

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Local resident, (Abingdon, Long Alley Almshouses)	<p>The issue I have with the proposed restrictions on St Helens Wharf is not the restriction itself particularly, but the long standing issue I have had with OCC previously regarding the iniquitous non recognition of myself as a Council Tax payer, with no ability to acquire a Residents Parking Permit. Every other Council Tax payer within several hundred yards this side of the bridge can apply, so the logic is hard to follow.</p> <p>I am nn years old, awaiting a knee operation, and have recently diagnosed Asthma. Please don't suggest Blue Badge Application. I tried that, and got thrown out at the half way stage! At present I am able to find a space in St Helens Wharf most times that I need it. Mostly I need the car for local short journeys for shopping and Abingdon Operatic Society rehearsals. Longer trips to my family in Marlow otherwise I would just like OCC to recognise the unfairness of my inability to purchase a Parking Permit.</p> <p>I would add to my comments that I'm not quite sure why the situation at St Helens Wharf needs to change anyway. The few cars that park there cause no hindrance, and it does provide some help for the few elderly Almshouses residents who do live nearby.</p>
(e3) Local resident, (Abingdon, East St Helen Street)	<p>Below, I provide some background information, with my specific comments at the end in bold type.</p> <p>1. I live in East Saint Helen Street ie directly opposite St Helen's church. My house fronts directly on to the pavement and the road is very narrow taking only one-way traffic. It takes me about 5 minutes to walk to the nearest area where there is likely to be a resident's space ie St Helen's Court.</p> <p>2. I need to travel by car for shopping, trips to the dump, transporting visitors, my work as an academic in the University of Oxford, choir rehearsals, and cultural activities. You will appreciate that, for these reasons, it is very</p>

important to me that resident's parking should be available. Abingdon residents pay more for parking than people do in central Oxford, so it is not unreasonable to expect spaces to be available.

3. However, when I drive home from an evening appointment, eg from a choir practice, it is very common to find there are no free resident's spaces. Either there are not enough resident's spaces, or non-permit-holders are parking in these spaces overnight. (Since resident's car badges were discontinued, it is impossible for me to tell which is responsible.)

4. This is a recurrent annoyance, and one shared by many of my neighbours. It necessitates parking either in the West Saint Helen Street car park or on a single-yellow line in St Helen's Court. This risks a parking ticket, if I am not quick enough in the morning to walk out to where the car is parked.

5. I regret to say that, since the management of parking wardens was taken over by the County Council, the approach to enforcement has become inflexible and officious. Many of my neighbours feel the same. I have written either to the council or to the MP several times in the past about the attitude to enforcement. When parking was controlled by the town council, they employed two part-time wardens who knew their patch, knew the residents and their cars, and gave some leeway to conscientious permit-holders (after all, no sensible permit-holder would park elsewhere than a resident's space – the only reason is that no space is available). I and my neighbours would much prefer it if the wardens would devote their energies to ticketing non-permit-holders, instead of pursuing residents who have paid to park.

6. With this background, I welcome the introduction of 'resident-only' spaces – I would like to see more of them.

7. Surely, resident-only spaces could be created within the West Saint Helen Street car park?

8. The document mentions a few additional resident's spaces but also implies that the Council will create more permits – if this is the case, it will not solve the shortage of resident's spaces.

9. Making quiet roads double-yellow will not help and I strongly object to making St Helen's Court double-yellow. All the Council will do is create more opportunities for officious enforcement. It would make more sense to create a line of resident's spaces down St Helen's Court. It is a very quiet cul-de-sac and there is no reason to restrict parking there.

<p>(e4) Local resident, (Abingdon, Abingdon Bridge area)</p>	<p>Concerned that due to the restrictions will not be able to get the care needed, and currently have daily nurses.</p>
<p>(e5) Local resident, (Abingdon, St Edmunds Lane)</p>	<p>I am writing to advise that your plan does not show the current parking bays correctly in St Edmunds Lane. They are marked as "Existing Resident Permit Bays" when they are not marked as such and have not been since 2021 at least (when we moved here).</p> <p>They are therefore unregulated parking bays currently and the redesignation as a resident parking bay removes a facility that we have had to the front of our property (No. 1). In the time we have been here the car park opposite has lost 12 parking spaces to electric charging bays at a time when the demand has increased, judging by the number of times we have been unable to find a space. The 12 electric bays are rarely fully used and often mostly unused which is frustrating. Parking charges in the car park have increased in a way that is detrimental to residents in particular, hence we use one of the unregulated spaces in front of 1 to 6 St Edmunds Lane with the other three spaces being used by our neighbours at numbers 2 to 8 most of the time. The proposal will require us all to apply for a residents parking permit for a fee, therefore increasing our annual cost of parking by the fee. HOWEVER, it will provide us with a greater selection of resident parking spaces and hopefully reduce people "camping" on a space (as we and our neighbours do!) which is a positive move as more freedom is restored.</p> <p>The redesignation of the 1st 12 metres of St Edmunds Lane as "No parking" is a very positive move but will increase pressure on the car park and other spaces at the times during which people use the single yellow parking option. My positive view on this change is because of the reduced risk of collision between people leaving and entering St Edmunds Lane at the same time when it has become a "single track road" with the additional complication of regular crossing of pedestrians at this junction. Much safer with double yellows!</p> <p>Having now shared my overall support for these changes, I must now have a bit of a grumble.</p> <p>The unpredictable and dramatic delays caused by traffic build up from the West St Helens St. junction with High Street appears to be mostly caused by unintelligent timings of the traffic lights between Ock Street and Stratton Way. Regularly observing the flow at this junction (from my position in the queue from High Street!), it is often the case that there are long periods of unused green lights coming from the other directions when Ock Street (coming from High Street) is jammed solid preventing egress from West St Helens. Surely in a world of intelligent technology, the easiest approach would be a smarter timing system based on sensing traffic levels and speeds. Please can you advise whether this is being reviewed already and, if not, assure me that it will be.</p>

B. Online responses:

RESPONDENT	COMMENTS	
(o1) County Cllr, (Oxford, New Road)	'No Waiting at Any Time' (double yellow lines):	
	Lombard Street – Support	West St Helen Street – Support
	St Edmunds Lane – Support	St Helens Wharf – Support
	St Helens Court – Support	
	Parking provision:	
	St Edmunds Lane (Permit Bay) – Object	Manor Court (2 hour bay) – Object
	West St Helen Street (30 minute bay) – Object	St Helens Wharf (P&D bay) – Object
	Loading restrictions:	
	Drayton Road – Support	A4155 Abingdon Bridge – Support
	As Active Travel Champion, I support additional parking restrictions in order to keep streets safe. I do not support adding car parking spaces as this is in contravention of the LTCP targets which aim for a 25% reduction in car trips by 2030, as well as Vision Zero which aims for a reduction in road danger. Additional parking creates traffic, and therefore increases car trips, it also creates additional road danger.	
(o2) Abingdon-on-Thames Town Council	'No Waiting at Any Time' (double yellow lines):	
	Lombard Street – Support	West St Helen Street – Support

	St Edmunds Lane – Support	St Helens Wharf – Support
	St Helens Court – Support	
	Parking provision:	
	St Edmunds Lane (Permit Bay) – Support	Manor Court (2 hour bay) – Support
	West St Helen Street (30 minute bay) – Support	St Helens Wharf (P&D bay) – Support
	Loading restrictions:	
	Drayton Road – Support	A4155 Abingdon Bridge – Partially support/concerns
	<p>Abingdon as a historic town has a road system that isn't able to meet modern traffic demands so the roads need to be managed to allow the best solution from that base.</p> <p>Residents are often unable to park near their homes so options for residents' provisions are welcome as are those to prohibit any deliveries during peak hours on two of our key roads, Drayton Road and Bridge Street. We would like to see the afternoon restrictions on Bridge Street starting earlier at 3:30pm due to schools and early workers shift traffic.</p> <p>On those roads any stationery vehicles can reduce the traffic to single lane working with all the associated issues and frustrations as the whole of the town centre often becomes gridlocked. Managing this aspect will hopefully improve matters.</p> <p>Better flowing traffic producing less pollution is also to be welcomed.</p>	
(o3) Local resident, (Abingdon, Cherwell Close)	'No Waiting at Any Time' (double yellow lines):	
	Lombard Street – Support	West St Helen Street – Support

	St Edmunds Lane – Support		St Helens Wharf – Support	
	St Helens Court – Support			
	Parking provision:			
	St Edmunds Lane (Permit Bay) – Support		Manor Court (2 hour bay) – Support	
	West St Helen Street (30 minute bay) – Support		St Helens Wharf (P&D bay) – Support	
	Loading restrictions:			
	Drayton Road – Support		A4155 Abingdon Bridge – Support	
	There is too much thoughtless parking, particularly in Stert Street.			
	(o4) Local resident, (Abingdon, East Saint Helen Street)	'No Waiting at Any Time' (double yellow lines):		
		Lombard Street – Support		West St Helen Street – Support
St Edmunds Lane – Support		St Helens Wharf – Support		
St Helens Court – Support				
Parking provision:				
St Edmunds Lane (Permit Bay) – Support		Manor Court (2 hour bay) – Support		
West St Helen Street (30 minute bay) – Support		St Helens Wharf (P&D bay) – Support		
Loading restrictions:				

	<table border="1"> <tr> <td>Drayton Road – Support</td> <td>A4155 Abingdon Bridge – Support</td> </tr> </table> <p>All seem sensible in terms of traffic flow and equitable access to parking.</p>		Drayton Road – Support	A4155 Abingdon Bridge – Support										
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(o5) Local resident, (Abingdon, Larkhill Road)	<p>'No Waiting at Any Time' (double yellow lines):</p> <table border="1"> <tr> <td>Lombard Street – Support</td> <td>West St Helen Street – Support</td> </tr> <tr> <td>St Edmunds Lane – Support</td> <td>St Helens Wharf – Support</td> </tr> <tr> <td>St Helens Court – Support</td> <td></td> </tr> </table> <p>Parking provision:</p> <table border="1"> <tr> <td>St Edmunds Lane (Permit Bay) – No objection/No opinion</td> <td>Manor Court (2 hour bay) – No objection/No opinion</td> </tr> <tr> <td>West St Helen Street (30 minute bay) – No objection/No opinion</td> <td>St Helens Wharf (P&D bay) – No objection/No opinion</td> </tr> </table> <p>Loading restrictions:</p> <table border="1"> <tr> <td>Drayton Road – Support</td> <td>A4155 Abingdon Bridge – Support</td> </tr> </table> <p>The restrictions on Bridge Street are the most urgent, this is such an obvious bottleneck to start with and vehicles parking on the bridge at peak times cause traffic chaos. I would also strongly support similar restrictions on vehicles parking directly outside the parade of shops at the top of Bridge Street, particularly the takeaways. Obviously all this is pointless without actual enforcement, I hope there's a plan to improve that too!</p>		Lombard Street – Support	West St Helen Street – Support	St Edmunds Lane – Support	St Helens Wharf – Support	St Helens Court – Support		St Edmunds Lane (Permit Bay) – No objection/No opinion	Manor Court (2 hour bay) – No objection/No opinion	West St Helen Street (30 minute bay) – No objection/No opinion	St Helens Wharf (P&D bay) – No objection/No opinion	Drayton Road – Support	A4155 Abingdon Bridge – Support
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Drayton Road – Support	A4155 Abingdon Bridge – Support													

(o6) Local resident,
(Abingdon, Lombard
Street)

'No Waiting at Any Time' (double yellow lines):

Lombard Street – Object	West St Helen Street – Object
St Edmunds Lane – Object	St Helens Wharf – Object
St Helens Court – Object	

Parking provision:

St Edmunds Lane (Permit Bay) – Object	Manor Court (2 hour bay) – No objection/No opinion
West St Helen Street (30 minute bay) – Partially support/concerns	St Helens Wharf (P&D bay) – Object

Loading restrictions:

Drayton Road – No objection/No opinion	A4155 Abingdon Bridge – No objection/No opinion
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As a resident of Lombard Street in the town centre, I strongly object to the proposed parking changes, particularly where it reduces parking options for residents. In particular, there is no justification for removing the parking spaces in Lombard Street. As a household containing young children, the possibility of parking close to home is treasured and essential at times. The two currently unrestricted spaces on Lombard Street are well positioned in the widest part of the street, meaning that cars in those spaces do not cause an obstruction. If necessary, these spaces could be changed to residents only spaces, but it is completely unnecessary to remove these spaces completely. There are in the region of 52 properties on Lombard Street, so taking away the only two spaces on the street will have a huge negative impact on the lives of those living on the street.

Additionally, I feel the proposed changes from single yellow lines to double yellow lines in the town centre is unnecessary. The single yellow lines already prohibit parking between 8am and 6pm, so the double yellow lines will again affect residents parking out of hours, particularly when West St Helen's car park is full, which it often is in an evening. The additional parking options in an evening allow for that overspill from the car park. Additionally, reducing evening parking options will surely damage trade to restaurants and pubs in the town.

	<p>With the proposed parking changes, I am greatly concerned that there will not be enough parking options for local residents. Many properties in the own centre do not have dedicated parking and the cost of a car park permit in West St Helen's car park is now prohibitively expensive since the price hike this year. I implore you to reconsider the proposed parking changes from the perspective of town centre residents and businesses.</p>	
(o7) Local resident, (Abingdon, Lombard Street)	<p>'No Waiting at Any Time' (double yellow lines):</p>	
	Lombard Street – Support	West St Helen Street – Support
	St Edmunds Lane – No objection/No opinion	St Helens Wharf – No objection/No opinion
	St Helens Court – No objection/No opinion	
	<p>Parking provision:</p>	
	St Edmunds Lane (Permit Bay) – No objection/No opinion	Manor Court (2 hour bay) – No objection/No opinion
	West St Helen Street (30 minute bay) – Support	St Helens Wharf (P&D bay) – No objection/No opinion
(o8) Local resident, (Abingdon, Long Alley Almshouses)	<p>Loading restrictions:</p>	
	Drayton Road – Support	A4155 Abingdon Bridge – Support
	<p>Help with traffic but also reducing amount of parked vehicles on small road making it difficult to drive through</p>	
(o8) Local resident, (Abingdon, Long Alley Almshouses)	<p>'No Waiting at Any Time' (double yellow lines):</p>	
	Lombard Street – Support	West St Helen Street – Partially support/concerns

	St Edmunds Lane – Partially support/concerns		St Helens Wharf – Object	
	St Helens Court – Partially support/concerns			
	Parking provision:			
	St Edmunds Lane (Permit Bay) – Support		Manor Court (2 hour bay) – Partially support/concerns	
	West St Helen Street (30 minute bay) – Support		St Helens Wharf (P&D bay) – Object	
	Loading restrictions:			
	Drayton Road – Support		A4155 Abingdon Bridge – Support	
	<p>I am a resident of Long Alley Almshouses in Abingdon, part of the Almshouse Community comprising Long Alley, Brick Alley, Twitty's Cottages and St Helens Wharf. There are 19 residents in total, and I am one of the few who own a car. Although every resident pays Council Tax we are not eligible to apply for a Residents Parking Permit. Our Community is organised by a Charitable Trust, and creates a strong sense of care and responsibility. The few of us with cars are able to assist the others with transport for shopping needs beyond the immediate vicinity, and visits to other amenities beyond the normal Oxford and Didcot bus routes.</p> <p>I am able to park my car in St Helens Wharf most of the time. Like the other elderly Community residents I do not need to use the car every day. It is important to me however that I am able to retain this independence. If the proposed change is implemented I will lose this independence, and a vital Community service for elderly residents will disappear.</p>			
	(o9) Local group/organisation, (Abingdon, Manor Court)	'No Waiting at Any Time' (double yellow lines):		
		Lombard Street – No objection/No opinion		West St Helen Street – No objection/No opinion
St Edmunds Lane – No objection/No opinion		St Helens Wharf – No objection/No opinion		

	St Helens Court – No objection/No opinion	
	Parking provision:	
	St Edmunds Lane (Permit Bay) – No objection/No opinion	Manor Court (2 hour bay) – Partially support/concerns
	West St Helen Street (30 minute bay) – No objection/No opinion	St Helens Wharf (P&D bay) – No objection/No opinion
	Loading restrictions:	
(o10) Local resident, (Abingdon, Manor Court)	Drayton Road – No objection/No opinion	A4155 Abingdon Bridge – No objection/No opinion
	I chair the Cygnet Court Residents Association. In principle we support the provision of 2-hour parking bays in Manor Court. They will be very useful indeed for short-term visitors, including carers. But emergency vehicles can access Cygnet Court only via Manor Court and we are therefore very concerned that this access should not be impeded in any way at any time. We therefore request reassurances on this point, in particular from Oxfordshire Fire Service, and ask if the roadsides directly opposite the new parking bays should / will be provided with DOUBLE yellow lines to keep them clear 24/7, instead of the present single yellows applicable only during certain hours. Many thanks!	
	'No Waiting at Any Time' (double yellow lines):	
	Lombard Street – No objection/No opinion	West St Helen Street – No objection/No opinion
	St Edmunds Lane – No objection/No opinion	St Helens Wharf – No objection/No opinion
	St Helens Court – No objection/No opinion	
	Parking provision:	

	St Edmunds Lane (Permit Bay) – No objection/No opinion	Manor Court (2 hour bay) – Object
	West St Helen Street (30 minute bay) – No objection/No opinion	St Helens Wharf (P&D bay) – No objection/No opinion
	Loading restrictions:	
	Drayton Road – No objection/No opinion	A4155 Abingdon Bridge – No objection/No opinion
	Manor Court has no parking permitted but no one ever checks on the parking in this area even though they park here every day. Under the new restrictions will they be enforced by the same team who supposed to be enforcing it now.	
(o11) Local Cllr, (Abingdon, Mons Way)	'No Waiting at Any Time' (double yellow lines):	
	Lombard Street – Support	West St Helen Street – Support
	St Edmunds Lane – Support	St Helens Wharf – Support
	St Helens Court – Support	
	Parking provision:	
	St Edmunds Lane (Permit Bay) – Support	Manor Court (2 hour bay) – Support
	West St Helen Street (30 minute bay) – Support	St Helens Wharf (P&D bay) – Support
	Loading restrictions:	
	Drayton Road – Support	A4155 Abingdon Bridge – Support

	<p>Abingdon as a historic town has a road system that isn't able to meet modern traffic demands so the roads need to be managed to allow the best solution from that base.</p> <p>Residents are often unable to park near their homes so options for residents provisions are welcome as are those to prohibit any deliveries during peak hours on two of our key roads.</p> <p>On those roads any stationery vehicles can reduce the traffic to single lane working with all the associated issues and frustrations so managing this aspect should improve matters.</p> <p>Better flowing traffic producing less pollution is also to be welcomed.</p>												
(o12) Local resident, (Abingdon, Neave Mews)	<p>'No Waiting at Any Time' (double yellow lines):</p> <table> <tr> <td>Lombard Street – Support</td><td>West St Helen Street – Support</td></tr> <tr> <td>St Edmunds Lane – Support</td><td>St Helens Wharf – Support</td></tr> <tr> <td>St Helens Court – Support</td><td></td></tr> </table> <p>Parking provision:</p> <table> <tr> <td>St Edmunds Lane (Permit Bay) – Support</td><td>Manor Court (2 hour bay) – No objection/No opinion</td></tr> <tr> <td>West St Helen Street (30 minute bay) – Support</td><td>St Helens Wharf (P&D bay) – Support</td></tr> </table> <p>Loading restrictions:</p> <table> <tr> <td>Drayton Road – No objection/No opinion</td><td>A4155 Abingdon Bridge – No objection/No opinion</td></tr> </table>	Lombard Street – Support	West St Helen Street – Support	St Edmunds Lane – Support	St Helens Wharf – Support	St Helens Court – Support		St Edmunds Lane (Permit Bay) – Support	Manor Court (2 hour bay) – No objection/No opinion	West St Helen Street (30 minute bay) – Support	St Helens Wharf (P&D bay) – Support	Drayton Road – No objection/No opinion	A4155 Abingdon Bridge – No objection/No opinion
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Drayton Road – No objection/No opinion	A4155 Abingdon Bridge – No objection/No opinion												

	All seems reasonable. The main concern is the build up of traffic on west st Helen street during peak times that is mainly due to cars unable to join the High st. A smart traffic light system needs to be installed on this junction to help ease the traffic congestion in this area.	
(o13) Local resident, (Abingdon, St Helen's Mews)	'No Waiting at Any Time' (double yellow lines):	
	Lombard Street – Partially support/concerns	West St Helen Street – Object
	St Edmunds Lane – Object	St Helens Wharf – Object
	St Helens Court – Object	
	Parking provision:	
	St Edmunds Lane (Permit Bay) – Support	Manor Court (2 hour bay) – No objection/No opinion
	West St Helen Street (30 minute bay) – Object	St Helens Wharf (P&D bay) – Partially support/concerns
	Loading restrictions:	
	Drayton Road – Support	A4155 Abingdon Bridge – Support
	My concerns for 'No Waiting At Any Time' on Lombard St...I understand it's a narrow road but where will the residents who live there park if there are double yellow lines? I would imagine that would put more pressure on East and West St Helen St parking? I don't quite understand where the double yellow lines will go on St Edmund's Lane? I think there should be resident parking there but I don't think it's necessary to put in double yellow lines. People who go to work in the morning tend to park there and they are gone early. Taking away places to park will not help. Please don't restrict parking on St Helen's Court, West St Helen St or St Helen's Wharf by putting double yellow lines. I also object to change current parking spaces on West St Helen's St for time limited provision. There is a car park on West St Helen St, there is a multi storey car park, there are car parks at Waitrose and by the council buildings, and over the bridge there are two car parks...plenty of provision for shoppers and business owners so PLEASE, PLEASE, PLEASE don't take away any more parking for residents.	

(o14) Local resident, (Abingdon, West St Helen Street)	<p>'No Waiting at Any Time' (double yellow lines):</p> <table> <tr> <td>Lombard Street – Support</td><td>West St Helen Street – Support</td></tr> <tr> <td>St Edmunds Lane – Support</td><td>St Helens Wharf – Support</td></tr> <tr> <td>St Helens Court – Support</td><td></td></tr> </table> <p>Parking provision:</p> <table> <tr> <td>St Edmunds Lane (Permit Bay) – Object</td><td>Manor Court (2 hour bay) – No objection/No opinion</td></tr> <tr> <td>West St Helen Street (30 minute bay) – Partially support/concerns</td><td>St Helens Wharf (P&D bay) – Support</td></tr> </table> <p>Loading restrictions:</p> <table> <tr> <td>Drayton Road – No objection/No opinion</td><td>A4155 Abingdon Bridge – Object</td></tr> </table> <p>The problems with parking in Abingdon are mostly because of a lack of enforcement, rather than a lack of restrictions. Greater restrictions without any additional enforcement are not likely to bring about a change in parking behaviour.</p>	Lombard Street – Support	West St Helen Street – Support	St Edmunds Lane – Support	St Helens Wharf – Support	St Helens Court – Support		St Edmunds Lane (Permit Bay) – Object	Manor Court (2 hour bay) – No objection/No opinion	West St Helen Street (30 minute bay) – Partially support/concerns	St Helens Wharf (P&D bay) – Support	Drayton Road – No objection/No opinion	A4155 Abingdon Bridge – Object
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West St Helen Street (30 minute bay) – Partially support/concerns	St Helens Wharf (P&D bay) – Support												
Drayton Road – No objection/No opinion	A4155 Abingdon Bridge – Object												
(o15) Local resident, (Abingdon, West St Helen Street)	<p>'No Waiting at Any Time' (double yellow lines):</p> <table> <tr> <td>Lombard Street – Support</td><td>West St Helen Street – Support</td></tr> <tr> <td>St Edmunds Lane – Support</td><td>St Helens Wharf – Support</td></tr> </table>	Lombard Street – Support	West St Helen Street – Support	St Edmunds Lane – Support	St Helens Wharf – Support								
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	St Helens Court – Support	
	Parking provision:	
	St Edmunds Lane (Permit Bay) – Partially support/concerns	Manor Court (2 hour bay) – No objection/No opinion
	West St Helen Street (30 minute bay) – Support	St Helens Wharf (P&D bay) – Support
	Loading restrictions:	
(o16) Local resident, (Abingdon, West St Helen Street)	Drayton Road – Support	A4155 Abingdon Bridge – Support
	I have a concern that the most eastern parking bay proposed in St Edmund's Lane would impinge too much on the exit of the West St Helen Street car park. It is already a problem today that cars entering and exiting the car park have to negotiate entering/exiting with cars attempting the opposite, so while providing the space just makes official what people have been doing for years, it causes a pinch point that should not be there. I note there is a gap between the proposed western space and the proposed eastern spaces (providing two spaces). Can you explain this gap and why this shouldn't just be three spaces in a contiguous fashion?	
	'No Waiting at Any Time' (double yellow lines):	
	Lombard Street – Object	West St Helen Street – Object
	St Edmunds Lane – Support	St Helens Wharf – No objection/No opinion
	St Helens Court – Support	
	Parking provision:	
	St Edmunds Lane (Permit Bay) – Partially support/concerns	Manor Court (2 hour bay) – Support

	West St Helen Street (30 minute bay) – Partially support/concerns		St Helens Wharf (P&D bay) – Support
	Loading restrictions:		
	Drayton Road – Support		A4155 Abingdon Bridge – Support
	My concern about removing the paid/residents’ parking on St Helen’s Street is that the existing residents’ spaces are sometimes full, and this change would reduce the available parking. I’m also concerned about bringing St Edmund’s Lane into the Residents’ Parking Scheme without creating any additional spaces to support it.		
(o17) Local resident, (Abingdon, West St Helen Street)	‘No Waiting at Any Time’ (double yellow lines):		
	Lombard Street – Object		West St Helen Street – Object
	St Edmunds Lane – Object		St Helens Wharf – Object
	St Helens Court – Object		
	Parking provision:		
	St Edmunds Lane (Permit Bay) – Object		Manor Court (2 hour bay) – Object
	West St Helen Street (30 minute bay) – Object		St Helens Wharf (P&D bay) – Object
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	Drayton Road – Support		A4155 Abingdon Bridge – Support

	<p>I do not support the removal of any free parking spaces from Lombard, Edmund, St Helens Wharf or Wilsham Rd. I live in St Helen House and we are currently managing without access to our private parking. The already existing parking restrictions in the entire area are so poorly enforced, people are constantly parking on double yellow lines, in loading bays single yellow lines in any 24 hrs period. I doubt the removal of the free parking will make any difference to local residents. Other than to put more strain on free parking like Wilsham Rd. Occasionally there is nowhere to park in any of these locations. I do support the removal of single yellow lines as it is often difficult to maneuver during the evening. Although little will change if the current & proposed restrictions aren't enforced.</p>	
(o18) Local group/organisation, (Abingdon, Ypres way)	<p>'No Waiting at Any Time' (double yellow lines):</p>	
	Lombard Street – Support	West St Helen Street – Support
	St Edmunds Lane – Support	St Helens Wharf – No objection/No opinion
	St Helens Court – Support	
	<p>Parking provision:</p>	
	St Edmunds Lane (Permit Bay) – Support	Manor Court (2 hour bay) – No objection/No opinion
	West St Helen Street (30 minute bay) – Support	St Helens Wharf (P&D bay) – Support
	<p>Loading restrictions:</p>	
	Drayton Road – No objection/No opinion	A4155 Abingdon Bridge – Support
	<p>St Edmunds lane is a good north south route for cyclists. It avoids the dangers of Stratton way/ High street.</p>	