop clearway benefits while mitigating parking loss.
- Fund enforcement via discreet, app-based pay and display charging mechanisms.
- Protect Bibury's heritage by minimising street clutter.
- Enhance pedestrian safety and implement a 20mph speed limit.
- Support the development of an out-of-centre managed parking provision for visitors and coaches or a wider North Cotswolds Transport Hub

2.0 Introduction

2.1 Background

Bibury is a historic village in Gloucestershire, celebrated for its honey-coloured cottages and riverside charm. Its popularity has soared due to extensive media coverage and international accolades, including Forbes ranking Bibury as the most beautiful village globally.

While this recognition boosts tourism and the local economy, it has also led to significant traffic congestion, parking challenges, and safety concerns. This informal engagement has been undertaken to understand the needs of residents, businesses, and visitors to enable highways measures to be developed to support the village with challenges of over tourism.

2.2 Impact of Overtourism

Bibury's global fame has transformed it from a tranquil village into a major tourist destination, attracting thousands of visitors during peak periods. While this influx supports local businesses, it has placed immense strain on the village's infrastructure. Narrow roads and limited parking have led to chronic congestion, unsafe pedestrian conditions, and conflicts between residents and visitors. Large coaches exacerbate these challenges, often blocking key routes and reducing accessibility for emergency services. Without intervention, overtourism threatens both the quality of life for residents and the visitor experience that makes Bibury so special. The proposed measures aim to restore balance by managing traffic flow, introducing regulated parking, and safeguarding the village's heritage.

2.3 Objectives

The objectives of any new parking scheme in the village are to:

- Improve traffic flow and reduce congestion
- Support residents with dedicated parking options
- Enhance safety near key locations such as the school and church
- Encourage sustainable travel, including walking, cycling, and public transport
- Provide appropriate facilities for visitors and coach passengers

2.4 Methodology

Responses were gathered via online surveys, postal submissions, and face-to-face sessions.

A link to the online survey and background information can be found here:

<https://haveyoursaygloucestershire.uk.engagementhq.com/help-shape-a-safer-bibury-have-your-say-on-plans-to-improve-road-safety?preview=true>

Maps showing the proposed scheme can be found here:

<https://www.gloucestershire.gov.uk/media/5pwnyonn/biburytm-5nov.pdf>

A copy of the survey can be found in Appendix A.

The consultation closed on 3rd December 2025. Analysis will be conducted on a household basis to ensure fair representation.

Face-to-face engagement sessions took place, with a total number of 80 attendees from separate households attending. The list of events and attendees is shown below:

Location	Times of Events	Date	Number of Attendees
The Village Hall	2.30 pm to 6.30 pm	12 November 2025	42
The Swan Pub	3.00 pm to 7.00 pm	19 November 2025	17
Number Eleven Restaurant	3.00 pm to 7.00 pm	27 November 2025	21

2.5 Cleansing Protocols

Data validation steps include address verification, grouping by household, and handling duplicate or incomplete responses. Equality monitoring compliance will be maintained.

Following application of the cleansing protocols three entries were removed as they were blank submissions. In the face-to-face engagement sessions some attendees reported their internet signal dropping out during completion and this is likely the cause of the blank submissions.

Due to an administrative error the first six submissions received were missing some elements of the survey. The six respondents were written to and three resubmitted surveys. As a result of this the three respondents who resubmitted their surveys had their initial surveys removed.

2.6 Key Proposals

The key proposals relating to the potential scheme are:

- Removal of the on street car parking area opposite the Trout Farm and introduce permanent bus/coach stops and disabled bays
- Introduction of Pay & Display parking
- Resident permit scheme
- EV charging points
- Additional restrictions at Fiveways
- Speed limit considerations
- Public sentiment towards the development of an off-street car park

2.7 Media Coverage

Bibury's picturesque setting has captured worldwide attention, featuring in the written and online press, major travel publications, social media presence, and films such as *Bridget Jones's Diary*. In September 2025, Forbes ranked Bibury as the most beautiful village globally, praising its honey-coloured cottages and tranquil River Coln.

This recognition has driven unprecedented visitor numbers, with peak weekends attracting up to 20,000 tourists. While this visibility underscores Bibury's cultural and aesthetic value, it has also highlighted the urgent need for sustainable traffic and parking solutions.

Examples of the extensive media coverage can be found using the links below:

<https://www.mirror.co.uk/travel/uk-ireland/worlds-most-beautiful-villages-new-36233483?ref=cupure>

<https://www.oxfordmail.co.uk/news/25035102.cotswolds-village-ban-coaches-tiktok-tourists-invade/>

<https://www.independent.co.uk/travel/news-and-advice/bibury-cotswolds-gloucestershire-tourism-coaches-b2720412.html?ref=cupure>

<https://www.thesun.co.uk/motors/30266212/sleepy-rural-town-ruined-tourists-parking/>

2.8 Frequently Asked Questions

A number of frequently asked questions were provided to support residents with understanding scheme proposals and the project scope, these can be found at the weblink here: <https://www.goucestershire.gov.uk/media/mvkmcvyu/bibury-consultation-faqs.pdf>

3.0 Survey Findings and Results

3.1 Response Volume and Location

Following cleansing a total of **153 responses** progressed to full review and evaluation. It should be noted that not all respondents answered all questions.

Respondents were asked to confirm their area of residence. Of those who answered this question:

- **62.7% (96 respondents)** indicated that their property is in Bibury.
- **37.3% (57 respondents)** indicated they are from outside Bibury.

Respondent Type

Among those who answered (**122 submissions**):

- **81.1%** responded as residents.
- **7.4%** as visitors.
- **5.7%** as local business employees.
- **3.3%** as community group representatives.
- **2.5%** as local business owners.

Sex and Gender

- **Sex: (153 submissions)**
 - Female: **53.5%**
 - Male: **46.5%**
- **Gender identity (112 submissions):**
 - Female: **54.5%**
 - Male: **45.5%**
- **Same as sex at birth (139 submissions):**
 - Yes: **97.1%**
 - Prefer not to say: **2.9%**

Age Profile

Of those who answered (**146 submissions**):

- **65–74 years:** 22.6%
- **75+ years:** 20.5%
- **55–64 years:** 18.5%
- **45–54 years:** 17.8%
- **35–44 years:** 8.2%
- **25–34 years:** 4.8%
- **18–24 years:** 1.4%
- **16–17 years:** 0.7%
- **Prefer not to say:** 5.5%

Sexual Orientation (124 submissions)

- Heterosexual/straight: 71.8%
- Prefer not to say: 16.1%
- Asexual: 8.9%
- Bisexual: 1.6%
- Gay man: 1.6%

Ethnicity (139 submissions)

- White: British: 84.9%
- White: European: 5.8%

- Prefer not to say: 7.9%
- Asian/British Asian: Other: 0.7%
- Black/British Black: Caribbean: 0.7%

Religion (137 submissions)

- Christian: 59.9%
- No religion: 32.8%
- Prefer not to say: 5.1%
- Jewish: 1.5%
- Buddhist: 0.7%

Interpretation of Response Types

The respondent profile is predominantly Bibury residents and age groups who were 55+, and White British ethnicity. A majority identify as Christian or having no religion. The sex split is broadly even, and almost all respondents report their gender identity as the same as at birth.

3.1 Quantitative Responses – Historic Context Questions

The survey asked several quantitative questions relating to a Traffic Regulation Order (TRO), that was implemented in 2024, as well as the bus stop trial that commenced in May 2025, the results of these questions are shown below.

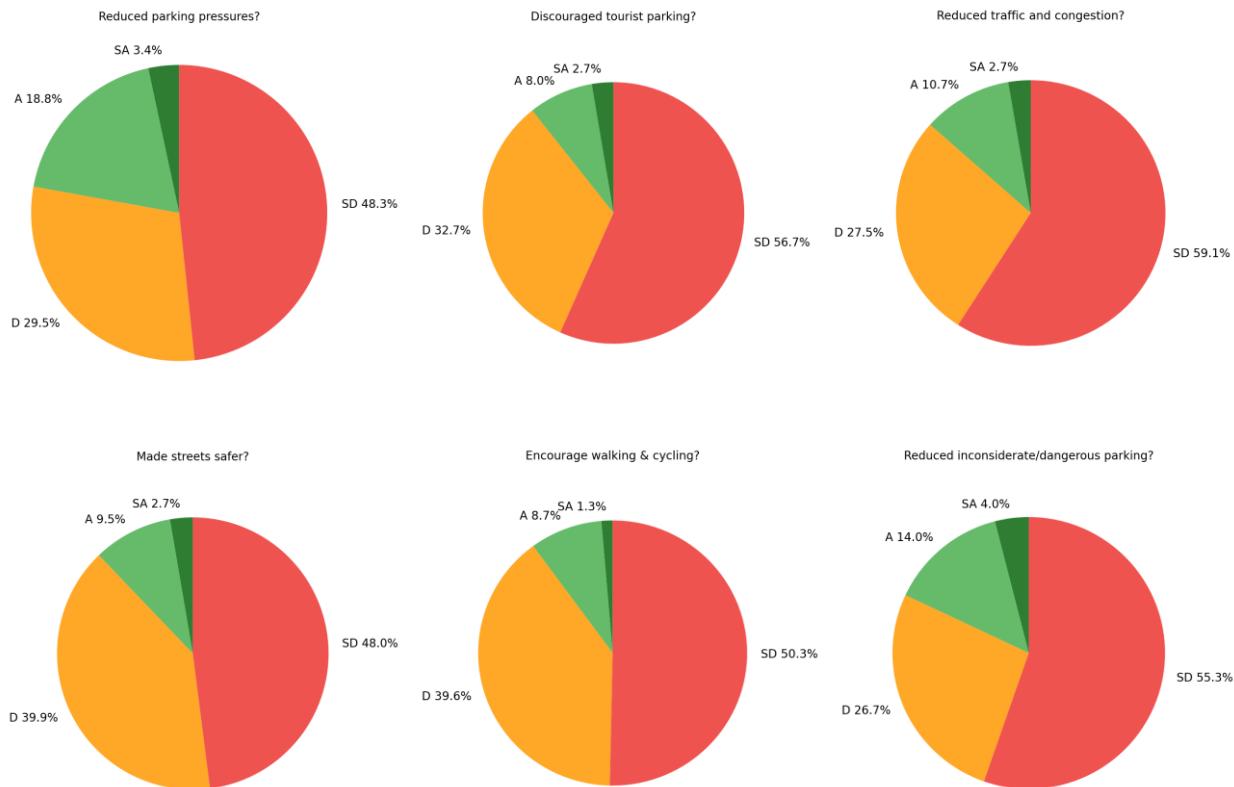
Questions 6 and 7 related to historical questions around the 2024 TRO and the bus stop trial that commenced in May 2025, these results are shown below:

To what extent do you agree that the current parking restrictions have...

	Answered	Strongly Agree %	Agree %	Disagree %	Strongly Disagree %	Net Agree %	Net Disagree %
Reduced parking pressures?	149	3.4	18.8	29.5	48.3	22.1	77.9
Discouraged tourist parking?	149	2.7	8.1	32.9	56.4	10.7	89.3
Reduced traffic and congestion?	149	2.7	10.7	27.5	59.1	13.4	86.6
Made streets safer?	148	2.7	9.5	39.9	48.0	12.2	87.8
Encourage walking & cycling?	149	1.3	8.7	39.6	50.3	10.1	89.9

	Answered	Strongly Agree %	Agree %	Disagree %	Strongly Disagree %	Net Agree %	Net Disagree %
Reduced inconsiderate/dangerous parking?	150	4.0	14.0	26.7	55.3	18.0	82.0

Pie charts showing the results of this question are shown below:



In May 2025 we trialled a new road layout... To what extent do you agree that the trial road layout has....

	Answered	Strongly Agree %	Agree %	Disagree %	Strongly Disagree %	Net Agree %	Net Disagree %
Improved traffic flow in the village?	152	7.2	34.2	30.3	28.3	41.4	58.6
Created a lack of available parking?	149	19.5	41.6	25.5	13.4	61.1	38.9
Provided an area for community/coach waiting?	148	7.4	30.4	32.4	29.7	37.8	62.2

	Answered	Strongly Agree %	Agree %	Disagree %	Strongly Disagree %	Net Agree %	Net Disagree %
Encourage walking & cycling?	147	1.4	10.2	49.7	38.8	11.6	88.4
Reduced inconsiderate/dangerous parking?	151	4.6	11.3	33.1	51.0	15.9	84.1
Made the centre of Bibury safer?	152	3.9	21.1	38.2	36.8	25.0	75.0

Pie charts showing the results of this question are shown below:



Conclusions from the Two Questions

Question: “To what extent do you agree that the current parking restrictions have...”

Responses show that the existing restrictions are widely perceived as ineffective. Across all aspects - reducing parking pressures, discouraging tourist parking, improving safety, and encouraging walking or cycling - disagreement dominates, with net disagree consistently above 75%. This suggests that the current restrictions have not delivered the intended benefits and are viewed negatively by most respondents.

Question: “In May 2025 we trialled a new road layout opposite the Trout Farm, removing car parking and installed a bus stop clearway to improve traffic flow in the village. To what extent do you agree that the trial road layout has...”

Feedback on the trial is more balanced and shows some encouraging signs. While respondents clearly felt the trial created a lack of available parking (Net Agree around 61%), there is also a significant proportion - over 40% - who agree that the trial improved traffic flow in the village. This is a notable improvement compared to perceptions of the previous restrictions and indicates that the trial delivered some of its intended benefits. However, agreement on safety improvements and reducing dangerous parking remains lower, suggesting these objectives were not fully achieved.

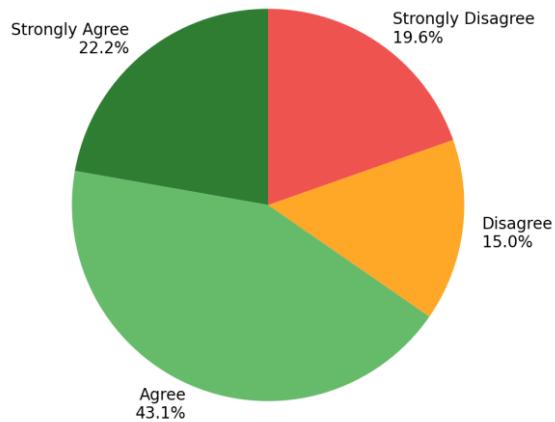
Overall implication: The trial demonstrates that changes can positively influence traffic flow, even if further refinements are needed to address parking availability and safety concerns. Future proposals should build on this progress by retaining the benefits of improved flow while introducing measures to mitigate parking loss and enhance pedestrian and vehicle safety.

3.2 Quantitative Responses – Future Proposals

These questions relate to a potential future parking scheme, and other highway improvements, to improve traffic flow, safety and parking provision within the village. The results are shown below:

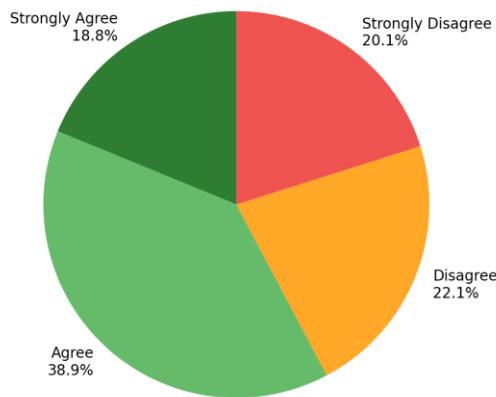
Do you agree with the removal of the car park opposite the Trout Farm, with it being replaced by a bus stop clearway, loading bay and disabled parking spaces?

Response	Percent	Number of Responses
Strongly Agree	22.2%	153
Agree	43.1%	153
Disagree	15.0%	153
Strongly Disagree	19.6%	153
Net Agree (SA+A)	65.3%	153
Net Disagree (D+SD)	34.6%	153



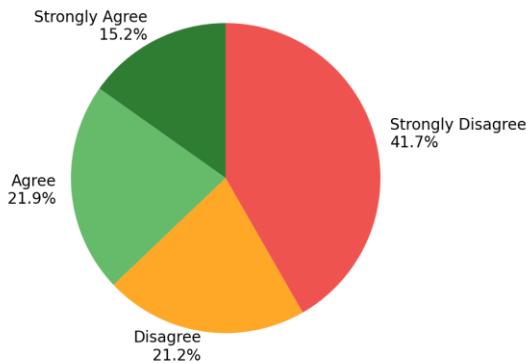
Do you agree with the proposal to formalise the current bus stops and add loading bays and disabled parking opposite the Trout Farm?

Response	Percent	Number of Responses
Strongly Agree	18.8%	149
Agree	38.9%	149
Disagree	22.1%	149
Strongly Disagree	20.1%	149
Net Agree (SA+A)	57.7%	149
Net Disagree (D+SD)	42.2%	149



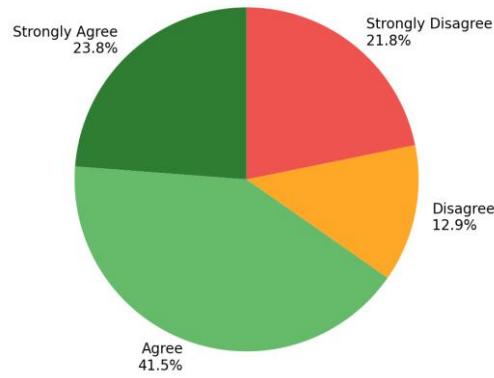
Do you agree with the proposal to introduce Pay and Display parking along Church Street, Fiveways, and The Street to help regulate parking and support increased enforcement in the village?

Response	Percent	Number of Responses
Strongly Agree	15.2%	151
Agree	21.9%	151
Disagree	21.2%	151
Strongly Disagree	41.7%	151
Net Agree (SA+A)	37.1%	151
Net Disagree (D+SD)	62.9%	151



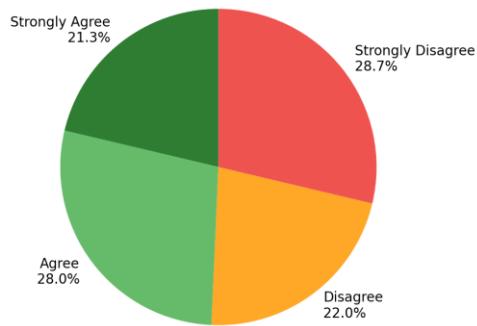
Do you agree with introducing additional parking restrictions at Fiveways Junction to help manage parking displacement from other areas of the village?

Response	Percent	Number of Responses
Strongly Agree	23.8%	147
Agree	41.5%	147
Disagree	12.9%	147
Strongly Disagree	21.8%	147
Net Agree (SA+A)	65.3%	147
Net Disagree (D+SD)	34.7%	147



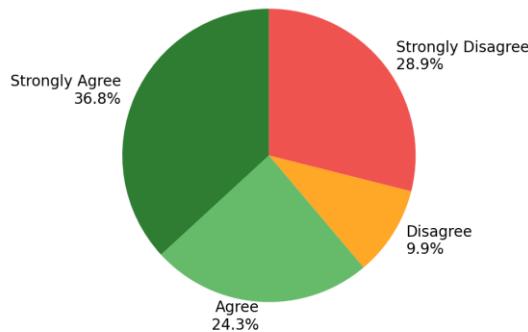
Do you agree with the proposal to introduce Pay and Display, permit parking, and pick-up/drop-off facilities in Church Road will help improve access and safety near the school and church?

Response	Percent	Number of Responses
Strongly Agree	21.3%	150
Agree	28.0%	150
Disagree	22.0%	150
Strongly Disagree	28.7%	150
Net Agree (SA+A)	49.3%	150
Net Disagree (D+SD)	50.7%	150



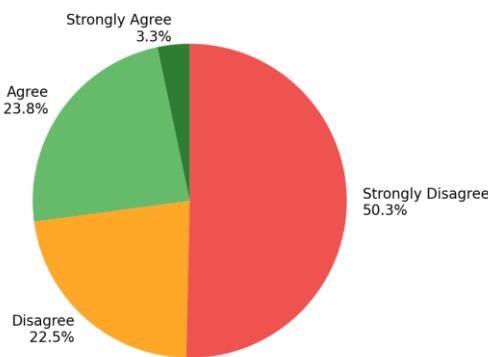
Do you agree that the village would benefit from an out-of-centre off-street facility for coaches, minibuses and cars to help resolve parking challenges and improve traffic flow? If you prefer a scheme for coaches only or cars only, please outline this in the box below.

Response	Percent	Number of Responses
Strongly Agree	36.8%	152
Agree	24.3%	152
Disagree	9.9%	152
Strongly Disagree	28.9%	152
Net Agree (SA+A)	61.1%	152
Net Disagree (D+SD)	38.8%	152



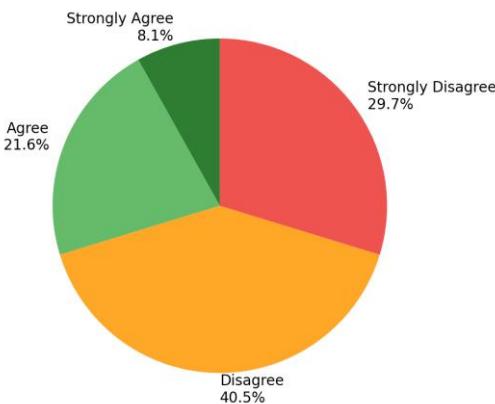
Do you agree that installing electric vehicle charging points would improve parking facilities and support sustainable travel in Bibury?

Response	Percent	Number of Responses
Strongly Agree	3.3%	151
Agree	23.8%	151
Disagree	22.5%	151
Strongly Disagree	50.3%	151
Net Agree (SA+A)	27.1%	151
Net Disagree (D+SD)	72.8%	151



Do you agree that the proposals outlined above are likely to improve safety, traffic flow, and parking in the village for residents, parents, and businesses?

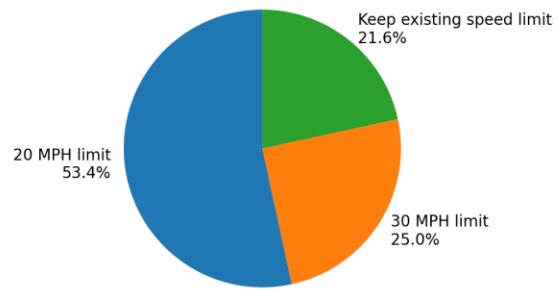
Response	Percent	Number of Responses
Strongly Agree	8.1%	148
Agree	21.6%	148
Disagree	40.5%	148
Strongly Disagree	29.7%	148
Net Agree (SA+A)	29.7%	148
Net Disagree (D+SD)	70.2%	148



Do you support a reduction in the speed limit through the village?

Option	Percent	Number of Responses
20 MPH limit	53.4%	148

30 MPH limit	25.0%	148
Keep existing speed limits	21.6%	148



3.3 Conclusions from Free Text Responses

The free-text responses offer detailed insight into community priorities and concerns beyond the structured survey questions. Analysis of **786 comments** identified recurring themes, quantified their frequency, and examined sentiment. This section summarises those findings, supported by statistics and representative quotations.

3.3.1. Dominant Themes and Their Significance

The most frequent themes across all comments were:

- Extend or adjust restrictions (e.g., yellow lines, clearways at Fiveways): 87 mentions (~11%)

Respondents emphasised the need for stricter controls at junctions and pinch points to prevent obstruction and improve flow.

“Yellow lines should continue up Aldsworth Road to stop visitors parking there.”

- Stronger enforcement (wardens, tow-away, fines, clearer signage): 56 mentions
Many respondents believe enforcement is currently inadequate and that compliance depends on visible, consistent action.

“All of this is pointless if you cannot enforce on a daily basis. Penalties need to be high... tow-away zone clearly marked.”

- Free access for community facilities (church, school, village hall): 43 mentions
Concerns focus on fairness and maintaining village life, particularly for events and services.

“We shouldn’t have to pay to attend church or the village hall; events keep the village alive.”

- Out-of-centre managed parking (with safe footway or shuttle): 38 mentions
This is seen as a long-term solution to congestion and visitor pressure.

“Learn from Castle Coombe – a car and coach park on the edge with a shuttle.”

- EV charging out-of-centre (not on-street): 33 mentions
Opposition to in-village charging points reflects concerns about visual impact and longer dwell times.

“EV charging points along The Street would be incongruous in an AONB and encourage longer stays.”

- Avoid pay-and-display / minimise street clutter: 24 mentions
Respondents fear urbanisation and loss of heritage character.

“No parking meters – it will urbanise the village.”

3.3.2. Coach-Related Sentiment

Coaches were mentioned in 189 comments (24%), making this one of the most prominent topics. Within these:

- Explicit calls to ban coaches: 12 comments (1.5% of all responses; 6.3% of coach mentions)

“Please ban coaches. They offer nothing to the local economy.”

- Requests for management or restrictions: 65 comments (8.3% of all responses; 34.4% of coach mentions)
Common suggestions include permits, weight limits, turning controls, and relocation to out-of-centre facilities.

“No coaches over the bridge; weight limit enforced.”

“Add hard-standing out of centre so coaches could park there.”

Interpretation: While some respondents favour a complete ban, the majority advocate strong management rather than prohibition. Policy should prioritise permit systems, size and weight controls, and designated out-of-centre coach facilities.

3.3.3. Church Road and Village Hall

Comments relating to Church Road and the village hall highlight the need for resident priority and event access:

- Resident priority parking: 33 mentions
- School drop-off/pick-up zones: 31 mentions
- Avoid pay-and-display in this area: 15 mentions
- Free parking for village hall events: 18 mentions
- Evening flexibility (restrictions ending after 6pm): 6 mentions

Illustrative quotes:

“Resident only for Church Road, with event disks for hall/church/school.”

“We shouldn’t have to pay to pray or attend the village hall.”

Interpretation: A minimum acceptable package would include resident priority, timed school drop-off windows, free or concessionary event parking, and low-clutter design to preserve the conservation area.

3.3.4. Additional Themes Worth Noting

- Pedestrian safety upgrades: Calls for improved footways, crossings, and one-way systems near The Swan.

“Parking at Fiveways is inherently dangerous for pedestrians – narrow pavements, bad sightlines.”

- Concerns about displacement: Several comments warn that restrictions in one area push parking problems elsewhere.

“You have taken away many parking spaces, meaning tourists now park by the school and church.”

- Visual and heritage impact: Repeated objections to signage and infrastructure that detracts from Bibury’s character.

“This additional street clutter flies in the face of the conservation area guidelines.”

3.3.5. Key Implications

From these findings, several clear conclusions emerge:

- Enforcement is critical: Respondents repeatedly stress that rules must be backed by visible, consistent enforcement.
- Community access must be protected: Charging or restrictions should not penalise residents or those attending essential facilities.
- Coach management is a priority: Strong controls and relocation out of the core are preferred over outright bans.
- Design matters: Any infrastructure should minimise visual impact and preserve Bibury's heritage character.
- Out-of-centre solutions are widely supported: This approach addresses congestion and visitor pressure without compromising the village centre.

4.0 Conclusion and Findings

Below are the conclusions and findings of the parking survey.

4.1. Effectiveness of Current Restrictions

Responses to “*To what extent do you agree that the current parking restrictions have...*” show strong dissatisfaction. Across all six aspects - reducing parking pressures, discouraging tourist parking, improving safety, and encouraging walking or cycling - **Net Disagree exceeds 75%**, with some measures reaching **89% disagreement**.

“WHAT IS NOT BROKEN DOESN’T NEED TO BE MENDED – LEAVE IT ALONE!!”

“Restrictions haven’t fixed the number of tourists.”

Interpretation: Current restrictions are perceived as ineffective. Incremental measures alone will not resolve congestion or safety concerns; a more comprehensive approach is required.

4.2. Impact of the Bus Stop Trial

Feedback on “*In May 2025 we trialled a new road layout...*” is mixed but positive in some areas. **41% agree** the trial improved traffic flow—a notable improvement

compared to views on previous restrictions. However, **61% agree** it created a lack of parking, and fewer than **26% agree** it improved safety.

“Flow improved - but the parking loss hurts.”

Interpretation: The trial demonstrates that structural changes can improve traffic flow, but future designs must mitigate parking loss and strengthen safety measures.

4.3. Support and Opposition by Proposal

- **Strong Support:**
 - Formalising bus stops/loading bays (Net Agree **65%**)
 - Additional restrictions at Fiveways (Net Agree **65%**)
 - Out-of-centre managed parking (Net Agree **61%**)

“Learn from Castle Combe - create a car & coach park on the edge.”

- **Divided or Negative:**
 - Pay & Display (Net Agree **37%**, Net Disagree **63%**)
 - EV charging in-village (Net Agree **27%**, Net Disagree **73%**)
 - Overall improvement perception (Net Agree **30%**, Net Disagree **70%**)

“No parking meters - it will urbanise the village.”

“We shouldn’t have to pay to pray or attend the village hall.”

Interpretation: Residents favour managed layouts and strategic capacity out of the core but resist measures perceived as harming heritage or community access.

4.4. Key Themes from Free-Text Responses

Analysis of 786 comments highlights recurring priorities:

- **Enforcement and compliance:** “All of this is pointless if you cannot enforce on a daily basis.”
- **Community access:** “Free parking for village hall and church users - events keep the village alive.”
- **Coach management:** “No coaches over the bridge; weight limits; park out-of-centre.”

Implication: The public wants practical management - clearways that work, visible enforcement, protected community access, and capacity shifted out of the village core.

4.5. Additional Insights from Survey Questions

- **Resident-led evidence base:** Nearly two-thirds of responses are from Bibury residents; decisions should prioritise their experience, especially around Church Road and The Street.
- **On-street reliance:** 26% of residents lack off-street parking; permits, short-stay windows, and event access are essential mitigations.
- **Equality considerations:** Practical needs (mobility, access) matter more than identity factors.

4.6 Overall Implications

The consultation signals strong dissatisfaction with the status quo and cautious optimism about targeted interventions. Future proposals should:

- Retain flow benefits from the bus stop trial while addressing parking loss.
- Fund enforcement through discreet charging mechanisms, such as pay and display.
- Protect Bibury's heritage by minimising visual clutter. Avoid the installation of pay and display equipment and make locations pay by phone/app based only
- Increase parking restrictions in areas that are challenged by overspill parking, such as at Fiveways.

Whilst out of scope of this project and any current proposed scheme, there was public sentiment within the engagement responses to:

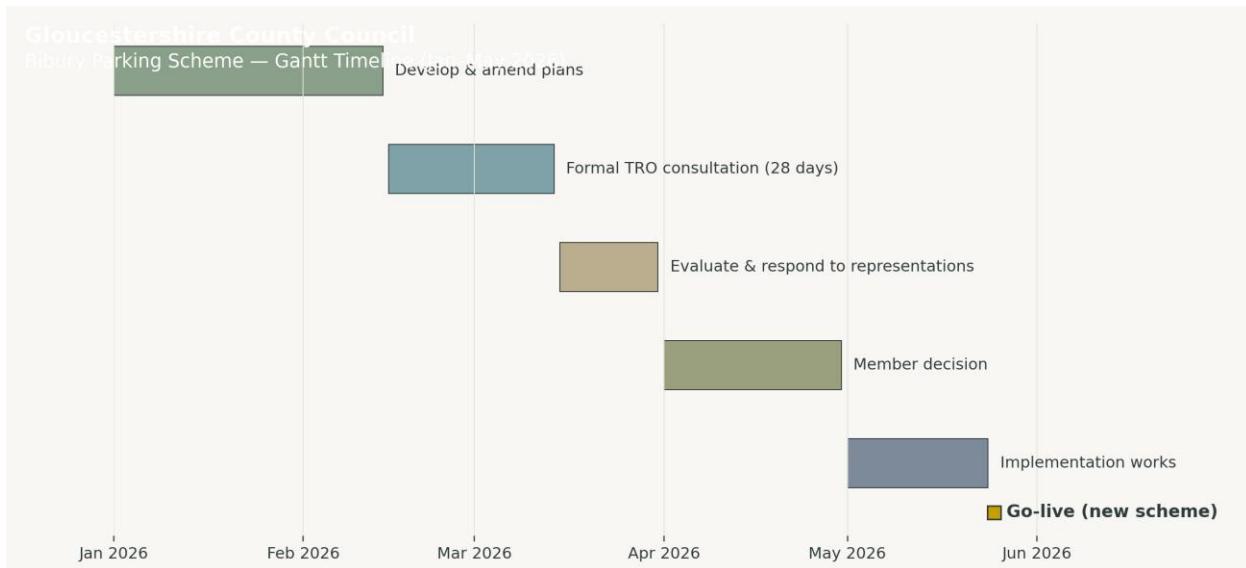
- Explore the development of an out-of-centre managed parking provision for visitors and coaches.
- Enhance pedestrian safety and introduce traffic calming, investigate the implementation of a 20mph speed limit.

5.0 Next Steps & Indicative Timeline

Next Steps and Indicative Timeline

Following the consultation analysis and Member review, the next stage is to translate findings into an implementable scheme. The timeline below sets out key milestones and responsibilities.

Gantt Timeline (January–May 2026)



January/February 2026 – Develop and Amend Plans

- Purpose:** Incorporate consultation feedback into the final design.
- Actions:**
 - Refine layout drawings for Church Road, The Street, and the bus stop clearway.
 - Confirm resident priority zones, school pick-up/drop-off timings, and event access arrangements.
 - Finalise enforcement model and signage strategy to minimise visual impact.
 - Prepare draft Traffic Regulation Orders (TROs) for statutory consultation.

March 2026 Commence Formal TRO Consultation and Implement Experimental Order at bus stops by Trout Farm

- Purpose:** Launch statutory consultation on proposed restrictions and implement changes at bus stops opposite Trout Farm
- Actions:**
 - Publish TRO/ETRO notices online and on-site.

- Provide clear explanatory material for residents and stakeholders.
- Open 21-day window for representations and objections for TRO
- Open 6 month window for representations and objections for ETRO

April 2026 – Close TRO Consultation and Evaluate Responses

- **Purpose:** Review all representations and determine any amendments.
- **Actions:**
 - Collate and analyse feedback.
 - Prepare a formal response schedule addressing objections.
 - Recommend adjustments where appropriate.

April/May 2026 – Decision on TRO Scheme

- **Purpose:** Secure Member approval for implementation.
- **Actions:**
 - Present decision report including consultation outcomes, equality impact assessment, and final design.
 - If approved, seal TROs and issue works orders.

Late May 2026 – Implementation and Go-Live

- **Purpose:** Deliver physical works and activate enforcement.
- **Actions:**
 - Complete lining, signage, and any minor civil works.
 - Launch resident permit system and event access protocols.
 - Begin enforcement and publish a plain-English guide for residents and visitors.

Governance: Weekly progress reporting and a dedicated project lead for TRO and works coordination.

Communications: Public updates at each stage via GCC website, parish noticeboards, and direct e-mail to affected properties.

Appendices

Appendix A – Informal Engagement Background and Survey Documents



Bibury Parking Consultation – Background Information

Overview

Gloucestershire County Council (GCC) is undertaking a review of parking arrangements in Bibury to address long-standing concerns around traffic flow, parking pressures, and road safety.

This engagement seeks the informal views of residents, businesses, and visitors to help shape proposals that reflect the needs of the community.

Bibury is a popular destination, and its unique character and layout present specific challenges in managing parking and traffic. The Council is committed to ensuring that any changes support residents, improve safety, and enhance the overall accessibility of the village.

Over the past 18 months considerable work has been undertaken by the county council working with key stakeholders in the village as well as with travel companies and coach operators. A traffic survey has been undertaken as well as critical data being captured on parking compliance and traffic violations.

These proposals are a result of the work that the county council has been undertaking in the village, and we want to hear from you to ensure that our proposals meet the needs of the community – residents, business and visitors.

All feedback is important, if you agree or disagree that the proposals will improve the village please tell us so that we get an understanding of all sentiment within Bibury, it's important that all residents and members of the community have their voices heard within the process.

Purpose of the Consultation

The purpose of this informal consultation is to gather feedback on a range of proposed changes to parking, traffic management and the management of coaches in Bibury.

These proposals aim to:

- Improve traffic flow and reduce congestion
- Support residents with dedicated parking options
- Enhance safety near key locations such as the school and church
- Encourage sustainable travel, including walking, cycling, and public transport
- Provide appropriate facilities for visitors and coach passengers

Key Proposals

The Council is considering the following measures:

- Removal of the car park opposite the Trout Farm, to be replaced with a bus / coach stop clearway, short stay limited waiting, and disabled parking provision
- Introduction of Pay & Display parking on The Street, Church Road, and near Fiveways to regulate parking and fund enforcement
- Improved access near the school and church, including business permits and short-term parking for parents
- Support for residents through reduced-cost resident permits
- Additional restrictions at Fiveways Junction to address parking displacement
- Installation of electric vehicle charging points to support sustainable travel

How to Complete the Survey

The survey is designed to be straightforward and accessible. You will be asked to:

- Identify your relationship to Bibury (e.g. resident, business owner, visitor)
- Provide your address (used only for analysis and not shared)
- Share your views on the effectiveness of current restrictions
- Respond to specific proposals using a scale from “Strongly Agree” to “Strongly Disagree”
- Provide written feedback where applicable

Please ensure your responses are submitted by **midnight on 3rd December 2025**.

Respondents are requested to reply to the survey online however, should a postal submission be required please contact Parking Services, Block 5, 6th Floor West, Shire Hall, Gloucester, GL1 2TH or email biburyTRO@gloucestershire.gov.uk and one will be posted out for completion. Please note that postal responses can only be accepted if postmarked by the closing date.

How the Survey will be Evaluated

To ensure fair and balanced representation, responses to this consultation will be analysed on a household basis rather than by individual submissions.

If more than one person from the same household submits a response, these will be grouped and counted as a single submission for that household. Where views differ within a household (e.g. one respondent is positive and another is opposed), this will be recorded as a split response and noted in the analysis.

This approach helps us to understand the overall sentiment within the community while avoiding duplication of views from the same address.

Further Information

Detailed plans are available on our website here:

<https://www.goucestershire.gov.uk/parking/permit-information/bibury-traffic-management-plan/> .Officers will also be available at face-to-face consultation sessions in Bibury to answer questions and discuss the proposals in more detail.

Contact Us

If you have any questions or require assistance in completing the survey, please contact:

Parking Services Team

Gloucestershire County Council, Block 5, 6th Floor West, Shire Hall, Gloucester, GL1 2TH

Email: biburyTRO@gloucestershire.gov.uk

Help shape a safer Bibury - have your say on plans to improve road safety

Thank you for completing our survey

Thank you for completing our survey, please note that the survey closes at **10am on 3rd December 2025**. We will accept all postal responses postmarked up to this date.

This engagement seeks the informal views of residents, businesses, and visitors to help shape proposals that reflect the needs of the community.

Below, we ask for your views on key issues and proposed changes to parking provision in Bibury.

Are you responding as:

(Choose any one option)

- Resident
- Local business employee
- Local business owner
- Visitor
- Representative of a local community group
- Other (please state below)

We require your full address to validate and analyse your response. Your address will only be used for this purpose and will not be shared.

Please enter your house number:

Please provide the name of your street/road:

Please provide your postcode:

Is this property in Bibury?

(Choose any one option)

- Yes
- No

If you live in Bibury, do you have off-street parking?

(Choose any one option)

- Yes
- No

The current Bibury parking restrictions have been in operation since 2023.

These included yellow lines around the village and new restrictions around the church and the school.

To what extent do you agree that the current parking restrictions have:

Questions	Strongly Agree	Agree	Disagree	Strongly Disagree
Reduced parking pressures?				
Discouraged tourist parking?				
Reduced traffic and congestion?				
Made streets safer?				
Encourage other forms of transport including walking and cycling?				
Reduced or inconsiderate or perceived dangerous parking (e.g. parking that blocks driver visibility)?				

In May 2025 we trialled a new road layout opposite the Trout Farm, removing car parking and installed a bus stop clearway to improve traffic flow in the village. To what extent do you agree that the trial road layout has:

Questions	Strongly Agree	Agree	Disagree	Strongly Disagree
Improved traffic flow in the village?				
Created a lack of available parking in the village?				
Made the centre of Bibury safer?				
Provided an additional area to the community and have enabled an area for coach passengers to safely wait to board vehicles.				
Encourage other forms of transport including walking and cycling?				
Reduced inconsiderate or perceived dangerous parking (e.g. parking that blocks driver visibility)?				

Proposed TRO Changes within Bibury

We are requesting feedback regarding parking pressures, traffic congestion and accessibility issues in Bibury. We have drafted a number of proposals that we believe will support better traffic management in Bibury.

The proposals that we are making are to:

- Remove the car park opposite the Trout Farm and formalise bus stops with loading bays and disabled parking in its place
- Introduce on-street Pay & Display on Church Street/Fiveways/The Street to alleviate parking pressures and fund enforcement
- Improve access and safety near the school and church with pay and display, business permits and 15 minutes free parking for parental use
- Support residents' with reduced cost parking permits
- Add further restrictions at Fiveways to address parking displacement. Please read the plans on our website to understand the proposed scheme. The council shall be holding face to face consultation sessions in the village where you can attend and discuss the scheme with officers and clarify and elements of the new scheme proposals.

Do you agree with the removal of the car park opposite the Trout Farm, with it being replaced by a bus stop clearway, loading bay and disabled parking spaces?

(Choose any one option)

- Strongly Agree
- Agree
- Disagree
- Strongly disagree

If you stated that you disagree or strongly disagree, please tell us why you don't agree with the proposed plans to redefine the use of the car park opposite the Trout Farm.

Do you agree with the proposal to formalise the current bus stops and add loading bays and disabled parking opposite the Trout Farm?

(Choose any one option)

- Strongly Agree Agree
- Disagree
- Strongly disagree
-

If you stated that you disagree or strongly disagree, please tell us why you don't agree with the proposed plans to introduce these new bays.

Do you agree with the proposal to introduce Pay & Display parking along Church Street, Fiveways, and The Street to help regulate parking and and support increased enforcement in the village?

(Choose any one option)

- Strongly Agree
- Agree
- Disagree
- Strongly disagree

If you stated that you disagree or strongly disagree, please tell us why you don't agree with the proposed plans to introduce pay and display parking.

Do you agree with introducing additional parking restrictions at Fiveways Junction to help manage parking displacement from other areas of the village?

(Choose any one option)

- Strongly Agree
- Agree
- Disagree
- Strongly disagree

If you stated that you disagree or strongly disagree, please tell us why you don't agree with the proposed plans to implement further restrictions to address displacement of parking issues.

Do you agree with the proposal to introduce Pay & Display, permit parking, and pick-up/drop-off facilities in Church Road will help improve access and safety near the school and church?

(Choose any one option)

- Strongly Agree
- Agree
- Disagree
- Strongly disagree

If you stated that you disagree or strongly disagree, please tell us why you don't agree with the proposed plans to implement these new measures in Church Road.

Do you agree that the village would benefit from an out-of-centre off-street facility for coaches, minibuses and cars to help resolve parking challenges and improve traffic flow? If you prefer a scheme for coaches only or cars only, please outline this in the box below.

(Choose any one option)

- Strongly Agree
- Agree
- Disagree
- Strongly disagree

If you stated that you disagree or strongly disagree, please tell us why you don't like the idea of an out-of-centre managed car park.

Do you agree that installing electric vehicle charging points would improve parking facilities and support sustainable travel in Bibury?

(Choose any one option)

- Strongly Agree
- Agree
- Disagree
- Strongly disagree

If you stated that you disagree or strongly disagree, please tell us why you don't agree with the proposed plans to introduce EV charging facilities.

Do you agree that the proposals outlined above are likely to improve safety, traffic flow, and parking in the village for residents, parents, and businesses?

(Choose any one option)

- Strongly Agree
- Agree
- Disagree
- Strongly disagree

If you stated that you disagree or strongly disagree, please tell us why you don't agree with the proposed plans to implement these new measures

Do you support a reduction in the speed limit through the village?

(Choose any one option)

- Keep existing speed limits
- 30 MPH limit
- 20 MPH limit

Do you have any additional feedback you would like to share regarding the proposals?

Equality questionnaire for use at engagement events

Some information about you

The following questions are to ensure we take the views and needs of differing people into consideration and to understand your responses to the previous questions a little better. It is a legal requirement for us to ask these questions, but you are not obliged to answer any you do not wish to. The data acquired is used for this engagement only and cannot be used to identify you.

How old are you?

(Choose any one option)

- 16-17
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65-74
- 75+
- Prefer not to say

What is your sex?

(Choose any one option)

- Male
- Female

Is your present gender identity the same as when you were born?

(Choose any one option)

- Yes
- No
- Prefer not to say

If you responded 'no' to the above question, please state which gender you were born with:

(Choose any one option)

- Male
- Female

What gender do you identify as?

(Choose any one option)

- Male
- Female
- Another gender - please identify:

Which of the following terms best describes your sexual orientation?

(Choose any one option)

- Asexual
- Bisexual
- Gay man
- Gay woman
- Lesbian
- Heterosexual or straight
- Prefer not to say
- Other – please identify:

Which race or ethnicity best describes you?

(Choose any one option)

- Arabic
- Asian/British Asian: Bangladeshi
- Asian/British Asian: Chinese
- Asian/British Asian: Indian
- Asian/British Asian: Pakistani
- Asian/British Asian: Other
- Black/British Black: African
- Black/British Black: Caribbean Mixed
- Race: Black & White
- Mixed race: Asian & White
- Mixed Race: Black & Asian
- Mixed Race: Other
- Traveller: Gypsy or Roma
- Traveller: Irish
- White: British White:
- Irish
- White: European
- Prefer not to say
- Another race or ethnicity – please identify:

What do you consider your religion to be?

(Choose any one option)

- Buddhist Christian
- Hindu
- Jewish
- Muslim
- Sikh
- No religion
- Prefer not to say
- Other religion – please identify:

Further information can be found in our privacy notice

available at <https://www.goucestershire.gov.uk/council-and-democracy/data-protection/service-specific-privacy-notices/>.

Appendix B – Frequently Asked Questions

Bibury Informal Public Consultation - FAQs
(Updated 14th November 2025)

Question	Response
Can GCC restrict large coaches?	<p>There are currently no traffic restrictions that allows the council to prohibit coaches. The only enforceable restriction would be a “local buses only” rule. However, this would also prevent school buses and mini-coaches from accessing the village and surrounding roads, which is not practical.</p> <p>Implementing a coach restriction that requires enforcement would necessitate starting the restriction at the nearest diversion points (see map below) as there must be a sensible escape route. This approach would affect a wide area.</p> <p>To enforce a ban on all vehicles except local bus services, Automatic Number Plate Recognition (ANPR) systems would need to be installed at four locations (indicated on the map) and due to power supply challenges and prohibitive costs, this isn’t deemed a sensible option.</p>
Can GCC put a structural weight limit on the bridge?	<p>GCC do not have powers to enforce a structural weight limit, this offence is managed by the police.</p> <p><i>Please note: Our Highways Structural Team is currently conducting assessments, and their findings will be shared in due course.</i></p>
Why does GCC need to install Pay and Display Parking?	<p>Since May 2025, Gloucestershire County Council (GCC) has significantly increased parking enforcement in the village to help manage traffic, reduce congestion, and improve safety for residents and visitors.</p> <p>This enhanced enforcement is currently subsidised by around 40%, meaning that other areas of the county are paying for this additional enforcement.</p> <p>To keep these higher levels of enforcement in place, additional income is needed - and introducing Pay & Display (P&D) parking provides that solution. Without P&D, we would not be able to maintain the current level of enforcement.</p>

	<p>Our goal is for visitors to contribute towards the cost of this improved service, which is why we've introduced concessions for residents to ensure fairness and support for the local community.</p>
<p>Why is permanent enforcement needed?</p>	<p>Permanent parking enforcement is essential to keep Bibury safe, accessible, and enjoyable for everyone.</p> <p>The village attracts a high number of visitors, which can lead to congestion, illegal parking, and safety risks for pedestrians and residents.</p> <p>Consistent enforcement helps:</p> <ul style="list-style-type: none"> • Reduce congestion and keep traffic flowing smoothly. • Protect pedestrian safety, especially in busy tourist areas. • Ensure emergency access for services when needed. • Preserve the character of the village by preventing inappropriate parking on verges and historic areas. <p>Without ongoing enforcement, these issues quickly return, impacting both residents and visitors. The council is unable to use cameras to enforce parking restrictions as this is not permitted in the legislation.</p> <p>Bus stop clearways can be enforced with cameras, however, due a lack of available power supply this is not possible and therefore it is proposed permanent enforcement personnel should remain.</p>
<p>Will residents be exempt from Pay and Display Parking?</p>	<p>We are consulting on views to whether a "Parish Permit" could work within the village designed to support local residents.</p> <p>For a small annual fee, residents living within a defined area would be able to use Pay & Display parking for up to two hours per day at no extra cost.</p> <p>This approach ensures that those who live in the village can continue to park conveniently, while still helping to fund the enhanced parking</p>

	<p>enforcement that benefits the whole community. The scheme is intended to strike a fair balance between maintaining accessibility for residents and ensuring visitors contribute to the costs of managing parking and traffic in Bibury.</p>
Why do residents have to pay for permits and for parking?	<p>Parking legislation requires that all schemes operate on a full cost recovery basis. This ensures fairness and consistency across the county, so that areas without parking schemes are not subsidising those that do.</p>
Are GCC proposing an off street car park?	<p>GCC is not proposing an off-street car park as part of these current plans. However, we are keen to understand community views on whether such a facility would be welcomed if an opportunity arises in the future.</p>
What is the “Bibury One” Stakeholder Group and who is involved?	<p>The Bibury One Stakeholder Group is a newly formed group (one meeting held) designed with the primary aim of bringing together representatives from the three existing individual stakeholder groups that have been engaging with us since April 25 on potential solutions for Bibury:</p> <ul style="list-style-type: none"> • The Business Group • The Coach and Tour Operator Liaison Group • Bibury Parish Council <p>Each of these groups has nominated representatives to ensure a breadth of local perspectives. In addition, the forum includes participants from Gloucestershire County Council (GCC), Gloucestershire Police, CotswoldPlus Local Visitor Economy Partnership, and Cotswold District Council.</p> <p>The first meeting took place on 16th October 2025 and the group is expected to evolve as it moves forward. The group's purpose is to provide a space for constructive dialogue, coordination, and shared understanding between the various interests in Bibury.</p> <p>It's important to note that Bibury One is not a decision-making body. It has no powers to bypass council governance requirements or highway</p>

	<p>legislation regarding public consultation. Rather, it serves as an extension of the existing liaison groups, bringing them together in a more cohesive and collaborative way. The name “Bibury One” has, in some cases, caused confusion; however, it simply reflects the intention to unite the existing stakeholder groups into a single, coordinated forum for ongoing discussion.</p> <p>What are the benefits?</p> <p>The aim of this group is to give residents, businesses, and interested parties a stronger, unified voice. It ensures that decisions about traffic, parking, and visitor management are informed by local knowledge and priorities. By fostering collaboration, the group can help in developing practical, community-led solutions that balance the needs of residents and visitors while preserving the village’s character and quality of life.</p> <p>The minutes from the first meeting and draft Terms of Reference are available here: https://www.goucestershire.gov.uk/parking/permit-information/bibury-traffic-management-plan/. The next meeting will be held on Wednesday 19th November - if residents have comments they would like to be raised at this group, please email BiburyTRO@goucestershire.gov.uk.</p>
How long will the process take?	<p>Timeline:</p> <ul style="list-style-type: none"> • Informal consultation until 3rd December • Formal consultation early 2026 • Formal decision spring 2026 • Implementation by late May bank holiday (subject to successful public consultation).
Are GCC anti-tourism in Bibury?	<p>No. Gloucestershire County Council (GCC) acts impartially, ensuring that all community views are heard and considered. Our role is to support every stakeholder fairly and transparently. We recognise that tourism is a vital contributor to the local economy, and GCC fully acknowledges its importance while balancing the needs of residents, businesses, and visitors. We are committed to working collaboratively with the community to develop solutions that reflect local priorities and deliver long-term benefits for Bibury.</p>

Who is funding this?	This initiative is designed as an “invest-to-save” scheme, which must achieve cost neutrality within three years. To ensure long-term improvements and effective enforcement, Pay & Display (P&D) is a necessary component for the project to progress.
Why do the plans jump from page 1 – 3	Page 2 of the plans referred to reduced 20mph speed limit restrictions. This is no longer part of the current parking consultation because the Parish Council have applied directly for this Countywide initiative. Further information is available at www.goucestershire.gov.uk/road-initiatives

