

Divisions Affected – Abingdon East; Abingdon North; Abingdon South

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

22 JANUARY 2026

ABINGDON: CENTRE EAST – PROPOSED PARKING MEASURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of 'No Waiting at Any Time' (Double Yellow Lines) on sections of Audlett Drive, Jackman Close, Magnette Close, Penlon Place, and Quakers Court in Abingdon, as advertised.**
- (b) Approve the amended proposals for Radley Road, from 'No Waiting at Any Time' (Double Yellow Lines) to instead introduce 'No Waiting Monday to Saturday 8am-6pm' (Single Yellow Lines).**

Executive Summary

2. This report presents responses received to a statutory consultation on proposed double yellow lines in the Abingdon Centre East area as shown in **Annex 1**, and again in more detail in **Annexes 7a to 7c**.
3. Further to requests from residents in the Abingdon area, an informal consultation exercise was carried out in November 2024, which aimed to gauge the views of local communities on the potential for new parking schemes to be brought forward.
4. The responses and feedback provided from the 2024 consultation have aided in the development of a proposed parking scheme for the 'Abingdon Centre East' area – which has been done in collaboration with the local County Councillor.

Corporate Policies and Priorities

5. In the newly adopted 'Oxfordshire Strategic Plan 2025-2028' the County Council has ambitious plans to create a greener, fairer and healthier Oxfordshire. This

includes objectives to “Create better spaces for residents and visitors in our town centres.” (*Greener Oxfordshire*).

6. The Strategic plan sets out that the County Council will continue to roll out our Local Transport and Connectivity Plan (LTCP), which aims to cut carbon emissions from transport. This means encouraging people to use public transport, cycling and walking instead of driving.
7. The LTCP sets out that the management of parking is an effective way to tackle congestion and its negative consequences. It is also an essential factor affecting the convenience and subsequent attractiveness of different transport modes.
8. In addition, our adopted Network Management Plan (2023-2028) sets out how our parking policies will support and link in with the ambitious transport goals by:
 - (a) Managing kerb side space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking.
 - (b) Promoting the introduction of resident parking zones to improve the lives of residents and to encourage use of public transport by cutting down on opportunities for commuter parking.

Financial Implications

9. The proposals are being funded through an allocated capital budget to review and introduce Controlled Parking Zones in the County. There are no additional pressures on new budgets or resources to deliver the amendments.

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 relevant legislation.
11. The scheme has been promoted by the County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

12. There are no negative staff implications, with the design & appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

13. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.
14. Officers confirm that 'Blue badge' holders can park with a valid badge on display within limited waiting/ permit holder parking bays without time limit or restriction, and on single/double yellow line parking restrictions (providing a loading/unloading ban is not in force) for up to a maximum of three hours.
15. Additionally, the County Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant and will provide additional parking capacity for any holder of an authorised current blue badge.

Sustainability Implications

16. The proposals are being put forward to ensure that the existing permit parking areas remain fit for purpose, which continue to serve the needs of residents and the local community.

Risk Management

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

Formal Consultation

18. Formal consultation was carried out between 12 November and 12 December 2025. A notice was published in the Oxfordshire Herald Series newspaper, and 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, Vale of White Horse District Council, local District Cllrs, Abingdon Town Council, and the local County Councillors representing the Abingdon East, Abingdon North, and Abingdon South divisions.

19. Letters were sent directly to approximately 587 properties in the immediate vicinity (including a copy of the plan & details on permit eligibility and costs), public notices were also displayed on site at various locations within the area. Additionally, the Town Council and local Cllrs (County, District, etc..) were all encouraged to use the information provided to publicise the proposals locally amongst their residents as necessary.
20. During the course of the formal consultation, 86 responses were received via the online survey, where 72 identified as local residents, nine as a member of the public, one as a Local Councillor, one as part of an organisation, and two others.
21. In terms of the overall view on the proposed parking scheme in the area, majority of those that wrote in are in favour of the schemes, but there were a lot of comments received with relation to the proposals for Penlon Place and Radley Road. The charts shown in **Annex 2** show the feedback received on a road-by-road basis.
22. Further tables shown in **Annex 3** provide details of the most common themes & concerns, which have been summarised from the public feedback.
23. The County Councillor for Abingdon South and Abingdon East were contacted by officers after the close of the consultation for their comments. The County Councillor for Abingdon East responded as follows:

"I am supportive of these proposals to stop obstructive parking. Some of these roads are very narrow and it is not possible to park on them without using pavements and obstructing traffic/pedestrians.

The Radley Road proposal is in part responding to comments from bus companies that this area of Abingdon sees a 21% worsening in journey times during peak weekday periods, and we need to improve this to ensure the sustainability and performance of the bus network in Abingdon. As this proposal is coming forward partly because of bus company comments, if this proposal is approved, please can we secure a commitment from them that they will monitor and feed back to us their performance in this area so we can track if journey times have improved as they'd predicted they will

Please can we also secure a commitment from the parking enforcement team that if any new double yellow lines are installed, they see some monitoring early on in their installation, as a frequent piece of feedback I receive from residents is that areas are not monitored as they should be.

Thank you for your work on this."

24. The County Councillor for Abingdon South has not responded prior to the report being finalised. They have the opportunity to speak at the public meeting.
25. Thames Valley Police submitted a non-objection to the scheme.

26. Oxford Bus Company & Thames Travel are in favour of the proposed scheme on Radley Road and Audlett Drive. They submitted the following representation during the consultation:

“Oxford Bus Company and Thames Travel are strongly supportive of the proposed introduction of double yellow lines on Radley Road and Audlett Drive. Parked vehicles on these sections of road regularly cause delays to our services 35 and 41, in particular around the Our Lady's Abingdon area. We believe these proposals will improve journeys for bus passengers through reduced delays and faster, more reliable services.”

27. A further 13 email responses were received from residents within the Abingdon Centre East area. Six responses were generally supportive – with some of these requesting additional double yellow lines on either Quakers Court or Thames View. The remaining responses were from residents of Penlon Place, Radley Road and Jackman Close, who raised objections to the scheme and some requested alternative restrictions (single yellow lines or resident permit parking).

28. The full responses are shown in **Annex 4**, 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

a) General feedback to the proposals:

29. The most frequent suggestion was that permit parking is required instead (11).

30. There is strong support for introducing double yellow lines to improve road and pedestrian safety and assist with traffic flow (nine).

31. Some respondents are concerned that house prices will be negatively impacted by the proposed changes (four).

32. Several comments highlight that HGVs should not be allowed to cut through Abingdon, and that developers should be required to provide more parking spaces for new developments (three each).

33. Other suggestions include making Council car parks more accessible and affordable (three), considering 2-hour free parking in the Town Centre and car parks (three), and installing speed cameras (two).

34. Additional points raised—each with one comment—include converting Our Ladys Abingdon (OLA) School to a car park, enforcing existing restrictions, extending park free zones along Radley Road, ensuring residents have 24/7 parking access, concerns about the scope of the informal consultation, the need for park and ride facilities, and fairness for residents without off-street parking.

Officer response

35. When considering a permit parking scheme for an area, one of the key factors is whether there is sufficient kerb capacity to accommodate the properties who would be eligible for a permit. This option was considered for the Abingdon Centre East area, but it was not deemed possible as double yellow lines are necessary at a lot of locations to assist with road safety, visibility, accessibility, pedestrian safety etc. Furthermore, a lot of the properties can accommodate their vehicles off street (driveway, garage etc).
36. Officers confirm that if this scheme is approved, it will be monitored for a period of 12 months to see if any amendments are required.
37. There is no evidence to suggest that double yellow lines negatively impact house prices. There are advantages to such schemes which could be attractive to some residents in that they benefit the street scene and improve road safety.
38. The HGV route and planning permission for new developments does not come under the scope of this scheme, however these comments will be passed onto the team that deal with HGV strategy and also Planning.
39. The County Council is only responsible for parking on the public highway and therefore cannot assist with any car parks that do not fall under this scope. However, the comments will be fed back to the District Councillors and relevant entities for their consideration.
40. The suggestion to introduce free 2-hour parking in Abingdon Town Centre falls outside the scope of this report. However, in response to the suggestion, officers would advise that in areas where demand for parking is high (e.g. Town Centres), the imposition of parking charges acts to manage the turnover of spaces, aids enforcement and encourages more sustainable modes of transport. For these reasons there are no plans to remove charges for on-street parking in Abingdon Town Centre.
41. Requests for speed enforcement, including the use of speed cameras need to be sent to the police, as the County Council have no powers to enforce speed limits. This can be done via the Thames Valley Police website.
42. The request to convert the existing OLA site to a car park and park and ride facilities, falls outside of the scope of this scheme but will be passed onto the relevant entities for consideration.
43. With regards to the comment to extend park free zones along Radley Road, it is assumed that this is a request for additional restrictions to prevent vehicles from parking at this location. As with all our schemes, if this scheme is approved it will be monitored for a period of 12 months to see if any amendments are needed or a phase 2 scheme is required.

44. When designing this scheme, Officers noted that majority of properties have access to off street parking and therefore the reliance on the public highway should be minimal. Furthermore, whilst the informal consultation did ask questions regarding a residents parking scheme, other questions were also asked, for example the effectiveness of existing restrictions and whether more of these are required.

b) Operational elements of the scheme:

45. The main concerns raised include the negative impact on residents and visitors (16), as well as worries about displacement parking and the resulting congestion and safety issues, particularly near schools (13).

46. There are also notable comments about the scheme's negative effects on tradesmen (11) and the elderly (eight). Additional points mention the impact on deliveries (four) and carers (four).

Officer response

47. As stated previously, when designing this scheme, it was clear that a lot of properties have access to off street parking. Whilst the scheme may cause some disruption for visitors, it is still deemed necessary as vehicles are currently parking on junctions, bends, causing road safety concerns for pedestrians and road users. Also, traffic flow is being impacted delaying bus journey times. If approved, the scheme will be closely monitored to understand the impact and whether any further amendments are required.

48. Parking suspensions can be applied for in certain circumstances if works need to be undertaken for a property, however there is a charge for this. Furthermore, blue badge holders can park for free on single yellow lines and double yellow lines, as long as their badge and time clock is on display. Delivery drivers can also park on these restrictions for up to 10 minutes to load and unload goods.

c) Comments relating to the proposals on Audlett Drive:

49. The majority of comments for this location stated the restrictions are needed for driver and pedestrian safety (four), however one respondent has stated that there are no parking issues (one).

Officer response

50. The number of respondents in favour of these recommendations outweighs those that are against it. It is apparent from the informal consultation and the statutory consultation that restrictions are required at this location to assist with road safety and visibility issues.

d) Comments relating to the proposals on Jackman Close:

51. Most respondents believe that restrictions are needed for road safety (four), while some feel that no restrictions are required (two). There are also

suggestions to extend the proposed restrictions to the T-junction (two) and concerns about displacement parking in Jackman Close (two).

52. Additional comments include requests to extend double yellow lines to the entrances of the flats (one), review and add restrictions at the T-junction (one), and consider a resident permit scheme instead (one).

Officer response

53. Whilst there is mixed feedback for the proposed double yellow lines on the junction of Jackman Close, more respondents are in favour of the restrictions and in line with the Highway Code, vehicles should not be parking within 10m of a junction. This location was also highlighted during the informal consultation as an area where vehicles are parking obstructively and this was also observed by Officers during site visits that were undertaken when the scheme was being designed.
54. Any additional restrictions cannot be considered within this scheme but as stated previously, if approved the scheme will be monitored to see if further revisions are required.

e) Comments relating to the proposals on Magnette Close:

55. Two respondents have stated the proposed restrictions are needed.

Officer response

56. The comments supporting this scheme have been noted and it is recommended that double yellow lines are introduced to this location.

e) Comments relating to the proposals on Penlon Place:

57. Most flats in Penlon Place only have one parking space but two cars, and there are only two laybys for visitor parking; additional restrictions would further reduce available parking (10).
58. Some respondents believe restrictions are needed on safety grounds (four). Furthermore, permit parking should be considered as an alternative on this road (three).
59. It is noted that Penlon Place is a no-through road and does not impact traffic flow (two), and single yellow line restrictions are suggested instead of double yellow lines (one).
60. Additional comments include the impracticality of parking elsewhere and walking to Penlon Place (one), and a suggestion to remove the raised hump to allow more parking (one).
61. There are concerns that double yellow lines around the island are unnecessary and could make refuse collection difficult as vehicles will then

park directly outside of the houses (one), while others feel double yellow lines are only needed near blocks 1 & 2 to prevent displacement parking from Radley Road (one), one comment states there are no parking issues (one).

Officer response

62. Double yellow lines have been proposed on junctions, bends, areas where it would obstruct manoeuvrability, accessibility or negatively impact on the traffic flow. Therefore, whilst it is appreciated that these restrictions will reduce parking capacity at this location, they are required in the interest of road safety. This has been further supported by comments received by some residents of this road.
63. Permit parking is not a viable solution as restrictions have been proposed where vehicles should be parking and there is not adequate capacity remaining to propose a permit parking scheme, in comparison to the number of properties at this location.
64. Whilst Penlon Place is a no through road, parking obstructively can impact access not only for residents but also for emergency vehicles, refuse collectors and delivery drivers. Furthermore, it is not recommended to amend the proposed double yellow lines to single yellow lines as these areas need to be free of parked vehicles at all times.
65. The removal of the raised hump is outside of the scope of this scheme but will be passed onto the relevant team for consideration.
66. If approved, this scheme will be closely monitored to understand the impact and assess if further amendments are required.

e) Comments relating to the proposals on Quakers Court:

67. There is support for the scheme due to concerns about parking with the new development in the Old Maltings (five). Furthermore, requests have been made for additional double yellow lines on Quakers Court to address worries about displacement parking (five).

Officer response

68. The comments received in favour of the proposed scheme have been noted. Requests for additional restrictions cannot be considered within this scheme but as stated previously, if approved the scheme will be monitored to see if further revisions are required.

f) Comments relating to the proposals on Radley Road:

69. Many respondents believe the scheme is needed for pedestrian safety, road safety, and to assist with the flow of traffic (five). There is equal support for the scheme to assist with public transport (five).

70. Some suggest that a permit parking scheme should be considered instead (four), and there are concerns that spaces are being removed without reallocation, referencing Section 122 of the Road Traffic Regulation Act 1984 (four).
71. Several comments highlight the loss of essential parking for residents (four), and a lack of evidence to justify the proposals (three).
72. Others worry that introducing the scheme will remove natural traffic calming (three), and some state there are no parking issues (three).
73. Additional points include the impact on the local church (two), benefits for refuse collectors (two), and suggestions to defer the decision for 12 months due to ongoing works and the closure of OLA (two).
74. Less frequent comments mention that only one minor incident has occurred in the last 10 years (one), OLA's closure will reduce traffic (one), buses are being prioritized over residents (one), the scheme is based on an outdated consultation (one), a single yellow line restriction should be considered (one), questions about whether a road safety assessment has been done (one), and photographic evidence showing no obstructive parking (one).

Officer response

75. When designing a scheme for this location it was apparent that the parked vehicles were causing an obstruction for buses. Therefore, the solution would have to involve the removal of these vehicles from this area. As a result, a permit parking scheme was not considered as an option.
76. Although the Road Traffic Regulation Act 1984 (section 122) refers to provision of suitable and adequate parking on the highway, this is in balance to having due regard to matters including the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles. Following representation from the bus operators and local Councillors, officers have developed proposals which align with the objectives of the LTCP to aid in bus journey times.
77. Radley Road have access to off street parking. Whilst the restrictions will reduce the parking directly outside their properties, the flow of traffic has also been observed, and measurements have been taken to check the width of the road. It has been observed with the current parking arrangement, two average sized cars can pass one another safely, however a car and a larger vehicle such as a bus cannot pass. Buses are currently having to wait for oncoming vehicles to pass before they go.
78. The width of this road is 6m, an average car parking space is 2m wide, so if parking was permitted at this location, there would be 4m remaining. A bus is on average 2.5-3m wide and therefore it is essential that vehicles are not parked at this location to assist the flow of traffic and improve bus journey times.

79. Officers have liaised with the Road Safety Team to understand if they would have any concerns if the restrictions were introduced and they stated the following:

“While it is true that parking can reduce speeds and for this scheme it may well be that average speeds increase a little, parking also presents risks including masking pedestrians crossing, presenting a hazard in particular to cyclists if a car occupant opens their door into the path of a cyclist etc. , increases the risk of shunt type and head on conflicts and presenting an obstructing of visibility for vehicles turning from a side road junction

For the proposals as shown I am as confident they should reduce overall risks; and to add from the many schemes where we have removed parking in similar settings, there has not been a negative impact on safety.”

80. The Church has their own car park which can be utilised by visitors. Furthermore, whilst the closure of OLA will impact the highway, there are still other factors that are contributing to the pressure on the highway such as residents and those visiting the Church.

81. Our records show that there has been one reported accident in the past five years, involving a slight injury to a pedestrian crossing the road. Also, road safety audits are not typically undertaken for parking schemes, however as stated previously, we have discussed this scheme with the Road Safety Team who haven't raised any concerns.

82. Although a comment has been received stating buses are being prioritised over residents and the scheme is based on an outdated consultation, this scheme also supports the objectives of The Local Transport and Connectivity Plan 2020-2050 (LTCP). The LTCP sets out the County Councils vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive whilst protecting the environment and making Oxfordshire a better place to live for all residents.

83. Policy 1 presents the County Councils Road User Hierarchy which places more importance on schemes that prioritise public transport, walking and cycling above other motorised vehicle modes (cars, vans lorries).

84. The bus strategy within the LTCP makes it clear that effective and efficient bus networks are vital for the financial, environmental and social health of Oxfordshire's communities. They are crucial to delivering the outcomes associated with the key themes of the LTCP.

85. Policy 18 (d). sets out that the County Council will seek to make the bus a natural first choice through development of infrastructure and network management measures which give priority over the private car and improve journey speeds.

86. Furthermore, the Local Cycling and Walking Infrastructure Plan (LCWIP) for Abingdon contains future proposals for this location, to remove the centre line

and provide wide advisory cycle lanes supported by double yellow lines for the full length of the route. The Place and Planning team also provided the following comment:

“We do not have funding or any realistic potential timeframes for this unfortunately, but I can confirm that your scheme would not negatively impact the LCWIP proposal, it would in fact go some way towards delivering it. Even if the LCWIP scheme wasn’t delivered, your proposal would likely improve the situation for on-carriageway cycles as it would reduce the pinch points created by on-street parking and would remove the chance of a cycle being hit by a car occupant opening a door.”

87. Following this consultation, further discussions have been had with the bus companies to understand if there is a middle ground with the proposed restriction. It is clear parking restrictions are required at this location, but the conversation was had to ascertain whether these could apply on certain days and at certain times as opposed to 24/7. The bus company responded as follows:

“Thanks for reaching out on this. You are right that the closure of OLA from September 2025 has improved things somewhat in the area. The worst time of day for us at this location is between 1400 and 1700 on Mondays to Fridays when we see running time worsen by around 21%. So, if we could see restrictions in place during that period in particular, that would be much appreciated, and I think we could live without the restrictions at other times.”

88. Officers have taken into account the above, as well as the objectives of the LTCP and LCWIP, bus operational times (they run Monday to Sunday at all times), all comments received by residents of Radley Road and timings of neighbouring restrictions. Therefore, it is being recommended to amend the proposal for the introduction of double yellow lines at this location, replacing this with a single yellow line restriction that applies from Monday to Saturday between 8am-6pm. This would provide parking for residents in the evenings/overnight, as well as on Sundays, also assisting those visiting the local Church.

g) Comments relating to the proposals on Thames View:

89. One respondent has stated the whole left side of Thames View should have double yellow lines on road safety grounds (one).

Officer response

90. The majority of this road already has double yellow lines, only a small section of the road is unrestricted on one side only. The road width at this location is 7m showing there to be ample room for two-way traffic. This is a standalone comment with no other requests for this during the informal or formal consultation, however if this scheme is approved, we will monitor the impact and assess if any amendments are required.

h) Comments relating to the proposals on The Vines:

91. Permit parking should be considered as an alternative to this scheme (one).

Officer response

92. We cannot consider a permit parking scheme for this location due to insufficient kerb capacity vs the number of properties that would be eligible to purchase a permit.

Paul Fermer
Director of Environment and Highways

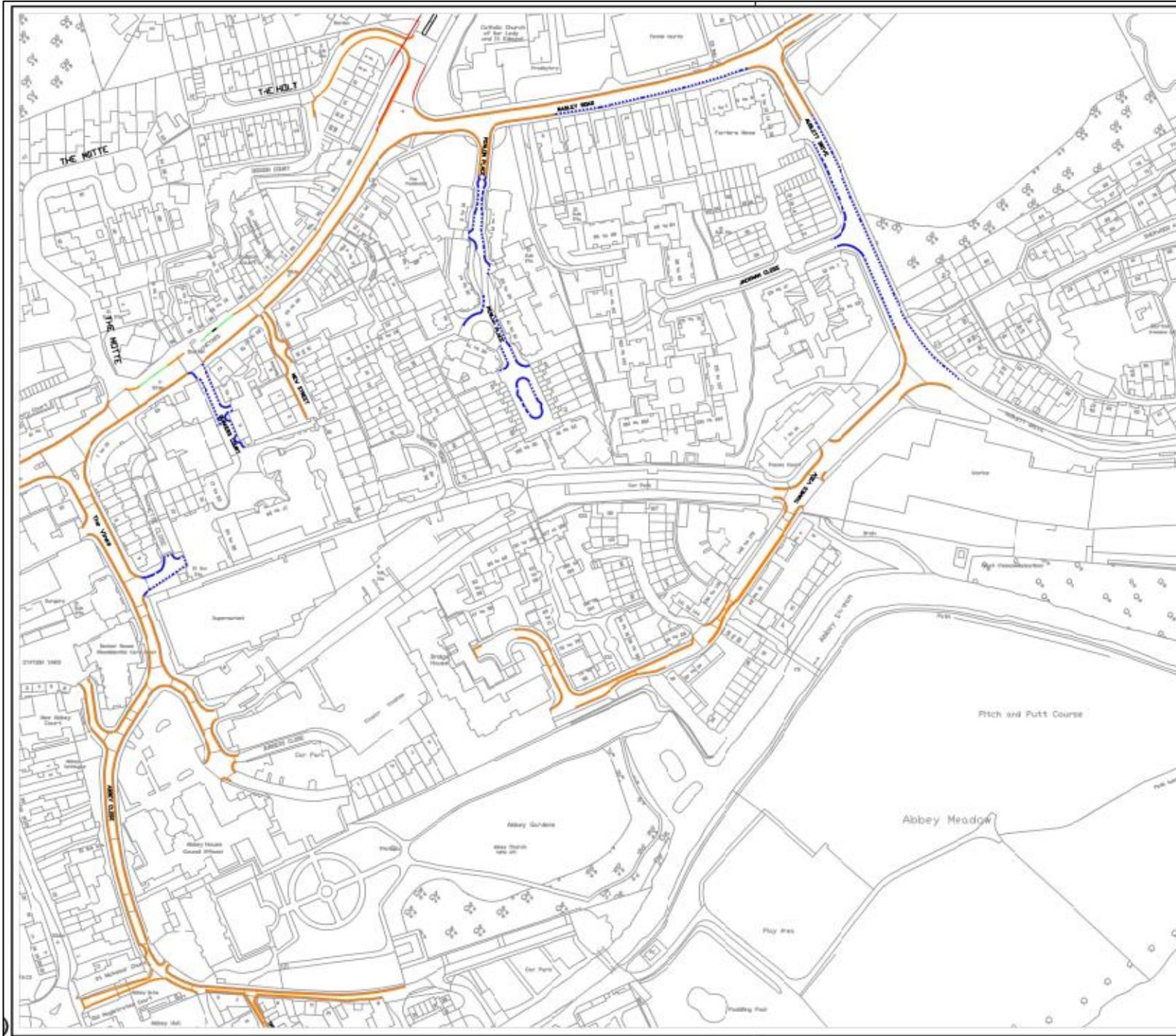
Annex(es): Annex 1: Consultation plan
Annex 2: Response summary charts
Annex 3: Response summary tables
Annex 4: Consultation responses (*separate document*)
Annex 5: Detailed consultation response (*separate document*)
Annex 6: Equality Impact Assessment
Annex 7a-c: Detailed plans

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

Contact Officer(s): James Whiting (Team Leader – Parking Schemes & TROs)

January 2026

ANNEX 1



Drawing No.

Key:

- Existing double yellow lines
- - - Proposed double yellow lines
- - - Existing limited waiting bays
Monday-Saturday, 8am-6pm, 30
minutes. No return within 1 hour

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDOUSNESSES NORMALLY ASSOCIATED WITH THE TYPES OF WORK
DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT PENDULANT RISKS

CONSTRUCTION

CENTER 'NONE' IF APP.ENABLED

MANTENANCE/CLEANING

CENTER 'NONE' IF APP.ENABLED

USE

CENTER 'NONE' IF APP.ENABLED

DECOMMISSIONING/DEMOLITION

CENTER 'NONE' IF APP.ENABLED

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title

CIL Projects 25/26
Vale of White Horse

Drawing title

Parking Scheme
Centre East, Abingdon
Consultation

Drawing Status

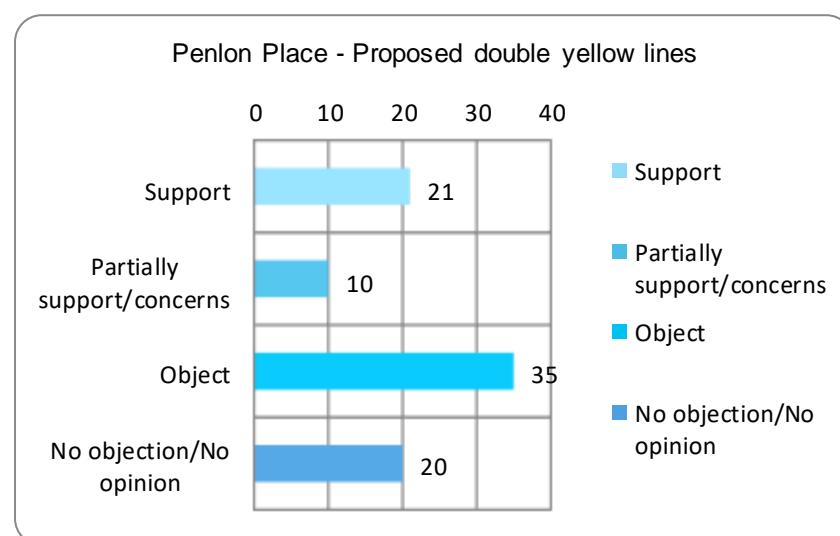
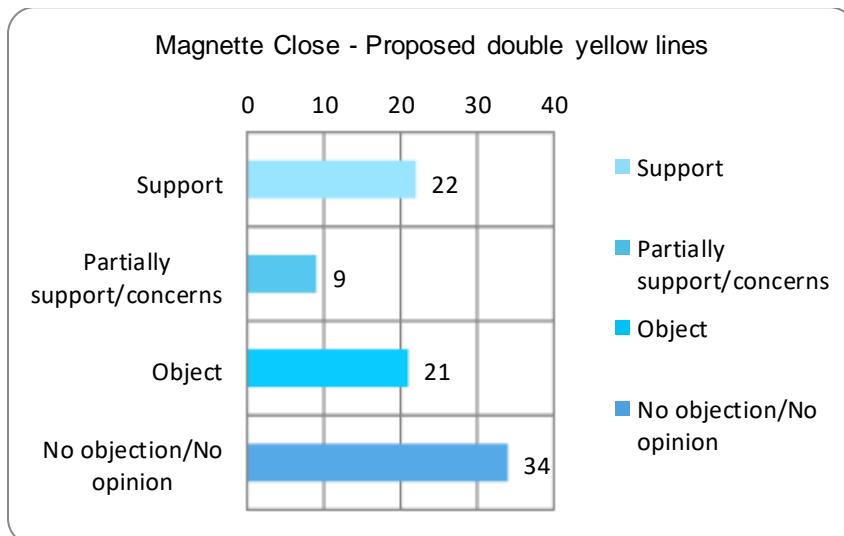
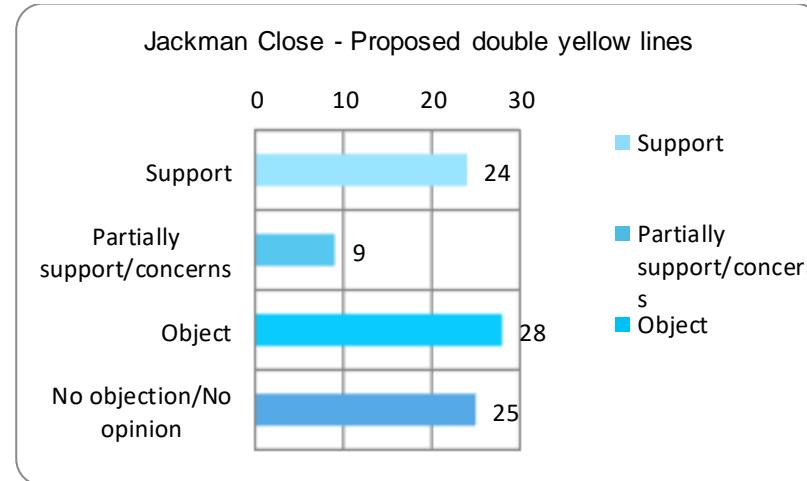
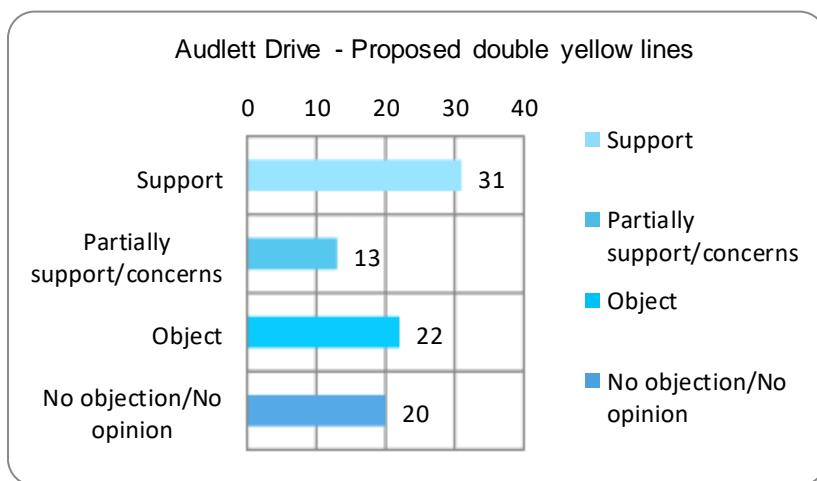
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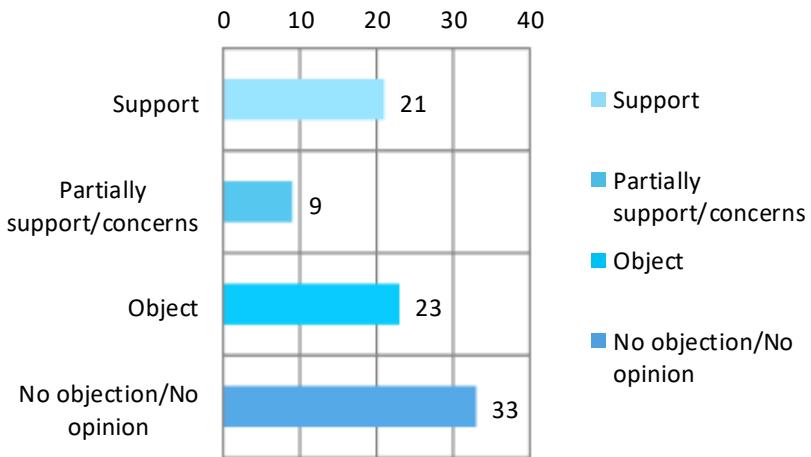
Date drawn Date checked Date approved

Oxfordshire Project No. & File Ref.

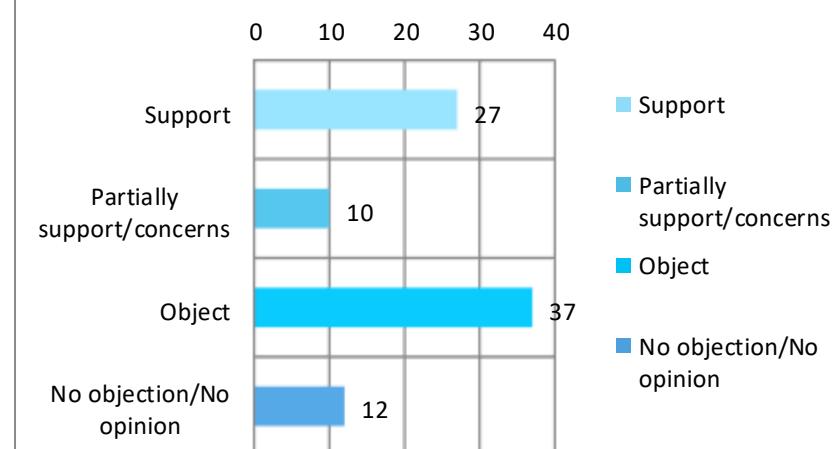
Drawing No. CIL/25-26/AB/CE/01 Revision 0



Quakers Court - Proposed double yellow lines



Radley Road - Proposed double yellow lines



ANNEX 3

GENERAL COMMENTS	No. COMMENTS
Permit parking is required instead	11
Support the double yellow lines – needed for road safety, pedestrian safety and to assist with traffic flow	9
House prices will be negatively impacted	4
HGVs should not be allowed to cut through Abingdon	3
Developers should be forced to allow additional car parking spaces for new developments	3
Council car parks need to be made more accessible affordable	3
2-hour free parking should be considered in the Town Centre and in car parks	3
Speed cameras are required	2
Convert Our Ladys Abingdon (OLA) School to a car park	1
Existing restrictions need enforcing	1
Consider extending park free zones further along Radley Road	1
Residents should be access to parking 24/7	1
The informal consultation only asked about permit parking, not double yellow lines	1
Park and ride required	1
Unfair to put in restrictions where residents have access to no off-street parking	1

COMMENTS RELATING TO THE OPERATIONAL ELEMENT OF THE SCHEME	No. COMMENTS
Negative impact on residents and visitors	16
Concerns regarding displacement parking and the congestion/ safety issues this could cause in areas where there are schools	13
Impact on tradesmen	11
The scheme will have negative impact on the elderly	8
Impact deliveries	4
Impact on carers	4

COMMENTS RELATING TO AUDLETT DRIVE	No. COMMENTS
Restrictions are needed for driver and pedestrian safety	4
There are no parking issues	1

COMMENTS RELATING TO JACKMAN CLOSE	No. COMMENTS
Restrictions are needed for road safety	4
No restrictions are required	2
Would like the proposed restrictions extended to the T junction	2
Concerns regarding displacement parking in Jackman Close	2
Extend the double yellow lines to the entrances of the flats	1
Review the T junction and place additional restrictions there	1
Would like a resident permit scheme to be considered instead	1

COMMENTS RELATING TO MAGNETTE CLOSE	No. COMMENTS
The proposed restrictions are needed	2

COMMENTS RELATING TO PENLON PLACE	No. COMMENTS
Most flats only have 1 space but 2 cars and there are 2 laybys for visitor parking. Additional restrictions will reduce this even further	10
Restrictions are needed on safety grounds	4
Permit parking should be considered instead	3
This is a no through road and therefore doesn't impact traffic flow	2
Single yellow line restrictions should be considered instead	1
It is not practical to park elsewhere and walk to Penlon Place	1
Remove raised hump to allow additional parking	1
Double yellow lines are not needed around the island, it will force residents to park in front of their houses, making it difficult for refuse collectors to manoeuvre	1
Double yellow lines are only needed near blocks 1 & 2, up to where the iron bollards start. This will stop displacement parking from Radley Road	1
No parking issues	1

COMMENTS RELATING TO QUAKERS COURT	No. COMMENTS
Support the scheme due to concerns regarding parking with the new development in the Old Maltings	5
Requested additional double yellow lines on Quakers Court due to concerns regarding displacement parking	5

COMMENTS RELATING TO RADLEY ROAD	No. COMMENTS
Scheme is needed for pedestrian safety, road safety and to assist with the flow of traffic	5
Scheme is needed to assist with public transport	5
A permit parking scheme should be considered instead	4
Spaces are being removed and not reallocated, quoting Section 122 of the Road Traffic Regulation Act 1984	4
There will be a loss of essential parking for residents	4
There is a lack of evidence to justify the proposals	3
If introduced, this scheme will remove natural traffic calming	3
No parking issues	3
Removal of these spaces will impact the local Church	2
Scheme will assist refuse collectors	2
Decision should be deferred for 12 months as OLA is now closed, and works are being done on the A34 southbound slip road which will reduce traffic	2
There has only been 1 minor incident in the last 10 years according to Crash Map	1
OLA has closed so the traffic issues will reduce	1
Buses are being prioritised over residents	1
Scheme has been driven by consultation with only one stakeholder and is very much out of date	1
A single yellow line restriction should be considered instead	1
Query whether a road safety assessment has been done	1
Photographic evidence has been provided to showing this location at different times of the day, arguing no obstructive parking takes place here	1

COMMENTS RELATING TO THAMES VIEW	No. COMMENTS
The whole left side of Thames View should have double yellow lines on road safety grounds	1

COMMENTS RELATING TO THE VINES	No. COMMENTS
Would like permit parking instead	1



**Oxfordshire County Council
Equalities Impact Assessment**

ABINGDON CENTRE EAST – PROPOSED PARKING MEASURES

10/11/2025

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Section 1: Summary details

Directorate and Service Area	ENVIRONMENT AND HIGHWAYS – NETWORK MANAGEMENT
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	ABINGDON CENTRE EAST – PROPOSED PARKING MEASURES
Is this a new or existing function or policy?	Existing – the parking team already operate CPZs/Permit Parking Zones elsewhere in Oxfordshire, and measures to restrict and control car parking availability, including further use and expansion of CPZs, form part of the county's recently adopted Local Transport and Connectivity Plan and Central Oxfordshire Travel Plan.
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan (NMP) 2023-2028</p> <p>LTCP - We have ambitious plans to give residents more options for travel as outlined in our countywide Local Transport and Connectivity Plan. By supporting and encouraging active travel – walking and cycling – we can help improve people's health and wellbeing, reduce traffic congestion, and help address the climate crisis. In particular Policy 31:</p> <ul style="list-style-type: none"> a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. Continue to work closely with all stakeholders, partners, and communities to minimise the adverse impact of disruptions on the entire road network within Oxfordshire and beyond. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. <p>NMP – Builds on LTCP as an operational document to better manage the highway network, reduce traffic congestion by (in this case) better management of the on-street parking asset, providing parking surety for local communities, redirecting commuter parking to off-street facilities, creating an environment that encourages active travel by improving bus journey times and active travel modes.</p>

	With the introduction of Civil Parking Enforcement across the County in 2021, we are embarking on a series of parking reviews across the County to ensure that the right restrictions are implemented in the right places. These restrictions will then be actively enforced.
Completed By	James Whiting – Team Leader, TRO and Parking Schemes
Authorised By	Cathy Champion – Operations Manager (Civil Enforcement)
Date of Assessment	10/11/2025

Section 2: Detail of proposal

Context / Background Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.	Civil Parking Enforcement was decriminalised in 2021 and this opened up opportunities to review locations where additional parking measures may be required to assist with obstructive parking. Abingdon as major town in Vale of White Horse was in scope for this project and as such, we have consulted local stakeholders and residents for their opinions over wide area around the centre of Abingdon.
Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The proposals include no waiting restrictions. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor.
Evidence / Intelligence List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our	Prior to undertaking the public consultation, an informal consultation took place in November 2024 to understand the parking issues in the area. The majority of the residents who responded were in favour of a scheme. After this, a meeting was held with the County Councillors to discuss the outcome of the informal consultation, and a preliminary design was presented in line with the feedback that was received. They approved the scheme and requested that the County Council to progress with the statutory consultation.

ability to deliver our climate commitments.	
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The proposals have been developed in consultation with the County Councillors. The do-nothing option would likely result in the County Council continuing to receive complaints about the obstructive parking in the Abingdon Centre East area.</p>

Section 3: Impact Assessment - Protected Characteristics	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The removal of obstructive car parking from residential streets is expected to help improve the street scene and can make streets safer and more accessible for all road users including older people and children. No specific impacts identified.	A lot of residents have access to off street parking. In addition to this they can utilise parking on unrestricted roads in the vicinity.	OCC project team	Post implementation engagement including with Local Member

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Those with a disability may be more reliant on a car for mobility and/or require support from a professional carer or family or friends for daily care.</p> <p>Management of on street parking may impact on people reliant on care.</p> <p>The removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users including those with a mobility impairment including those who use a wheelchair or motorized scooter.</p>	<p>Blue badge holders can park on no waiting restrictions for up to 3 hours.</p>	OCC project team	Post implementation engagement including with Local Member
Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			

Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>Pregnant people and with infants may require home support from a medical or other professional who need to park on street.</p> <p>A reduction in non-resident parking and/or the removal of obstructive car parking from residential streets is expected help improve the street scene and can make streets safer and more accessible for all road users.</p>	<p>Emergency vehicles are permitted to park on no waiting restrictions. Furthermore, there are unrestricted roads in the area that can be utilised.</p>	OCC project team	Post implementation engagement including with Local Member
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			
Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			

Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified .			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			
Carers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			
Areas of deprivation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified .			

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified.			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified			
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No impact on social value within existing contracts.			

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

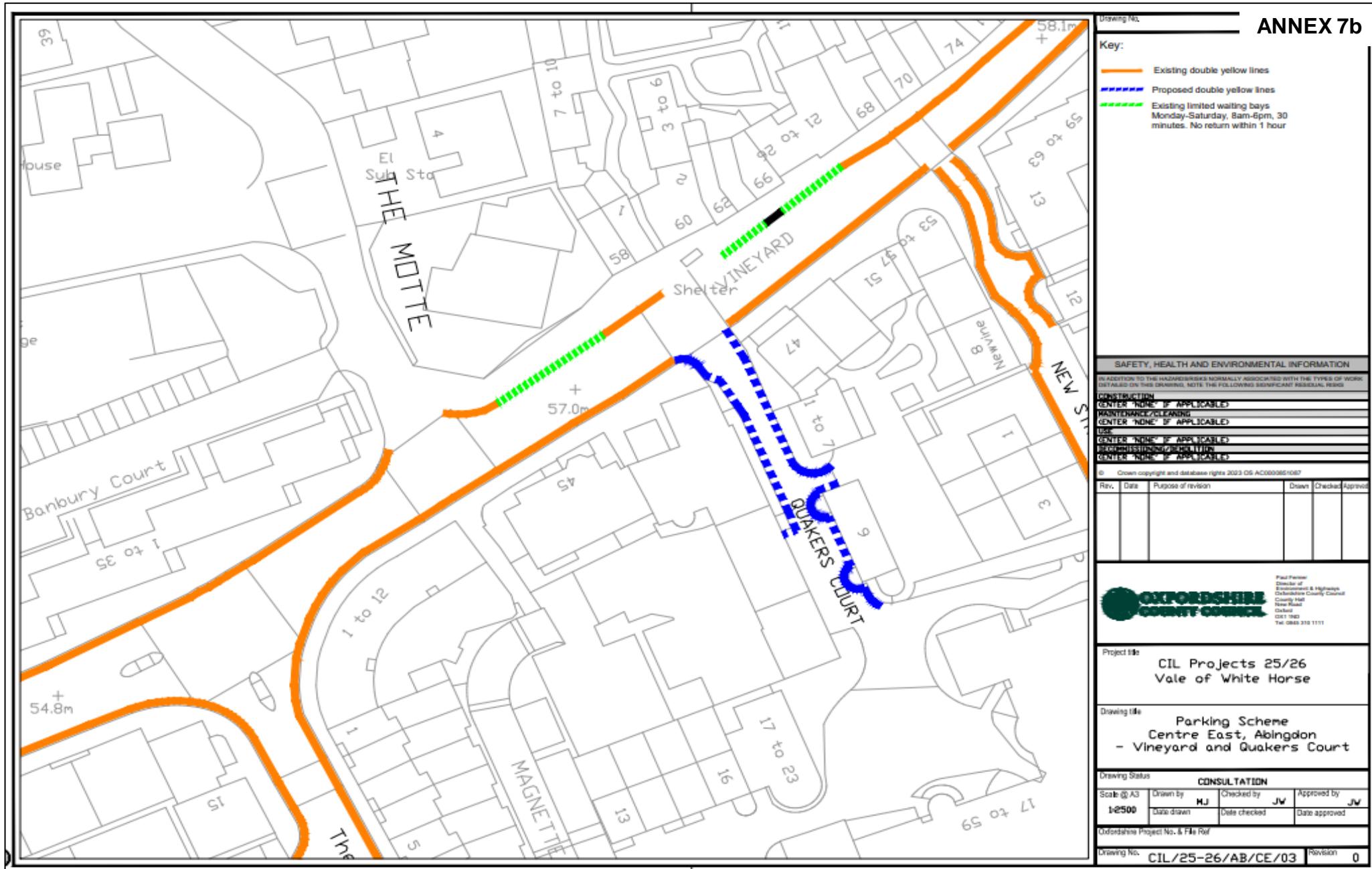
Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	
Person Responsible for Review	
Authorised By	

ANNEX 7a

		Drawing No.								
<p>Key:</p> <ul style="list-style-type: none"> Existing double yellow lines Proposed double yellow lines 										
<p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</p> <p>IN ADDITION TO THE HAZARDOUSSES NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</p> <p>CONSTRUCTION</p> <p>CENTER 'NONE' IF APPLICABLE MAINTENANCE/CLEANING CENTER 'NONE' IF APPLICABLE USE CENTER 'NONE' IF APPLICABLE DECOMMISSIONING/DEMOLITION CENTER 'NONE' IF APPLICABLE</p> <p>© Crown copyright and database rights 2023 OS AC0000851087</p>										
Rev.	Date	Purpose of revision								
		Drawn Checked Approved								
<p>Project No. CIL Projects 25/26 Vale of White Horse</p> <p>Drawing title Parking Scheme Centre East, Abingdon - The Vines and Abbey Close and Magnette Close</p> <p>Drawing Status CONSULTATION</p> <table border="1"> <tr> <td>Scale @ A3</td> <td>Drawn by HJ</td> <td>Checked by JW</td> <td>Approved by JW</td> </tr> <tr> <td>1:2500</td> <td>Date drawn</td> <td>Date checked</td> <td>Date approved</td> </tr> </table> <p>Oxfordshire Project No. & File Ref.</p>			Scale @ A3	Drawn by HJ	Checked by JW	Approved by JW	1:2500	Date drawn	Date checked	Date approved
Scale @ A3	Drawn by HJ	Checked by JW	Approved by JW							
1:2500	Date drawn	Date checked	Date approved							
Drawing No. CIL/25-26/AB/CE/02 Revision 0										

ANNEX 7b



ANNEX 7c

Drawing No. CIL/25-26/AB/CE/04

Key:

- Existing double yellow lines (Orange line)
- Proposed double yellow lines (Blue dashed line)
- Proposed single yellow lines: Monday-Saturday 8am-6pm (Pink dashed line)

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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

CONSTRUCTION
CENTER "NONE" IF APPLICABLE
MAINTENANCE/CLEANING
CENTER "NONE" IF APPLICABLE
USE
CENTER "NONE" IF APPLICABLE
DECOMMISSIONING/DEMOLITION
CENTER "NONE" IF APPLICABLE

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project No. CIL Projects 25/26
Vale of White Horse

Drawing title Parking Scheme
Centre East, Abingdon
- New Street to Thames View

Drawing Status CONSULTATION

Scale @ A3	Drawn by	Checked by	Approved by
1:2500	MJ	JW	JW
	Date drawn	Date checked	Date approved

Oxfordshire Project No. & File Ref.

Drawing No. CIL/25-26/AB/CE/04 Revision 0