

Division(s) affected: *Abingdon South*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

14 NOVEMBER 2024

ABINGDON: B4017 BATH STREET– PROPOSED SHARED USE PARKING BAYS (PERMIT HOLDERS OR 2 HOURS MAX STAY)

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the proposal to replace the existing 2 hour limited waiting bays Monday to Saturday, 8am to 6pm on the east side of the B4017 Bath Street (from the junction with Letcombe Avenue to the Bath Street access path) with shared '2 hour limited waiting bays, Monday to Saturday, 8am to 6pm or Permit holders', as advertised.**

Executive Summary

1. Following the approval of a scheme to introduce an advisory cycle lane on Bath Street towards Stratton Way, a commitment was given at the Cabinet members decision meeting on 22nd February 2024, for officers to undertake a review of the impact on residential parking within the area due to the potential loss of parking amenity.
2. In response, further proposals have been brought forward to mitigate the impact on parking for local residents through the introduction of permit exemptions in existing limited waiting bays.
3. The proposals include repurposing existing two hour limited waiting bays, further west of the approved no waiting restrictions to allow residents to apply for permits, exempting them from limits on maximum stay within the bays.
4. The report presents responses to the statutory consultation on the proposed parking controls as shown in **Annex 1**.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic and alleviate parking stress in the area, and also help encourage the use of sustainable transport modes and help support the delivery of wider transport initiatives.

Financial and Staff Implications (including Revenue)

6. Funding for the approved cycle lane and no waiting restrictions has been provided by the developers. The permit parking proposals will be funded through capital improvement budgets for new CPZ's in Oxfordshire.

Legal Implications

7. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

Comments checked by: Jennifer Crouch, Head of Law (Environment Team) – Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

8. No equalities on inclusion implications have been identified in respect of the proposals, however it is noted that blue badge holders can park without time limit or restrictions within limited waiting/ permit holder bays.

Formal Consultation

9. For the proposed changes, formal consultation was carried out between 19 September & 18 October 2024. A notice was published in the Oxford Herald newspaper, and an email 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, Abingdon Town Council, South Oxfordshire District Council, the local District Councillors, and the County Councillor representing Abingdon South.
10. A letter was sent directly to approximately 67 properties in the area, which also included a copy of the formal notice of the proposals - providing details on permit eligibility and costs. Additionally, street notices were also placed on site in the immediate vicinity.

11. In response, a total of 17 responses were received via the online survey during the course of the formal consultation, comprising of: one objection, one partially supporting, 14 in support (82%), and one non-objection.
12. Additionally, a further two emails were received, the comments from these have been included with the individual responses in **Annex 2**.
13. Typically email responses cover general views of the proposals and therefore it was not possible to assign an expression against each individual element of the scheme. Where comments have been generally for against the proposals these have been documented, one was in favour, and two wholly objected to the proposals.
14. Representatives of Thames Valley Police have responded to confirm that they have no objections to the proposals.
15. Representatives of Abingdon Town Council have responded to confirm that they have no objections to the proposals.
16. The County Councillor for Abingdon South has not responded to the public consultation.
17. The individual responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer Response to Objections/Concerns

18. The feedback to the public consultation shows that there is a high level of support, with over 80% of on-line responses in favour of the changes going ahead. Comments included that the proposals offered a good compromise between facilitating active travel initiatives and retaining parking amenity for residents. Some respondents commented that they have been requesting the introduction of residents parking for some time and welcomed the news that it would be introduced.
19. Some concerns were raised that the split function of the bays may mean that residents wouldn't be able to find a parking space at certain times of the day. Others suggested that the current two hour bays should be limited for the sole use of residents and their visitors only.
20. A small number of objections were received which did not agree that they should be charged to park on the public road. Objections were also raised that the consultation did not fully justify the benefits for residents or explain how the permit scheme would operate.
21. One objector questions the need for the scheme entirely and made reference to their original objection to the approved cycle improvements which they felt was not fully considered.

Officer response

- 22. The current parking bay south of Letcombe Avenue, allows parking for up to two hours, with no concessions for residents to park for longer during the operating hours. The proposals will give residents more flexibility to park without time limit in the marked bay, thus opening up a new area to park throughout the day.
- 23. The existing two hour bay is well used and services a number of facilities in the local vicinity, including the leisure centre and local schools. By retaining the two hour period, whilst allow residents to park for longer period, officers have tried to provide a balance between the needs of different users, whilst allowing the original active travel scheme to be implemented.
- 24. It should be noted that some residents, including those in Yewtree Mews have access to off-street parking, so may not need to apply for residents permits. They would also be able to benefit from applying for an allocation of visitor permits with the first 25 being offered at no charge, and further 25 being available for a fee.
- 25. The standard permit zone rules have been applied which work well in other areas and cater for the majority of users, whilst still applying some controls to avoid abuse and zones being oversubscribed. A basic principle is the costs to operate permit schemes must be met by the users who benefit from preferential parking and the charges are set by our cabinet annually to cover the costs to run the schemes.

Monitoring and Evaluation:

- 26. It is suggested that a review of the scheme is carried out approximately 12 months after implementation should it be approved.





Paul Fermer
Director of Environment and Highways

Annexes: Annex 1: Consultation plans
 Annex 2: Consultation responses

Contact Officers: James Whiting
 (Parking Schemes and Traffic Orders Team Leader)

November 2024

Drawing No. **BATH/24/TRO/001** revision **0**

- Key**
-  Existing No Waiting at Any Time (double yellow lines)
 -  New "No Waiting at Any Time" (double yellow lines) Approved at the Cabinet Member's Decision meeting - 22nd February 2024 (approx. 54 metres)
 -  Proposed dual use bays; 2 hours limited waiting - Monday to Saturday 8am to 6pm (no return within 1 hour) or Permit Holders 'AN' prefix (approx. 112 metres)
 -  Properties eligible to apply for parking permits (AN prefix)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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OXFORDSHIRE COUNTY COUNCIL

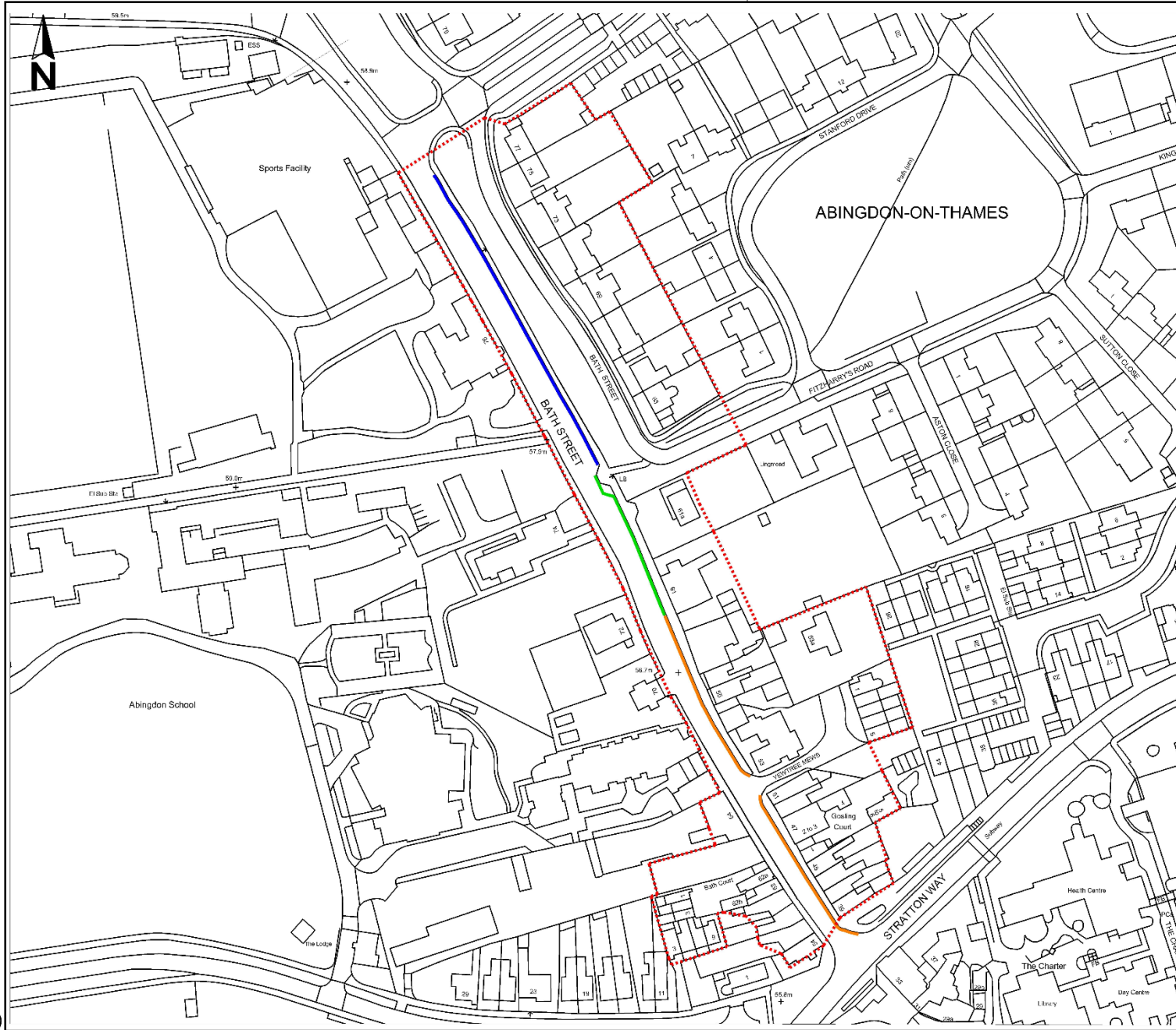
Project title
PROPOSED PERMIT HOLDER/ 2 HOUR BAYS

Drawing title
ABINGDON BATH STREET (UPPER)

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
1:1250	JW	CC	
	Date drawn	Date checked	Date approved
	03/07/24	03/07/24	

Oxfordshire Project No. & File Ref Bath St 24
Drawing No. **BATH/24/TRO/001** Revision **0**



P:12 Network Management\Parking Control\SCHEMES & MAINTENANCE\2. District Areas\4. Vale of White Horse\Projects\Bath Street, Abingdon\Preliminary design\Bath St dual bays prelim design v1.dwg

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Abingdon Town Council	No objection
(3) County Cllr, (Abingdon East division)	Support – Whilst the current situation doesn't suit everyone, the proposed changes won't suit everyone either. The new proposals seem to address the previous objections as far as possible. I'm very pleased to see that the concerns of resident parking scheme members have been addressed as far as possible.
(4) County Cllr, (Abingdon, Hanson Road)	Support – Free up parking spaces further south for improved cycling provision whilst providing local residents a parking option
(5) Local resident, (Abingdon, YewTree Mews)	<p>Object – I have a house in Yew Tree Mews which I use when I visit UK , generally about once per two months for about one week. For this privilege I pay a full council tax. I make use of the parking on Bath Street about once per year for visitors, usually over 70. This is generally into the evening and there is never any difficulty finding a space. This indicates to me that the residents in this area do not significantly use the Bath Street parking, or there would be more occupancy at night. The proposal to have a residents' parking scheme is therefore unnecessary. Personally, I am not prepared to pay £132 per annum.</p> <ol style="list-style-type: none"> 1. You have not solicited the requirements of residents. 2. I will not be able to give you a registration number as I arrive in a hired car. 3. You have not explained how an over-70 visitor gets hold of a free permit. 4. I consider that this scheme is costly to both the residents and to the county council and should be reconsidered before implementation. 5. Personally, I am not prepared to pay £132 per annum. If this is reflected amongst other residents, then your costing of the efficacy of this proposal is flawed.

<p>(6) Local resident, (Abingdon, Bath Street)</p>	<p>Object – I am very disappointed to hear that the unnecessary cycle lane in Bath Street has been approved. See below our original grounds for objection*.</p> <p>Please can you explain how these new proposals will actually mitigate the impact upon my parents? None of the proposals address the problems which will be created by reducing the number of parking spaces. The only effective mitigation I can think of is that what parking spaces remain are designated for Bath Street residents and their visitors only.</p> <p>This could be controlled by issuing free visitors permits to my parents carers, however the quantity limitation would need to be lifted so that up to 4 visits per day could be carried out by different carers. Please ensure that this requirement and suggestion is put forward for consideration.</p> <p>* 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, born 1934, 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>
<p>(7) Local resident, (Abingdon, Bath Street)</p>	<p>Partially support – I am a resident of one of the eligible properties and parking is difficult at the moment as there is no resident street parking nearby at the moment. This makes it difficult for long term visitors especially . I would</p>

	welcome a resident permit on the street, however I would be concerned that it wouldn't be available all the time if space is shared with the 2 hour restriction still in place as this is a short bit of available parking anyway.
(8) Local resident, (Abingdon, Austin Place)	Support – The residents of Bath St should have somewhere dedicated to park and this solution still keeps some of the 2 hour free bays.
(9) Local resident, (Abingdon, Austin Place)	Support – To provide reliable, easy to access parking for residents of Bath street, particularly those with families.
(10) Member of public, (Abingdon, Baker Road)	Support – To improve parking conditions of residents
(11) Local resident, (Abingdon, Baker Road)	Support
(12) Local resident, (Abingdon, Bath Street)	Support – As a women I think it is important to park nearby my house and not have to park in the multistory and walk through town in the dark.
(13) Local resident, (Abingdon, Bath Street)	<p>Support – As a resident of Bath Street for years I'm quite experienced at the issues regarding parking just up from my house which I would add is my home. It has been incredibly difficult decade without permit parking, most major towns and cities have this in place up to two miles of the shops etc Why this has been the case is a complete mystery to me. Why being a two minute walk from the town I'm am unable to park on the road where I pay my taxes.</p> <p>However, I welcome this news and thank you for a very sensible option.</p> <p>Going forwards. My only comments is the parking going to be supported by tickets or a ticket machine? Abingdon is well serviced by buses and many car parks. The issue on Bath Street appears to be workers in the town centre, not wanting to pay. The road parking is clear mostly at 6 pm. I've lost count of the amount of times in the pouring rain. I've had to move my car and wait for someone to leave. Then after 5 pm the parking is clear.</p>

	<p>I appreciate the cost of living requires all of us to make savings, but Abingdon is my home and I feel I should be able to leave my car on the road especially when previous planning applications never took parking into account ie Abingdon schools and Morland brewery who seem to just be able to add houses/flats and expansion with no concern for the logistics of parking a car. (I know this is nothing to do with you but planning is so difficult then to larger business car parking is overlooked)</p> <p>I do think cycle lanes are the way forward but it is difficult with busy roads to ensure cyclist safety. I hope in time this can be offered and it is for the public to use public transport for all those that work in cities and towns.</p>
(14) Local resident, (Abingdon, Bath Street)	<p>Support – Enables residents without off-street parking to park locally, including their visitors. Note the map has erroneously included 3, 5, 7, 9 Park Road within the boundary of eligible properties.</p>
(15) Local resident, (Abingdon, Bath Street)	<p>Support – I live at No 60 Bath Street with a my family. Parking for local residents only is my preference. Those visiting for 2 hours can use the multi storey or other town centre car parks.</p>
(16) Local resident, (Abingdon, Bath Street)	<p>Support – As a resident of Bath Street with no parking, I am absolutely delighted and relieved at the proposal of permits for residents. This is absolutely essential for many of us on the street and is in keeping with previous suggestions made as part of the ongoing proposals to the road. It seems like this is a win win situation as 2 hour parking will still be a possibility. I just hope that this can be put into motion swiftly.</p>
(17) Local resident, (Abingdon, Bath Street)	<p>Support – As a resident of Bath Street with no parking at our property, I am in full support of this proposal. We've been calling for it for a number of years and it will be invaluable - especially to the growing number of families on the street with young children, ours included.</p> <p>I'm pleased that the council have now taken these steps to support local residents in the area, and I'm hoping that the permits are implemented as soon as possible.</p>
(18) Local resident, (Abingdon, Francis Little Drive)	<p>Support – Residents need to be able to park and use a permit</p>

<p>(19) Local resident, (Abingdon, Hyde Place)</p>	<p>Support – It would be extremely beneficial for local residents to have their own parking permits. A cycle lane would be safer for all road users as well as stopping people cycling on the pavement.</p>
<p>(20) Local resident, (Abingdon, Hyde Place)</p>	<p>Support – Nope</p>
<p>(21) Local group/organisation, (Oxfordshire Cycling Network)</p>	<p>No objection – As part of the B4017 Bath Street cycle route scheme approved in February 2024, the number of parking bays on the section of road in consideration were reduced and it was agreed that a parking review would be conducted. We agree that the increase in flexibility to parking provided by this proposal is a reasonable outcome at this stage.</p> <p>For the longer term, the Council should consider the complete range of uses of valuable kerbside space, which may include further improvements to sustainable travel, climate change mitigation, or civic amenities other than the free storage of private vehicles. This could follow the direction of Kerbside Strategies adopted by an increasing number of forward-looking councils.</p>