

Division(s) affected: *Abingdon East, Abingdon South*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

04 SEPTEMBER 2025

ABINGDON: CENTRE NORTH AREA – PROPOSED RESIDENTS PERMIT PARKING ZONE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to approve the following measures:

- a) The introduction of dual purpose bays for paid parking and permit holder (AN prefix) in Withington Court (as advertised) and to retain the existing single yellow line restrictions.
- b) The introduction of double yellow lines sections of Thesiger Road and Abbott Road and Oxford Road as shown on plans in Annex 6.

The Cabinet Member is **RECOMMENDED** to withdraw the following measures:

- c) To withdraw proposals for the introduction of resident permit holder parking areas bays on Abbott Road, Aston Close, Bath Street (service road), Clifton Drive, Fitzharry's Road, Kingston Close, Letcombe Avenue, Nuneham Square, Stanford Drive, Sutton Close, The Holt, The Motte, and Thesiger Road
- d) To withdraw proposals for the introduction of shared-use permit holders or 2 hour parking bays on Clifton Drive, Fitzharry's Road, Nuneham Square and Stamford Drive.
- e) To withdraw proposals for the introduction of double yellow lines on parts of Boxhill Walk, Clifton Drive, Oxford Road, Oxford Service Road and Withington Court.
- f) To withdraw proposals to change of operating hours for single yellow lines on Fitzharry's Road and The Motte.
- g) To withdraw proposals to remove existing single yellow line restrictions (Monday to Friday, 8am to 4pm) on Aston Close, Clifton Drive, Fitzharry's Road, Kingston Close, Letcome Avenue, Nuneham Square, Standford Drive, Sutton Close, The Holt and The Motte.

Executive Summary

1. This report presents the consultation responses to the proposed permit parking area for the Centre North area of Abingdon as shown in **Annex 1** and recommends the introduction of controls in parts of the consulted area to deliver a residents' permit parking scheme.
2. In 2021, Civil Parking Enforcement (CPE) was rolled out across the districts of Cherwell, South Oxfordshire and Vale of White Horse. The change of enforcement from the Police to the County Council, opened opportunities to review existing parking restrictions and consider new areas where controls of on-street parking would benefit the local community and assist in meeting the councils wider transport objectives including Local Transport and Connectivity Plan (LTCP).
3. In order to facilitate the introduction of new parking schemes, the council has successfully secured funding under a Community Infrastructure Levee (CIL) for a programme of schemes to be delivered in 2024/25. These schemes will assist communities to secure resident parking, reduce congestion and improve traffic flows (including bus punctuality) and ensure that the correct restrictions are in the correct places.
4. 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 permit parking schemes to be brought forward.
5. The responses and feedback provided from the 2024 consultation have aided in the development of a proposed permit parking scheme for the 'Abingdon Centre North' area – which has been done in collaboration with the local County Councillor.

Sustainability Implications

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

Financial Implications

7. Funding for the project is being provided through a Community Infrastructure Levee (CIL) allocation, where additional resources have been brought in to deliver schemes in the Vale of White Horse District. There are no risks or pressures on existing council budgets or resources.

Legal Implications

8. 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.
9. The scheme has been promoted by Oxfordshire 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 (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

10. An Equalities Impact Assessment has been undertaken for the proposals which can be viewed in **Annex 5**.
11. No negative implications in respect of equalities or inclusion have been identified in respect of these proposals, however it should be noted that blue badge holders can park without time limit or restrictions within limited waiting/permit holder parking bays.

Formal Consultation

12. Formal consultation was carried out between 02 July and 01 August 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.
13. Letters were sent directly to approximately 513 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 proposed area.
14. Charts shown in **Annex 2** present the general position of the respondent to some of the proposed elements of the Abingdon Centre North scheme. 227 responses were received via the online consultation survey during the course of the formal consultation – and in terms of the overall view on the proposed introduction of a controlled parking scheme in the area, there were: 153

objections (67%), 48 partially supporting/raising concerns (21%), 25 in support (11%), and one non-objection/no-opinion.

15. Further tables shown in **Annex 3** provide details of the most common themes which have been summarised from the public feedback.

16. A table showing the overall level of objection/support by road for those respondents that stated they lived within the proposed permit parking area (83% of total received) can be found below:

table1. Do you support the introduction of a controlled parking scheme in the area?

Road	Object	Partially support / concerns	Support	No objection / No opinion	Total
Abbott Road	18	7	6	-	31
Aston Close	1	1	-	-	2
Bath Street	12	1	-	1	14
Bostock Road	2	-	-	-	2
Boxhill Walk	2	-	-	-	2
Clifton Drive	17	-	-	-	17
Fitzharry's Road	17	2	1	-	20
Kingston Close	4	1	-	-	5
Letcombe Avenue	7	-	-	-	7
Nuneham Square	14	1	-	-	15
Oxford Road	10	3	4	-	17
Stanford Drive	1	2	1	-	4
Sutton Close	6	-	-	-	6
The Holt	-	2	-	-	2
The Motte	7	3	1	-	11
Thesiger Road	9	2	6	-	17
Withington Court	5	9	1	-	15
Wootton Road	1	-	-	-	1
Total	133	34	20	1	188

17. Additionally, a further 55 emails* were received directly, with Thames Valley Police not objecting. Typically, email responses from local residents and/or members of the public cover wider/more general views of the proposals, and therefore it's not always possible to assign an expression against each individual element of the proposed scheme. Where comments have been generally for or against the proposals – these have been documented, with 45 objecting, eight partially supporting or raising concerns, and one in support.

** It should be noted that many of the email responses received were submitted in addition to the online survey being completed by the respondent – and as such, a small level of duplication is expected.*

18. The County Councillor responsible for the Abingdon East division responded to state that:

"I am supportive of resident parking schemes where there is support for them from residents and there are effective examples of them across Oxfordshire including a scheme in central Abingdon.

I am glad the County Council investigated these schemes following the previous informal consultation from residents where a majority expressed support for some kind of parking restrictions that preferences residents over other parkers. It's clear however there are some concerns about the proposals as they stand and many people that contacted me expressed a preference to keep the area as it is currently is without the need for permits. With that in mind, I would like to see that proposal paused and potentially revisited in the future if reported problems increase due to the volume of vehicles in Abingdon or displaced parking following improved enforcement of existing parking restrictions. My preference is that when these restrictions are considered, they're done over a wider area so we can make a more informed view on the risks of displacing parking to other areas.

I am unclear why the proposal to update the restrictions around the turning circle in the Motte to 8am – 6pm would be more appropriate than double yellow lines there to stop any obstruction of the circle?

With regards to the removal of existing waiting time restrictions, I have not had any contact on this from residents and will wait to see the consultation responses to explore their views."

19. The County Councillor for Abingdon South was contacted by officers after the close of the consultation for his comments but has not responded prior to the report being finalised. They have the opportunity to speak at the public meeting.
20. The District Councillor for Vale of White Horse has responded stating he is not in favour of the scheme.
21. The Town Council for Abingdon responded as follows:

Abingdon Town Council is very supportive of any scheme to assist residents with parking requirements in their neighbourhoods where the consultation has come as a direct result of those residents initial requests and concerns. Abingdon Town Council is concerned over domestic houses being converted to HMO's or flats and additional impact on parking in the town. A number of the roads included in this consultation have properties that could be considered for those conversions.

22. The full responses are shown in the accompanying **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:

23. In total, we received 227 responses regarding the proposed scheme, with the majority being against it. Specifically, 67% of the respondents were not in favour, 21% partially supported elements of the scheme, 11% were in favour, and 1% did not state an opinion.
24. A significant number of respondents (124 comments) believe there are no existing parking issues and feel the scheme would impose an unnecessary burden. Another major concern raised by respondents (44 comments) is that better enforcement of current restrictions would be a more effective solution than introducing a new scheme. Additionally, 13 comments highlight the risk of parking displacement to neighbouring roads, suggesting unintended consequences for surrounding areas.
25. Smaller but notable concerns include the visual impact of additional lines and signs (7 comments), the need to prioritise improvements in public transport and active travel infrastructure (5 comments), and fears that the scheme could negatively affect house prices (3 comments). These points reflect broader worries about aesthetics, sustainability, and property value. The feedback indicates a preference for enhancing existing measures and considering the potential negative impacts of the proposed scheme on the community. The concerns raised suggest that any new scheme should be carefully evaluated to address these issues and ensure it aligns with the community's needs and priorities.

Officer response:

26. The informal consultation revealed strong support for a residents' parking scheme. While existing restrictions may deter all-day parking, they require residents to move their vehicles during enforcement hours. The proposed permit scheme offers greater flexibility for residents and their visitors. If implemented, the scheme would include higher enforcement levels to ensure compliance.
27. Displacement is a potential issue with any scheme, but given the existing restrictions, it is not expected to be a significant problem. All schemes are monitored, and further measures can be considered if necessary. The proposed scheme would replace existing yellow lines with permit signs, minimizing the need for additional signage.
28. There is no evidence to suggest that permit schemes affect property prices. The benefits of such schemes could be attractive to some residents. It is important to note that residents would only need to apply for a permit if they

need to park on the street. A reduction in the number of vehicles parked on the road would benefit the street scene and other road users.

b) Costs associated with the scheme:

29. The most prominent concern raised is that the cost of permits is excessive, which received the highest number of comments (30). This suggests a strong sentiment among respondents that the pricing structure may be prohibitive or unjustified.
30. Some believe that the primary motivation behind the proposals is financial gain for the council, a view supported by 10 comments, indicating a degree of scepticism about the scheme's intent.
31. It has been suggested that one free resident permit should be allowed per property (4 comments), and there has also been a call for more than two permits per household (3 comments), reflecting practical concerns about household needs and fairness in permit allocation.

Officer response:

32. The standard permit zone rules have been applied effectively in other areas, catering to the majority of users while implementing controls to prevent abuse and oversubscription. A fundamental principle is that the costs to operate permit schemes must be met by the users who benefit from preferential parking. These charges are set annually by our cabinet to cover the operational costs.
33. The principle of charging for permit parking permits is to ensure that the costs for their operation are covered. This includes back-office administration, sign and line maintenance, and the enforcement of the schemes. The aim is to run these schemes on a cost-neutral basis, prioritising parking for residents and meeting transport objectives.
34. These permit schemes are not introduced to generate revenue but to manage parking effectively and meet the needs of the community. By covering the operational costs through user charges, we can maintain the integrity and efficiency of the permit zones, ensuring they serve their intended purpose.

c) Operational elements of the scheme:

35. The proposed scheme is expected to have a negative impact on visitors, including imposing a financial burden and promoting social exclusion by limiting the number of visitor permits allowed (19). Additionally, there is a call for more affordable parking to be created in the Town Centre to alleviate these concerns (7).
36. Tradesmen visiting properties for maintenance work will also be negatively affected by the scheme (7). There is a suggestion that the scheme should not

apply on Saturdays to mitigate this impact (5). Furthermore, it is recommended that the zone be extended to include all of Oxford Road, especially the section after Abbott Road (5).

37. Residents of Withington Court believe it should be a separate zone and not include neighbouring roads (5). The scheme is also seen as having a negative impact on carers (4). There are requests to extend the zone to include Bath Street and Stratton Way (3).
38. Concerns have been raised about the lack of parking for those visiting St Edmunds Parish Church, as they currently rely on neighbouring roads (2). The scheme is perceived as discriminatory against those without access to off-street parking (2). There is also an issue with insufficient kerb capacity to accommodate the number of permits allowed per household (1).
39. If introduced, the scheme will impact businesses that operate from home (1). More work is needed with local schools to address inconsiderate parking caused by parents during school pick-up and drop-off times (1). Lastly, there are suggestions to extend the zone to include Dodson Court (1) and Harding Road (1).

Officer response:

40. The visitor permit system in Oxfordshire has been in place for several years and generally works well for most residents. The first 25 visitor sessions are free, and time-limited parking is available for short-term visitors. The current single yellow line restrictions deter all-day parking but may inconvenience residents who also need to park on the street.
41. A resident's parking scheme offers more flexibility for residents and their visitors during operational hours, but it requires charging for permits to cover administrative costs. These costs are reviewed annually and are comparable to other councils with similar schemes. The permit scheme also accommodates tradespeople through contractor permits and allows the council to suspend restrictions for events or utility works.
42. There are also carer permits available for those who need support at home, allowing them to pass the permit to their visitors without a time limit on the number of visits. The operating days of the scheme match the restrictions in Abingdon Town Centre. If the operating hours and days are considered too restrictive, an alternative could be to allow the permit scheme to operate only Monday to Friday between 10 am and 11 am.
43. This alternative would mirror the single yellow line restrictions in the area but would allow residents and visitors to park without moving their vehicles. Residents who do not want to apply for a permit would not be disadvantaged, as they currently cannot park when the single yellow line applies. Other single yellow line restrictions (Monday to Friday, 8 am to 4 pm) would remain the same.

44. There is merit in proceeding with the proposed dual-purpose paid parking or permit holder bays in Witherington Court, as this would give residents more flexibility to park outside the limited number of residents-only bays. There is already limited parking around St Edmunds Parish Church due to existing restrictions, but the church benefits from a sizeable off-street car park, and nearby roads like Radley Road are not included in the scheme.
45. With a permit scheme in place, the amount of available parking for residents is expected to increase, especially in currently unrestricted areas. Residents working from home who rely on on-street parking face challenges with limited unrestricted parking areas or having to move their vehicles during the one-hour no-waiting period. The permit scheme would provide more opportunities for on-street parking throughout the day.

d) Proposed dual purpose bays:

46. The proposed dual-purpose bays have raised several concerns among residents. The most frequent concern (five comments) is the suggestion to remove pay and display bays from one side of Witherington Court to prioritize resident parking. Another common issue, (four comments), is that these bays would be used by Town Centre visitors, reducing availability for residents who pay annually for permits.
47. Additionally, there were calls for dual-purpose bays on Oxford Road Service Road and for converting underutilized pay and display bays on Witherington Court to resident-only bays, (three comments each). One comment also highlighted potential negative impacts on businesses due to reduced customer parking.

Officer response:

48. The proposed dual-purpose bays in Witherington Court aim to balance parking needs for users of nearby facilities and residents. By including a change in the restrictions, residents benefit from the flexibility to choose whether to apply for a permit. This approach provides a net benefit to residents while accommodating the needs of facility users.

e) Proposed resident parking bays:

49. Regarding the proposed resident permit bays, the dominant concern is that visitors using the bays will limit access for paying residents (4 comments). Additionally, several comments pointed out that some proposed bays are too narrow and could obstruct emergency and service vehicles, notably on Clifton Drive, The Motte, Stanford Drive, and Letcombe Avenue (3 comments each).
50. There are also suggestions for additional bays on Oxford Road, Bath Street, and Stratton Way (3 comments each). These concerns highlight the need for careful consideration of both the placement and size of the bays to ensure they meet the needs of residents without causing other issues.

Officer response:

51. Within a permit parking area, roads designated for residents' parking are not marked with bay markings, and restrictions are conveyed by signs only. The areas to be designated as permit holders only are currently unrestricted or have single yellow lines that apply at certain times of the day. It could be argued that if motorists are not causing problems when restrictions are not in operation, it is unlikely that issues would arise under the scheme.
52. During the hours of operation, only residents or their visitors could park, making the system self-regulating by the community. This approach ensures that parking problems are managed effectively, benefiting the residents and maintaining order within the permit parking area.

f) No waiting and no waiting at any time restrictions:

53. Several comments express concern about the extent of double yellow lines. Residents feel that while some restrictions are necessary, others may be excessive. For example, there are objections to upgrading single yellow lines on Withington Court to double yellow lines due to the loss of evening parking (6 comments), and similar concerns are raised about Thesiger Road and Abbott Road (5 comments).
54. Additionally, the removal of single yellow lines from Aston Close, Kingston Close, and Sutton Close is seen as problematic due to narrow road widths potentially causing access issues (6 comments).
55. There are suggestions for additional restrictions in specific areas. These include calls for more double yellow lines from Abbott Road to 42 Oxford Road (2 comments), and on Thesiger Road's south-west corner and south-east bend (2 comments).
56. Other individual suggestions include relocating the single yellow line restriction on Fitzharrys Road from the west to the east side (1 comment) and converting double yellow lines outside 61–61a Bath Street into a residents permit bay (1 comment). The latter request is outside of the zone and relates to a developer scheme.

Officer response:

57. The scheme has provided a comprehensive review of parking in the area, identifying areas that would benefit from introducing restrictions or increasing the operating hours of existing restrictions to prevent obstructive parking where safety could be compromised. In Withington Court, the existing carriageway width only permits parking on one side, with a single yellow line on the opposite side. Therefore, parking outside the operating hours could encourage encroachment on the footways. As no complaints relating to

footway parking have been received, the existing arrangement could be retained and monitored.

58. For consistency, the proposals suggest replacing existing single yellow line restrictions with permit holder-only parking to stop all-day parking. This is not an invitation to park in an obstructive or unsafe manner, and officers do not expect the removal of single yellow lines to increase the likelihood of such events occurring. If residents have concerns specifically related to roads with 8 am – 4 pm restrictions, these could be retained within the zone boundary. The scheme cannot consider extending the scope to include new locations, but if approved, it would be monitored, and further changes could be considered.

g) Other comments relating to the design of the proposed scheme:

59. There was a request to introduce limited waiting bays on Oxford Road to support school bus operations. This suggestion aims to improve accessibility and traffic flow during school hours (1 comment).
60. Another point proposed maintaining unrestricted parking on the north side of Boxhill Walk. This would continue to offer free parking for residents living on the south side, preserving convenience for local households (1 comment).

Officer response:

61. The request for limited waiting bays on Oxford Road is outside the scope of the scheme. However, Oxford Road is a heavily trafficked route, and any provision of on-street parking would likely impinge on the flow of traffic. Under the proposals, only the south side of Boxhill Walk is proposed to be restricted by double yellow lines, ensuring that the north side remains unrestricted for general parking.
62. This approach aims to balance the need for traffic flow on Oxford Road while providing some parking availability on Boxhill Walk. By restricting parking on the south side only, the scheme ensures that traffic congestion is minimized, and residents still have access to parking on the north side. This compromise addresses both traffic management and residents' parking needs effectively.

Monitoring and evaluation

63. It is suggested that if approved, a review of the scheme is carried out approximately 12 months after implementation.

Paul Fermer
Director of Environment and Highways

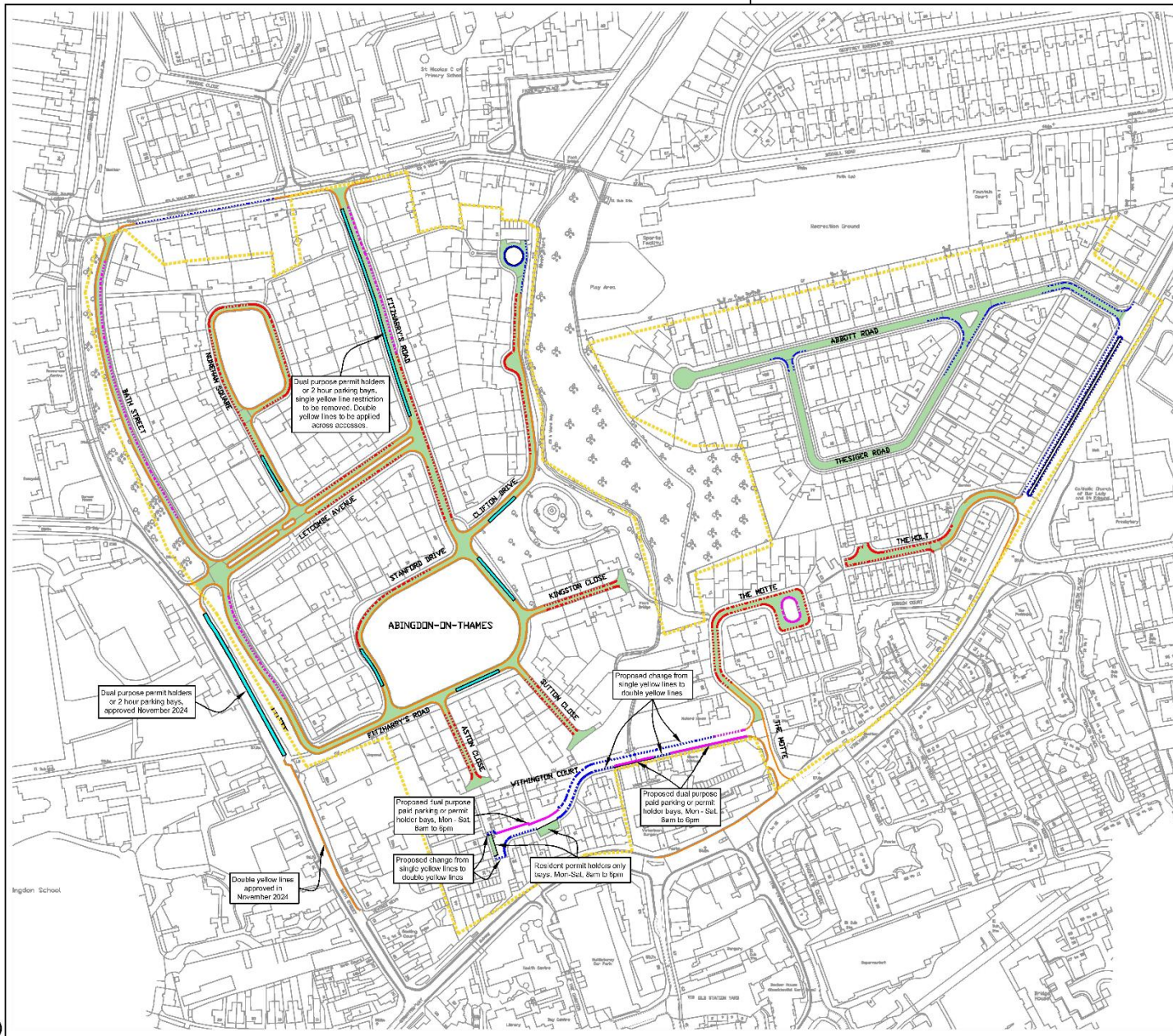
Annexes

Annex 1: Consultation plan
Annex 2: Response summary charts
Annex 3: Response summary tables
Annex 4: Consultation responses (*separate document*)
Annex 5: Equality Impact Assessment
Annex 6: Revised proposal plan

Contact Officers:

James Whiting (Team Leader – TRO and Schemes)

September 2025



1

- Existing double yellow lines
- Existing single yellow lines: Timing to be changed to Mon-Sat 8am-6pm
- Existing lining to be removed (single or double yellow lines)
- Proposed double yellow lines
- Proposed single yellow lines Mon-Sat 8am to 6pm
- Proposed shared use bays, Resident permit bays or Pay and Display bays Mon-Sat 8am-6pm
- Proposed Permit Parking Bays Monday-Saturday 8am-6pm or 2 hours free parking
- Proposed Permit Parking Area / Bays, Monday-Saturday 8am-6pm
- Boundary of eligible properties

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

CONSTRUCTION

(ENTER 'NONE' IF APPLICABLE)

MAINTENANCE/CLEANING

ENTER 'NONE' IF APP
NOT

USE
(ENTER "NONE" IF APPLICABLE)

USE
(ENTER "NONE" IF APPLICABLE)

RECOMMISSIONING / DEMOLITION

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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

Proposed permit parking area
Centre North, Abingdon
Consultation

Drawing Status	
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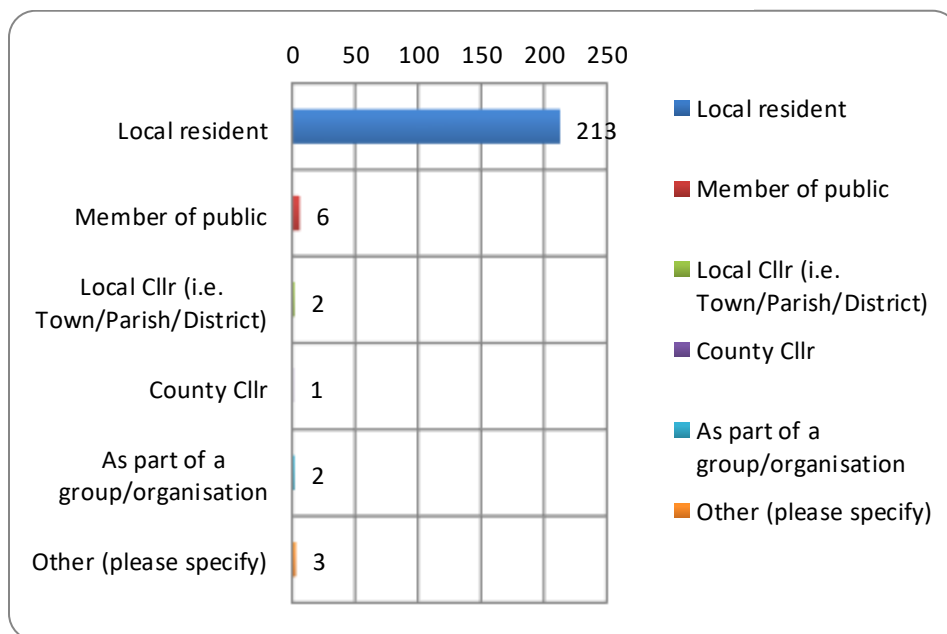
CONSULTATION

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

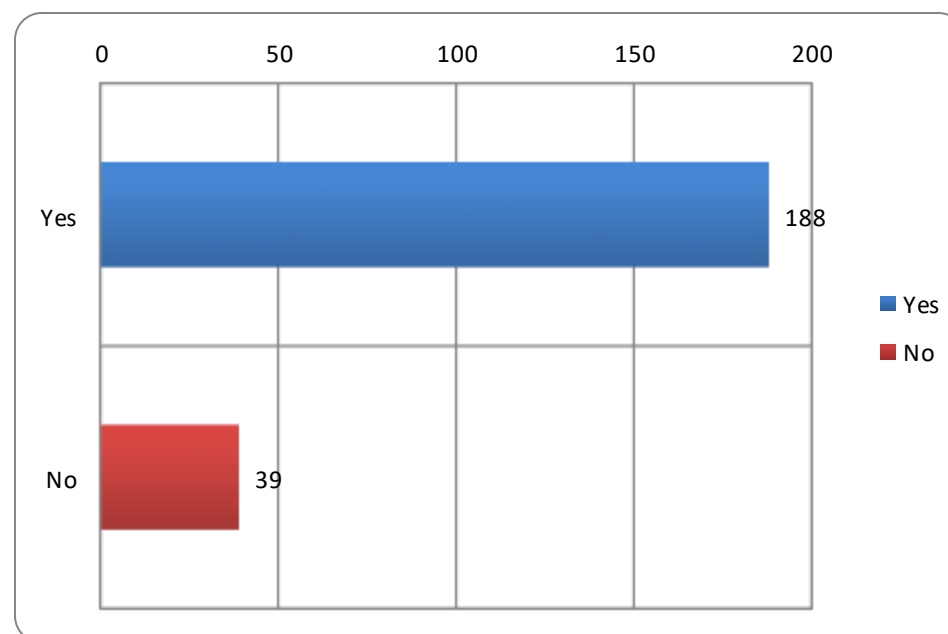
Oxfordshire Project No. & File Ref.

Drawing No.	CIL/25-26/AB/CN/01	Revision	0
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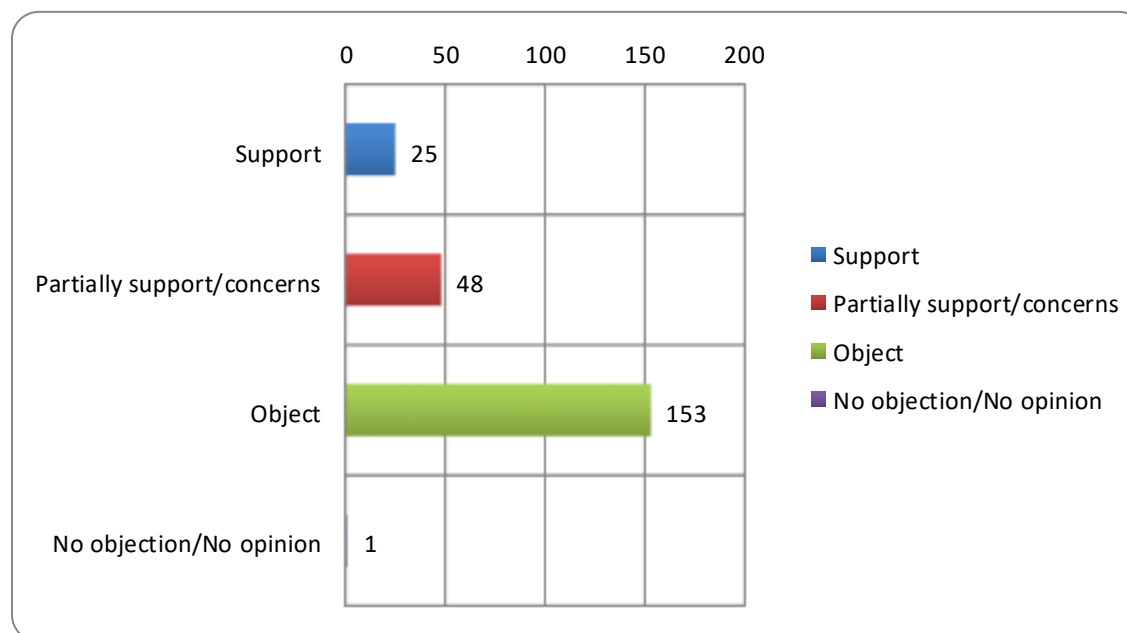
In what capacity are you responding to this survey?



Do you live within the proposed permit parking area?



Do you support the introduction of a controlled parking scheme in the area?



a: General comments for the proposed parking scheme

COMMENT	No. COMMENTS
There are no parking issues, the scheme will cause an unnecessary burden and is not needed	124
Better enforcement required of existing restrictions which would fix any current issues	44
Parking will be displaced to neighbouring roads	13
Extra lines and signs will ruin the look of the area.	7
More effort should be put into improving public transport and infrastructure to support cycling and walking	5
If introduced, the scheme will have a detrimental impact on house prices	3

b: General comments relating to the cost of the scheme

COMMENT	No. COMMENTS
The cost of permits is excessive	30
Only reason for the proposals seems to be financial gain for the council.	10
One free resident permit should be provided per property	4
More than 2 permits are required per household	3

c: General comments relating to the operational aspect of the scheme

COMMENT	No. COMMENTS
The scheme will have a negative impact on visitors including a financial burden and promoting social exclusion by limiting the number of visitor permits allowed	19
More affordable parking should be created in the Town Centre	7
There will be a negative impact on tradesmen visiting properties to do maintenance works	7
The scheme should not apply on a Saturday	5
The zone should be extended to include all of Oxford Road, especially the section after Abbott Road	5
Withington Court should be a separate zone and not include the neighbouring roads	5
The scheme will have a negative impact on carers	4
The zone should be extended to include Bath Street and Stratton Way	3
Those visiting St Edmunds Parish Church will have nowhere to park as they currently rely on neighbouring roads	2

The scheme discriminates against those that have no access to off street parking	2
There is insufficient kerb capacity to accommodate the number of permits allowed per household	1
If introduced, this scheme will impact businesses that operate from home	1
More work needs to be done with local schools to improve the inconsiderate parking caused by parents during school pick up and drop off times	1
The zone should be extended to include Dodson Court	1
The zone should be extended to include Harding Road	1

d. Comments relating to the proposed dual-purpose bays:

COMMENT	No. COMMENTS
Remove pay and displays from one side of Withington Court to prioritise resident parking	5
Bays will be utilised by those visiting the Town Centre and limit availability for residents who are paying annually for a permit	4
Dual purpose bays are required on Oxford Road Service Road	3
The pay and display bays on Withington Court are currently underutilised and should be changed to resident permit bays only	3
Businesses will be negatively impacted as there will be a reduction in parking for their customers	1

e. Comments relating to the proposed resident permit bays:

COMMENT	No. COMMENTS
Bays will be utilised by those visiting the Town Centre and limit availability for residents who are paying annually for a permit	4
Some areas where resident permit bays have been proposed are far too narrow and will cause access issues	3
Resident permit bays are needed on Oxford Road	3
Positioning of some bays are going to cause access issues for emergency vehicles, refuse trucks etc (Clifton Drive, The Motte, Stanford Drive and Letcombe Avenue)	3
Resident permit bays required on Bath Street and Stratton Way	3

f. Comments relating to the proposed no waiting and no waiting at any time restrictions:

COMMENT	No. COMMENTS
Some double yellow lines are required but not all	6
Single yellow lines on Withington Court should remain as is as they provide much needed parking in the evenings. Do not upgrade to double yellow lines.	6
Double yellow lines on Thesiger Road and Abbott are too heavy and will take away parking unnecessarily	5
Additional double yellow lines are needed from Abbott Road to 42 Oxford Road, on both sides of the Service Road	2
Additional double yellow lines are needed on Thesiger Road (southwest corner, southeast bend, outside 42,44 and 50)	2
Double yellow line should be removed from outside 61-61a and replaced with a residents permit bay	1
The 10am-11am single yellow line restriction on the west side of Fitzharrys Road should be moved to the east side	1

g. Comments relating to the proposed removal of the no waiting at any time restrictions:

COMMENT	No. COMMENTS
Removal of the double yellow lines on both sides of Aston Close, Kingston Close and Sutton Close will cause access issues as the roads are too narrow	6

h. Other comments relating to general design of the scheme:

COMMENT	No. COMMENTS
Request to consider limited waiting bays on Oxford Road to assist school buses	1
It is proposed to keep Boxhill Walk unrestricted on the north side which provides free parking to residents on the south side	1



Oxfordshire County Council

Equalities Impact Assessment

ABINGDON CENTRE NORTH – PROPOSED PARKING MEASURES INCLUDING
RESIDENTS PERMIT PARKING SCHEME

30/06/2025

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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 – PROPOSED CENTRE NORTH PARKING MEASURES INCLUDING THE INTRODUCTION OF A RESIDENT'S PERMIT PARKING SCHEME
Is this a new or existing function or policy?	No – 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).	Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan 2023-2028 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: - Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. - 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. - Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. 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. 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, supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced. Many areas in Oxfordshire are already covered by permit parking schemes and where these have been implemented, they have been extremely successful in removing commuter parking. Permit parking schemes help to reduce congestion and pollution, and encourage use of sustainable transport, by removing free on-street commuter parking. They also improve the street scene and

	can make streets safer and more accessible for all road users by removing obstructive parking. These benefits mostly fall on those living within the zones but there are wider transport and environmental benefits. All residents in Permit controlled areas who wish to park their vehicle on the public highway in the zone during the hours of operation have to pay for a permit(s); unless access to a permit has been restricted because of a planning permission, for example, the development is car free. Businesses can also apply for permits. Both residents and businesses can also apply for permits for their visitors. Special provisions also apply for carers and contractor's vehicles with more details available on https://www.oxfordshire.gov.uk/cms/public-site/parking-permits. Households that don't have access to a drive or private parking are likely to be most disadvantaged particularly if it is a household with multiple car ownership. Parking permit charges may also affect low income households. The charges are however necessary to ensure that more of the schemes operating costs are met and they are able to continue to operate and deliver their transport and environmental benefits.
Completed By	James Whiting – Team Leader, TRO and Parking Schemes
Authorised By	Cathy Champion – Operations Manager (Civil Enforcement)
Date of Assessment	30/06/2025

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 consider areas that would benefit from the introduction of Permit parking schemes and to review locations where single yellow lines were used to deter commuter parking. Abingdon as major town in Vale of White Horse was in scope for this project and as such, we have consulted local opinions over wide area around the centre of Abingdon. This includes areas where single yellow lines have been used previously, which deter all day parking, but limit residents' ability to park on-street.
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Proposals Explain the detail of the proposals, including why this has been decided as the best course of action.	The proposals include a mixture of no waiting restrictions, dual purpose time limited bays with exemptions for permit holders and disabled bays to better manage parking in the Abingdon Centre North area which will give priority to residents by preventing all day parking by non-residents. No waiting restrictions are proposed at locations where access needs to be maintained and to promote road safety. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor, as the town falls within the Civil Enforcement Area for Vale of White Horse.
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 ability to deliver our climate commitments.	Prior to undertaking the public consultation, an informal consultation took place in November 2024 to understand the parking issues in the area. Majority of the residents who responded were in favour of a residents permit scheme and mentioned there is a significant issue with non-resident parking. 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.
Alternatives considered / rejected 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.	The proposals have been developed in consultation with the County Councillors and following consultation with residents to address a known problem of non-resident parking in the Abingdon Centre North area. The do-nothing option would likely result in the County Council continuing to receive complaints about the parking impacting the local community due to a lack of parking capacity for residents and local businesses.

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	☐	☒	☐	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 including older people and children. No specific impacts identified and a CPZ is not considered to impact disproportionately on any age group.	Residents (aged 17 or over) can apply for up to 50 visitor parking permits per year; the first block of 25 issued are free, and the second block of 25 currently cost £31.50. A cap is applied of a maximum of 100 visitor permits per property. Those over 70 do not have to pay for your second set.	OCC project team	Post implementation engagement including with Local Member

Disability	☐	☒	☐	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. Management of on street parking may impact on people reliant on care. 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 including those with a mobility impairment including those who use a wheelchair or motorized scooter.	Blue badge holders can apply to have a bay provided outside their homes. Blue badge holders can park in permit holder spaces without time limit. The proposals include dual purpose bays which cater for both residents and other users, who will be able to park for up to 2 hours or park in pay and display bays. This is seen as sufficient for most visits to this area and as spaces are freed up, disabled users are more likely to find a space closer to their destination.	OCC project team	Post implementation engagement including with Local Member
Gender Reassignment	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on marital status.			

Pregnancy & Maternity	☐	☒	☐	Pregnant people and with infants may require home support from a medical or other professional who need to park on street. 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.	The proposals include dual purpose bays which cater for both residents and other users, who will be able to park for up to 2 hours or utilise pay and display parking. With higher turnover of spaces there is a greater probability that users will be able to find spaces closer to their destinations.	OCC project team	Post implementation engagement including with Local Member
Race	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			
Sex	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation.			
Religion or Belief	☐	☒	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation.			

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	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities.			
Armed Forces	☒	☐	☐	No specific impacts identified and a CPZ is not considered to impact disproportionately on armed forces.			
Carers	☐	☒	☐	Carers, including family and friends, that need to look after older and disabled people, and who need to drive and park on street.	The policies for operating permit parking areas includes provision for carers in the form of a permit which the person requiring care can hand the care provider at each visit. Further provision is provided for by the introduction of time limited bays which cater for sort visits.	OCC project team	Post implementation engagement including with Local Member
Areas of deprivation	☐	☐	☒	Introduction of a charge for parking permits	The charge for residents' permits are kept to a minimum to cover the costs of operating a permit parking scheme. The decision to proceed with a scheme takes into account all factors including new fees and charges for residents and business users.	OCC project team	Post implementation engagement including with Local Member

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	☒	☐	☐	Staff working for the County Council will not be disproportionately impacted.			
Other Council Services	☒	☐	☐	Potential need for some council services e.g. social services, to use a car and park in residential streets.	Social workers and registered carers are already catered for in OCC polices and can apply for a permit to allow them to park in permit parking areas whilst undertaking their duties.	OCC project team	Monitoring as part of a wider policy changes.
Providers	☒	☐	☐	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value ¹	☒	☐	☐	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	30/06/2025
Person Responsible for Review	James Whiting – Team Leader, TRO and Parking Schemes
Authorised By	Cathy Champion – Operations Manager (Civil Enforcement)

