

Divisions affected: *Abingdon North*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT
22 FEBRUARY 2024**

**ABINGDON: B4017 BATH STREET – PROPOSED NO WAITING AT
ANY TIME RESTRICTIONS & CYCLE LANE**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Transport Management is RECOMMENDED to
 - a. Approve as advertised the extension of the existing 'No Waiting at Any Time' parking restriction (double yellow lines) on the east side of Bath Street, south of the Fitzharry's Road link footpath.
 - b. Instruct officers to review and agree the proposed advisory cycle provision in consultation with local cycling groups, local member and other local stakeholders.

Executive summary

2. This report presents responses to a consultation on a proposal to extend by 54 meters northwards the existing 'No Waiting at Any Time' (double yellow lines) parking restrictions on the east side of Bath Street, south of the Fitzharry's Road link footpath, which will subsequently replace the same length of 'Limited Waiting' (2 hours, 8am to 6pm Monday to Saturday) parking provision, as shown in **Annex 1**.
3. The proposals have been put forward to help support the planned introduction of an advisory cycle lane on the east side of Bath Street towards Stratton Way, which will help improve safety and amenity for pedal cyclists by removing any potential vehicle obstruction in this narrow section of the carriageway.
4. These proposals are a re-consultation of the exact same matters from both December 2018 (approved by the Cabinet Member for Environment in February 2019) & February 2021 (again, approved by the Cabinet Member for Environment in March 2021), which have been required to be put forward again as a result of the expiration of the statutory two-year period within which to complete implementation on site.

Financial Implications

5. Funding for the proposals, including consultation will be met by the developers of land north of Abingdon for residential purposes.

Equality and Inclusion Implications

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

Sustainability Implications

7. The proposals would help facilitate the safe movement of cyclists between the residential areas located in north Abingdon and the town centre.

Formal consultation

8. A formal consultation was carried out between 09 August and 08 September 2023. 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 Cllr's, and the local County Councillor representing the Abingdon North division.
9. A letter was also sent to approx. 50 adjacent properties in the area, and street notices were also placed on site in the immediate vicinity.
10. Eight responses were received during the course of the formal consultation, with: one in support, and six objections.
11. Additionally, an email from Thames Valley Police (TVP) was received, stating they had no objection to the proposal.
12. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.
13. It should be noted that the level of response was lower than that received in the original consultation, but at a similar level to the first re-consultation, as shown below:
 - a. December 2018 – 54 responses received, with 36 (67%) in support, 13 (24%) objecting and a further 5 (9%) neither supporting/objecting or raising concerns.

- b. March 2021 – Six responses received, with two objections, one expression of non-objection, and three expressions of support.

Officer response to objections/concerns

14. Thames Valley Police raised no objection to the proposal although queried the need for the proposal noting that two previous consultations have been carried out and the measures approved but then not implemented. Noting the above, significant progress has now been made in relation to the issues that caused delay, meaning that the scheme should be delivered within the two-year implementation period, should the TRO be re-approved.
15. The local member expressed support for the proposal, commenting that it is long overdue.
16. Oxfordshire Cycling Network (OCN) expressed support for the proposed introduction of no waiting at any time restrictions but objected to the proposed advisory cycle lane on the grounds that it is of substandard width and suggested two alternative options for on carriageway cycle provision. Accepting the grounds for objection, officers – including the County Council's Active Travel Officer – will meet with representatives of OCN and other local stakeholders to agree the best option, noting that the measures under consideration are not subject to statutory consultation.
17. Five objections were received from local residents primarily in respect of the loss of parking for local residents but with some responses raising concerns on safety (including for cyclists) and the accuracy of the formal notice of proposal. The majority of these responses also requested that consideration be given to extending the existing town centre residents parking scheme to include the nearby premises on Bath Street with no off-street parking provision.
18. Noting the above objections, it is considered that the proposal to introduce additional 'No Waiting at Any Time' restrictions will improve safety for all road users, including pedal cyclists, and that these benefits will apply irrespective of the detail of the advisory cycling provision to be put in place here. While it is accepted that there was an error in one point of detail within the formal notice of proposal, it is not considered to be material to conveying an accurate description of the effect of the scheme.
19. The request for the extension of the existing residents parking scheme will be reviewed by the Oxfordshire County Council Parking Team, although at present it is not possible to comment on the likely timescales for such a review.

Bill Cotton
Corporate Director, Environment and Place

Annexes

Annex 1 Consultation plan
Annex 2 Consultation responses




Contact Officers:

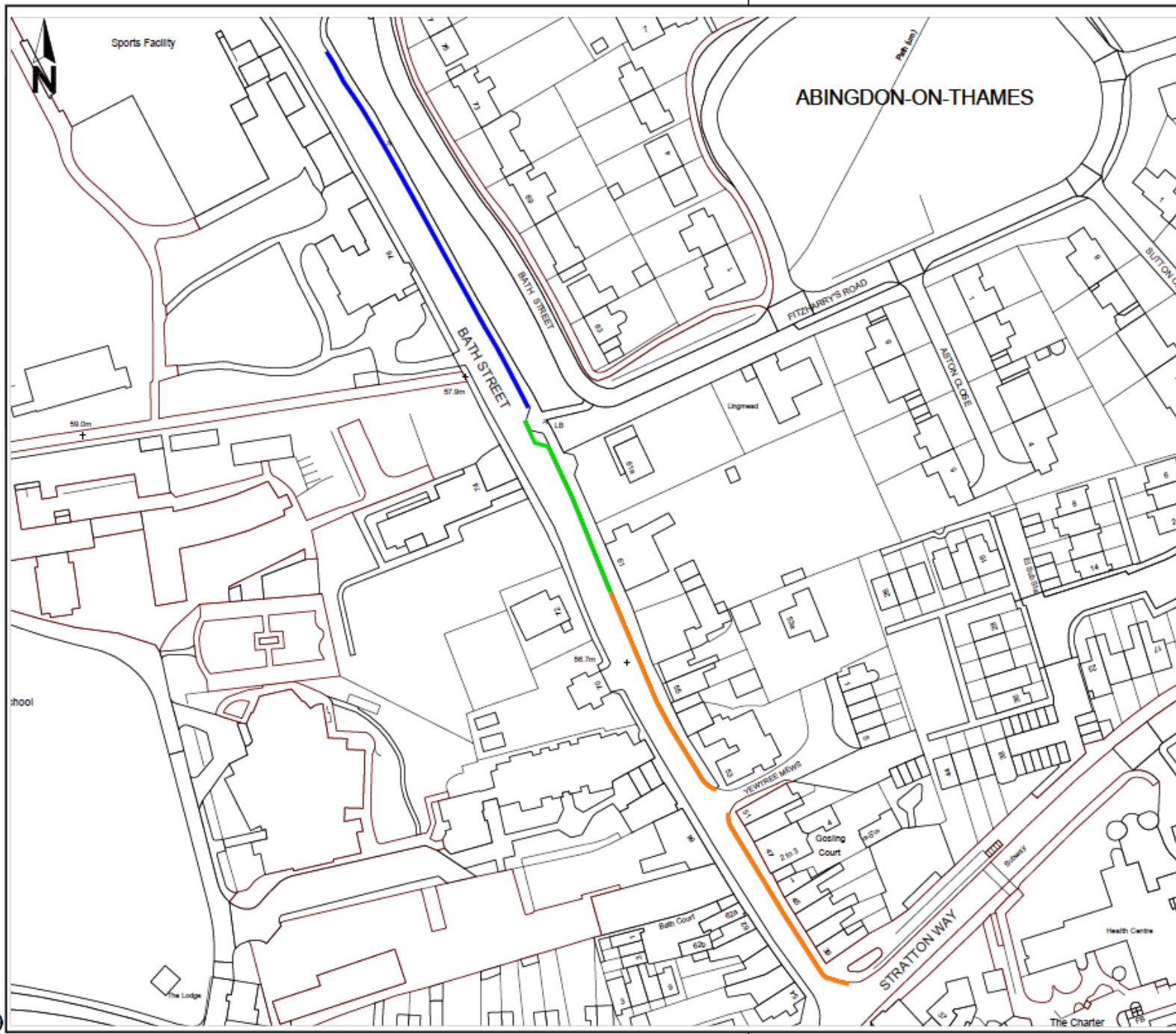
Ryan Moore (Lead TDM Engineer)

February 2024

Drawing No.

Key

-  Existing No Waiting at Any Time (double yellow lines) 131 metres.
-  Proposed "No Waiting at Any Time" (double yellow lines) (approx. 54 metres)
-  Existing Monday - Saturday 8am - 6pm 2 Hours No return within 1 hour (approx. 113 metres)



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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
PROPOSED NO WAITING AT ANY TIME

Drawing title
**ABINGDON
 BATH STREET (UPPER)**

Drawing Status

Scale @ A3	Drawn by JAC	Checked by	Approved by
N.T.S.	Date drawn 11/18	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – but as this has been 5 years in the making and subject of two previous consultations is there really a need to continue with it .
(2) Local County Cllr, (division)	Support – This is long overdue and essential to facilitate safer journeys by bike into the centre of town from Wootton road. Enabling this will lead to increased uptake of cycling and all manner of environmental and safety benefits for the wider town.
(3) Local group/organisation, (Oxfordshire Cycling Network)	<p>Support/Object - First, I support the removal of the parking bays and the installation of the proposed extension to the 'No waiting at any time' double yellow lines.</p> <p>However, I object strongly to the proposed sub-one-metre cycle lanes.</p> <p>Cycle lanes under one metre wide cycle lanes are dangerous as they encourage riding close to the kerb and they legitimise and increase the number of 'close passes' as drivers 'squeeze through' when passing each other. They go against national standards for a minimum width of 2.0m (Desirable minimum width), or 1.5m (Absolute minimum at constraints) – LTN 1/20 Table 5-2.</p> <p>At the Letcombe Avenue junction, the Bath Street cross-section from east to west is as follows: 2.0m parking bay/ 7.8m general carriageway/ 0.6m advisory cycle lane (Total 10.4m). This could be reconfigured as:</p> <ul style="list-style-type: none"> • 1.5m cycle lane • 7.4m general carriageway (2x 3.7) • 1.5m cycle lane <p>The width varies, but it is common practice in such circumstances to remove to centre line and to use Advisory cycle lanes. At places where the width is sufficient, wands can be placed to provide extra protection for cyclists. This approach is working well on, for example, Iffley Road, Oxford and has led to a significant increase in cycle traffic. (See picture).</p>

	<p>For the 120 metres at the south end, where the road narrows to about 6 metres, there are two options:</p> <ul style="list-style-type: none"> • Keep 1.5m cycle lanes and narrow the central carriageway. The traffic in Bath St. The 7000 AADT traffic on Bath Street is higher than you would normally choose for this LTN 1/20 recommends 4500 a day, 500 per hour (para 6.4.16). However, the approach seems to work for short sections with higher flows e.g. Hollybush Row, on the approach to Frideswide Square in Oxford. o https://www.google.co.uk/maps/@51.7521711,-1.2673051,3a,90y,356.81h,73.98t/data=!3m6!1e1!3m4!1smiSr75iGE1Uigppz_vnxbA!2e0!7i16384!8i8192?entry=ttu • End the cycle lanes and revert to mixed traffic, with cycle symbols (TRGSD 1057) in the carriageway.
(4) Local resident, (Abingdon, Bath Street)	<p>Object – 1. The proposed measure will reduce pedestrian safety. Many, perhaps even most, cyclists use the pavement on the west side of Bath Street between the pedestrian crossing on Stratton Way and the start of the proposed cycle lane, in both directions. The pavement is too narrow for shared use. Measures to encourage cycling along Bath Street will bring cyclists into more conflict with pedestrians and should wait until the Bath Street/Stratton Way junction is redesigned. My young children are already wary of stepping out of our front door (56 Bath Street) because they have had close encounters with cyclists. I recommend that your engineers experience the current usage of cyclists of the road at school start or finish times.</p> <p>2. The notice is incorrect. Apart from one parking space (at the north end), all the parking spaces proposed for removal have parking restrictions from Monday to Friday, not Monday to Saturday.</p> <p>3. The existence of Friday evening to Monday morning weekend parking is highly valued by the residents of Bath Street without any private parking places (the houses nearest Stratton Way), as it is used by their overnight visitors. It is an option to change some or all of the parking places proposed for retention to have Mon-Fri restrictions instead of Mon-Sat, or better still have some residents parking bays.</p>
(5) Local resident, (Abingdon, Bath Street)	<p>Object – As a resident of Bath Street I agree that cycling should generally be made safer in Abingdon, however residents of this section of Bath Street heavily rely on this area for parking.</p> <p>A number of the houses on the area of Bath Street next to the Stratton Way junction (north of the town centre) have no private or on-street parking and the difficulties this creates are exaggerated by having no access to a resident's parking scheme. This issue has been highlighted several times through the consultation regarding the introduction of a</p>

	<p>cycle lane near this section of Bath Street, and was directly discussed in the 'Report by Director for Infrastructure Delivery' produced on 17 January 2019. Point 12 of this report stated 'Extending the current Abingdon residents parking scheme to apply to the length of parking that would be retained under the current proposal should in principle be a longer-term option, but is likely to be more appropriately considered when civil parking enforcement is adopted by the Vale of White Horse District Council.'</p> <p>We now ask that as the civil parking enforcement scheme has been adopted, that this is now seriously looked at as an option for the residents of Bath Street near the junction of Stratton Way. These issues will not go away, and the residents are in desperate need of a viable solution to parking.</p>
<p>(6) Local resident, (Abingdon, Bath Street)</p>	<p>Object – While I am in support of making Abingdon safer for cyclists, this consultation also raises the ongoing question of parking support for residents of Bath Street.</p> <p>This issue was directly discussed in response to this consultation in the 'Report by Director for Infrastructure Delivery' produced in January 2019. Point 12 stated: 'Extending the current Abingdon residents parking scheme to apply to the length of parking that would be retained under the current proposal should in principle be a longer-term option...'. As we are now 4 years on from this point, I urge the Council to look into this.</p>
<p>(7) Local resident, (Abingdon, Bath Street)</p>	<p>Object – I am responding to your letter dated 09 August 2023. I was one of the respondents to the consultation and I must say I am astonished at the short sightedness of this proposal. I live at Bath Street, and this is the ONLY area that residents of Bath Street can park, and at great cost when a parking ticket is issued.</p> <p>In my response I objected to any changes and suggested that residents were issued with a permit. There are about four houses along the east and west side that do not have any parking.</p> <p>I am wondering what you suggest? I work at the JR and live with my grandson. I regularly pick him up after work and already walk with him some distance to get him home when parking along the east side is full. It's not a difficult concept to consider our quality of life in this street when we pay steep council taxes. Issuing five resident permits to residents that do not have any parking seems to be an obvious solution. If this cannot be considered then I would like to understand why.</p>

	<p>I have copied in my MP as I'm extremely concerned for the safety of children who reside on the street and for residents who are not able to park near our homes.</p>
<p>(8) Local resident, (Abingdon, Bath Street)</p>	<p>Object – We must object to the proposals which will remove about 8 parking spaces from the east side of Bath Street north of Stratton Way.</p> <p>My parents are now very old, and with multiple and serious health problems, they require up to four care visits by myself, NHS and agency staff every day. To do this we rely on the availability of the 2-hour restricted, but free, parking in Bath Street nearby to the north.</p> <p>Even now, there is not always a vacant space and sometimes I have to wait to park. 8 spaces will be more than 25% of the available parking and is too much to lose. This is untenable.</p> <p>My parents have lived in Bath Street for over 50 years and wish to stay in their home. They have always had double yellow lines directly outside their house and have therefore relied on the parking further north.</p> <p>My father, was a town councillor for many years and supports initiatives to improve Abingdon, but this one really is not needed, especially in view of the new 20mph town limit.</p> <p>To reiterate, any reduction to the on-street parking in Bath Street will cause hardship to my parents and may force them to leave their home. A concern which will cause acute distress.</p>