

Division(s) affected: *Abingdon South*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

04 SEPTEMBER 2025

ABINGDON: OCK STREET 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 double yellow lines in Victoria Road and Exbourne Road (as advertised)
- b) The introduction of double yellow lines at the crossroads of Bostock Road and Mullard Way / Saint Michael's Avenue as shown on plan in Annex 7.

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

- c) To withdraw proposals for the introduction of shared-use permit holders or 2 hour parking areas or bays on lengths of Bostock Road, Conduit Road, Edward Street, Exbourne Road, Mayotts Road, Meadowside, Mullard Way, Ock Street, Saint Michaels Avenue, Tower Close and Victoria Road.
- d) To withdraw proposals for the introduction of 4 hour time limited bays on sections of Conduit Road and Edward Street.
- e) To withdraw proposals for the introduction of no waiting at any time (double yellow lines) restrictions on Meadowside, Mayott's Road and Mullard Way (part).
- f) To withdraw proposals to change existing single yellow line restrictions to apply Monday to Saturday, 8am to 6pm on Bostock Road and Saint Michael's Avenue
- g) To withdraw proposals to remove existing No waiting, Monday to Saturday, 8am to 6pm on Conduit Road
- h) To withdraw proposals to remove existing 2 hour bays (Monday to Saturday, 8am to 6pm) on Conduit Road.

Executive Summary

1. This report presents the consultation responses and officer recommendations from a statutory consultation for the introduction of a permit parking area in the Ock Street area of Abingdon. The advertised scheme subject to the public consultation is shown in **Annex 1**.
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 Levy (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. A total of 383 responses were received for the consultation, which included feedback from areas beyond the Ock Street scheme. However, specifically for the Ock Street area, there were 103 responses. Out of these, 53 (52%) supported the idea of a residents' parking scheme, 26 (25%) were against it, and 24 (23%) were unsure.
6. The responses and feedback provided from the 2024 consultation have aided in the development of a proposed permit parking scheme for further consultation with the public to cover the 'Abingdon Ock Street' area – which has been done in collaboration with the local County Councillor.
7. The subsequent sections summarise the outcome of the public consultation and the officer recommendations, have taken account the notable level of objections to some elements of the scheme. The recommendations are split into measures which are put forward for approval and elements which are recommended to be withdrawn from the final proposals.

Sustainability Implications

8. 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

9. Funding for the project is being provided through a Community Infrastructure Levy (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

10. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
11. The scheme has been promoted by 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

12. An Equalities Impact Assessment has been undertaken for the proposals which can be viewed in **Annex 6**.
13. Only one negative implication was identified from the proposals concerning the introduction of charges in areas of deprivation. In response, the proposals have been developed in-line with the council's existing policies and mitigations have been outlined in the assessment. It should also be noted that blue badge holders can park without time limit or restrictions within limited waiting/ permit holder parking bays.

Formal Consultation

14. 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.

15. Letters were sent directly to approximately 763 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.
16. Initial downloads from the online consultation survey suggested that 736 responses had been received, however following investigations by officers, anomalies in response patterns were identified during data validation.
17. Specifically, 495 responses were submitted from a single IP address within a short timeframe, each with identical quantitative answers and highly similar qualitative comments. While the origin of these responses is uncertain, potential explanations include automated submission, coordinated individual effort, or shared institutional access, the pattern suggests a level of organised activity.
18. These responses have been included in full within the dataset for transparency. However, for the purposes of analysis and reporting, they have been grouped separately and analysed in context, to avoid distortion of overall findings while still recognising any substantive points raised.
19. This approach reflects best practice in consultation reporting and is consistent with case law affirming that coordinated responses must be considered based on the strength of the arguments they present, not the method by which they are submitted
20. The 495 single source responses (67% of the total received) – objected to the general principal of introducing a permit parking area, as shown in the accompanying **Annex 5** – will be reported on separately to the main body of responses and will not be included the overall summary charts as shown in **Annex 2**.
21. Following separation of the single source responses described above, 241 responses were left that 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: 176 objections (73%), 42 partially supporting/raising concerns (17%), 22 in support (9%), and one non-objection/no-opinion.
22. Further tables shown in **Annex 3** provide details of the most common themes which have been summarised from the public feedback.
23. A table showing the overall level of objection/support by road for those respondents that stated they lived within the proposed permit parking area (72% of the 241 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	Total
Bostock Road	37	4	4	45

Conduit Road	4	4	-	8
Edward Street	20	4	2	26
Exbourne Road	24	1	-	25
Harding Road	-	-	1	1
Mayotts Road	1	1	-	2
Meadowside	7	2	1	10
Mullard Way	1	-	-	1
Ock mill close	-	-	1	1
Ock Street	9	4	1	14
Park Road	-	1	-	1
Spring Road	6	-	-	6
Tower Close	2	-	2	4
Victoria Road	24	5	1	30
Total	135	26	13	174

24. Additionally, a further 30 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 23 objecting, three partially supporting or raising concerns, one in support, and three suggesting that other roads should also be included due to the issues they are experiencing.

** It should be noted that some 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.*

25. 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.

26. The District Councillor for Vale of White Horse has responded stating he is not in favour of the scheme.

27. 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.

28. 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:

29. In total we received 241 responses with the majority being against the proposed scheme. 73% of the respondents were not in favour of the proposed scheme, 17% partially supported elements of the scheme, 9% were in favour and 1% didn't state an opinion.
30. The general comments for the proposed parking scheme highlight several key concerns. Many respondents believe that there are no existing parking issues and that the scheme will cause an unnecessary burden (79). Additionally, there is a concern that purchasing a permit does not guarantee a parking space (18), and that parking will be displaced to neighbouring roads (18).
31. Other comments emphasize the need for better enforcement of existing restrictions to fix current issues (12) and stress that the scheme will only work if it is enforced properly (12).
32. There are also worries about insufficient kerb capacity in relation to the number of properties (3), potential discrimination against those without access to off-street parking (2), and the negative impact of extra lines and signs on the area's appearance (1).

Officer response:

33. The proposals have been developed in response to requests from residents for a scheme to be introduced.
34. Prior to the statutory consultation taking place, an informal consultation exercise was undertaken to better understand the views of residents and to determine if there was support within the community for a permit scheme. The feedback received showed that 51% of respondents supported a permit scheme being introduced, compared to 25% who didn't support a scheme. The remaining respondents didn't give an opinion either way.
35. Where informal consultations have been undertaken prior to a statutory consultation, there is a potential bias towards objections at the second stage, as those that object will likely continue to oppose a scheme, whereas residents who have given initial support may not feel the need to respond further to new consultations.

36. Displacement is a potential issue with any scheme, 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.
37. A cap on 2 permits per property is the council's standard policy for new permit schemes and this is required to ensure the scheme is equitable and fair for all users and often there is a higher demand for on-street parking in general. This works well in most schemes by striking a balance between allowing residents freedom to own and park vehicles on the road, whilst managing the demand, especially in situations that arise from Homes of Multiple Occupancy.
38. Although permit parking schemes do not allocate parking spaces to individual properties, by removing external parking pressures on the area, it would increase the likelihood of residents being able to find available parking near their properties.
39. It is our standard practice where new schemes are introduced to increase the level of enforcement to drive better compliance of the restrictions and to change behaviours of non-residents who have become used to parking within the area.
40. Within a permit parking area (PPA), roads designated for residents' parking are not marked with bay markings, and restrictions are conveyed by signs only. These types of schemes minimise the visual and environmental impact on an area when compared to a traditional controlled parking zone (CPZ).
41. Given that there is low levels of support in the community for the introduction of a permit parking area, one option is to withdraw the proposals at this time and continue to monitor the parking whilst maintaining communications with the local county councillor. If the future demand for parking or local opinions change, officers can re-engage with the community to find solutions that would be better suited and supported locally.

b) Costs associated with the scheme:

42. The most frequent concern is that the cost of permits adds an unnecessary financial burden, with 72 comments reflecting this sentiment. Another significant point is the perception that the primary motivation behind the proposals is financial gain for the council, as indicated by 29 comments.
43. Additionally, there are suggestions that resident permits should be free, supported by 6 comments. Some residents believe that more than two permits are required per household, with 3 comments backing this view.
44. Lastly, there are individual comments suggesting that the cost of the permit should be reduced during the Ock Street Fair and that the overall cost of permits is too high, each with 1 comment.

Officer response:

45. 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.
46. 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.
47. 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) Timing of the proposed scheme:

48. There is a significant issue with parking during evenings and weekends, which the current scheme timings do not address (33 comments). Many believe that the scheme should be applied Monday to Sunday at all times to effectively tackle the parking problem (3 comments).
49. Additionally, there are suggestions that the scheme should only be applied from Monday to Friday, indicating a preference for weekday regulation (2 comments).

Officer response:

50. The proposed operating hours of Monday to Saturday, 8am to 6pm, have been selected, as this mirrors when restrictions apply in Abingdon Town Centre and subsequently when pressures from external parking are likely to be higher. Relaxing the restrictions to not apply during the evenings and on Sundays, gives residents further flexibility around visitors and other users. It also offers less impact on churches other organisations to hold events on Sundays when the restrictions don't apply.
51. In residential areas, parking demand is typically higher during the evening and weekends because residents and their visitors are more likely to be at home with their vehicles. Since residents with valid permits can park during the hours of operation, extending the scheme to apply at all times may not impact evening parking, as capacity issues arise from the residents themselves.

d) Other operational elements of the scheme:

52. The general comments relating to the operational aspect of the scheme highlight several key concerns. Firstly, there is a significant worry that the scheme will have a negative impact on visitors, including a financial burden and promoting social exclusion by limiting the number of visitors permits allowed (40 comments). Additionally, there are concerns about the negative impact on tradesmen and delivery drivers (26 comments).
53. Moreover, there is a call for more affordable parking in the Town Centre to alleviate the burden on residents and visitors (12 comments). The scheme is also seen as unfair to local schools, as parents and teachers need somewhere to park (12 comments). There are also concerns about the negative impact on carers (11 comments).
54. Furthermore, there is a suggestion that 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 (5 comments). The scheme is also seen as having a negative impact on those visiting Albert Park (5 comments). Some residents believe that the zone should be extended to include Harding Road (4 comments).
55. Lastly, there are various other concerns, such as properties with off-street parking should have only one permit (3 comments), the brief issue with school parking does not warrant this scheme (2 comments), and the zone should be extended to include Wilsham Road, Caldecot Road, and neighbouring roads, as well as Spring Road (1 comment each). There are also worries that the proposed scheme limits access to care homes and emergency services and could increase road safety issues by encouraging parking around schools (1 comment each).

Officer response:

56. 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.
57. 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.
58. There is a general concession across the whole zone to allow for 2 hours free parking for non-residents. Where these schemes have been introduced in other parts of Oxfordshire, they have been successful in allowing activities of visitors to the area to park for short periods, including tradespeople, delivery

drivers, parents dropping off and picking up at schools and people visiting residents without the need to use a visitor permit.

59. Where businesses or schools operate within permit zones, the basic principles apply that permits are not made available for the purposes of allowing their employees to commute to work and park on roads within the restricted area. A key objective of the schemes is to prevent all day parking by non-residents (or their visitors) and by allowing concessions it opens up further challenges to the scheme. The Ock Street area is close to Abingdon Town Centre and there are good bus links that run through the area. Schools must choose how they manage demand where parking is available on the site.
60. Existing yellow line restrictions to prohibit parking around school times have been retained and additional restrictions at junctions are proposed to ensure safety and access is maintained.
61. Under the proposals we are not able to extend the scheme to incorporate additional areas that were not in scope of the original consultation, but if approved the changes would be monitored to assess whether further restrictions would be beneficial.
62. In general, the Council would not look to apply different rules for the number of permits based on access to off-street parking. This can over complicate the schemes and make it more burdensome to administer and manage the issue of permits. Where residents have access to off-street parking they are more likely to use it, rather than parking on-street due to the cost of paying for a permit.

e) Proposed dual purpose/ 4 hour limited waiting parking bays

63. The comments relating to the proposed dual purpose and/or 4-hour limited waiting bays highlight several key concerns. Firstly, there is a significant worry that businesses will be negatively impacted due to a reduction in parking for their customers (15 comments). Additionally, the scheme is seen as having a negative impact on users of Trinity Church (11 comments).
64. Moreover, there is a suggestion that the ambulance bay outside Mayott House is necessary and should not be changed to a dual-purpose bay (8 comments). There are also concerns that the 4-hour limited waiting bays on Conduit Road will encourage long-stay parking, and a 2-hour limit is deemed sufficient (6 comments).
65. Furthermore, there is a call for dual-purpose bays on Ock Street (2 comments). The 4-hour limited waiting bays on Spring Road are considered insufficient for Dawson hairdressers, as parking is required for a longer period for customers and staff (2 comments). Some residents believe that more or all bays should be made into limited waiting bays instead of resident permit bays (2 comments).

66. Lastly, there is a concern that no parking should be allowed on the north side of Bostock Road due to safety issues (1 comment). These comments reflect the community's desire for a more balanced and effective approach to managing parking issues.

Officer response:

67. In addition to a general concession to allow for 2 hour free parking across the zone for non-permit holders, the proposals include the addition of bays on Edward Street and Conduit Road, which allow for 4 hour parking.
68. The 4 hour bays have been included in the proposals to allow customers of local business and users of the church to park for longer periods. Although some respondents felt that this would be too long a period, it is hoped that with the removal of all day parking by non-residents, there would be further opportunity to park in the area using the 2 hour free parking concession.
69. The timed bays on Conduit Road currently only allow parking for a maximum of 2 hours, so the extended time period for parking will benefit church users over what is currently in place.
70. The Church and Conduit Road and the business on Edward Street both have access to off-street parking and would need to determine the best use of these areas for the staff or customers who require parking for longer periods.
71. The current bay outside Mayott House marked for Ambulances, does not have a supporting traffic order and the markings are not in compliance with the regulations. Under the proposals it is proposed to change the restriction to a shared use bay. One option could be to mark and formalise a smaller ambulance bay in the same location and whilst allowing some 2 hour parking to remain.
72. All marked bays are proposed to be shared use (permit holders or time limited) with the exception of the 4 hour bays on the east side of Conduit Road. It was felt that dedicating these bays to non-permit holders would give them more certainty of finding a longer stay parking place. Alternative options to park for up to 2 hours is covered across the whole of the zone.
73. Given that there is low levels of support in the community for the proposed changes, it is recommended to withdraw the proposals at this time and monitor the area in discussion with the local member.

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

74. The comments relating to the proposed no waiting and no waiting at any time restrictions highlight several key concerns. Firstly, there is a significant worry that double yellow lines are too heavy and will unnecessarily take away parking spaces (16 comments). Additionally, there are concerns regarding

the removal of the single yellow lines on Conduit Road opposite Carswell Community School (8 comments).

75. Moreover, some residents believe that single yellow lines should be kept where necessary as they provide additional parking in the evenings (3 comments). On the other hand, there are opinions that double yellow lines will bring much-needed safety improvements (2 comments) and are needed on both sides of Bostock Road (2 comments).
76. Furthermore, the extension of the double yellow lines on Victoria Road is seen as necessary (1 comment). There is also a suggestion to change some of the single yellow lines on Spring Road to double yellow lines, particularly to make it easier to turn left from Edward Street (1 comment).
77. Lastly, there is a preference for single yellow lines because blue badge holders can park on them, whereas they cannot park on double yellow lines (1 comment). These comments reflect the community's desire for a balanced approach that considers both parking availability and safety improvements.

Officer response:

78. The proposed new locations for the addition of double yellow lines have been kept to a minimum and limited to areas where vehicles would obstruct the road at junctions for safety reasons.
79. In most locations the single yellow lines have been retained but times changed to mirror the operating hours of the scheme for consistency.
80. Where single yellow lines have been proposed for removal (e.g. Conduit Road) this was to provide further options for parking within the area. Residents would be offered the option of having a white access protection marking across their driveways in place of the single yellow line.
81. It's a misconception that blue badge holders can park on single yellow lines, but not double yellow lines. The highway code and blue badge guide states that blue badge holders can park on single or double yellow lines where no loading restrictions are not in place.
82. Given the level of objections some of the proposed elements, it is recommended that double yellow lines are retained for their introduction around junctions but withdrawn from the final scheme to allow further discussions to take place with local County Councillor about whether new measures are required.

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

83. There is a call for dedicated electric vehicle charging bays, particularly on Edward Street and Exbourne Road, to support the growing number of electric vehicles (3 comments).
84. Additionally, there is a strong sentiment that more effort should be put into improving public transport and infrastructure to support cycling and walking, which would encourage alternative forms of travel (3 comments).
85. Several road safety issues need addressing, including speeding, driving the wrong way down one-way roads, and cyclists or e-scooters using the pavements, which endangers animals and pedestrians (2 comments).
86. There are also concerns about vehicles parking on pavements, which needs to be addressed to ensure pedestrian safety (1 comment). Lastly, there is a suggestion for a pedestrian crossing to improve safety for those on foot (1 comment).

Officer response:

87. Under the scope of the Ock Street area project, it was not possible to consider the introduction of electric vehicle (EV) charging bays as they require separate tender exercises with providers to maintain the sites. However, there is a wider strategy looking at EV bays across the County.
88. The introduction of residents parking schemes is an effective way of managing the demand for on-street parking while also contributing towards the wider transport objectives of the council. The adopted Local Transport and Connectivity Plan outlines a clear vision to deliver a net-zero Oxfordshire transport and travel system that enables the county to thrive while protecting the environment and making Oxfordshire a better place to live for all residents. This includes looking at strategies for improving public transport and infrastructure for cycling and walking.
89. Issues that relate to road safety such as speeding and cyclists using pavements etc. is outside the scope of the project, but the council does have an active road safety team that responds to safety concerns raised by the public. The points highlighted will be passed over to the road safety team for investigation.
90. Parking on pavements is a national issue and technically not an automatic offence outside of London. The Department for Transport is currently exploring whether there needs to be a change to primary legislation on this issues and lobby groups are advocating extending the ban currently in place across the Greater London, to the rest of the country. The council is closely monitoring the situation to determine if new policies need to be put in place.

91. The provision of pedestrian crossings are outside the scope of the Ock Street project but the feedback will be passed to the relevant teams in the council for consideration.

Monitoring and evaluation

92. It is recommended that the proposed residents parking scheme for the Ock Street area is withdrawn. However, if a decision is taken to approve the scheme, the new measures would be kept under review and monitored by officers.

Paul Fermer
Director of Environment and Highways

Annexes	Annex 1: Consultation plan
	Annex 2: Summary of responses (charts)
	Annex 3: Summary of responses (tables)
	Annex 4: Consultation responses (<i>separate document</i>)
	Annex 5: Online consultation responses from a suspected singular source (<i>separate document</i>)
	Annex 6: Equality Impact Assessment
	Annex 7: Amended proposals subject to the recommendations

Contact Officers: James Whiting (Team Leader – TRO and Schemes)

September 2025

Drawing No. Revision 0

KEY

- 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 shared use bays: Mon-Sat 8am-6pm or 2 hours free parking
- Proposed limited waiting bays
- Existing parking bays to be removed
- Existing disabled parking bays
- Proposed Permit Parking Area Monday-Saturday 8am-6pm or 2 hours free parking
- Boundary of eligible properties

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS 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 APPLICABLE)

USE (ENTER 'NONE' IF APPLICABLE)

DECOMMISSIONING/DEMOLITION (ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
**OCK STREET AREA
ABINGDON**

Drawing title
**PROPOSED
RESIDENTS PERMIT
PARKING AREA**

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by

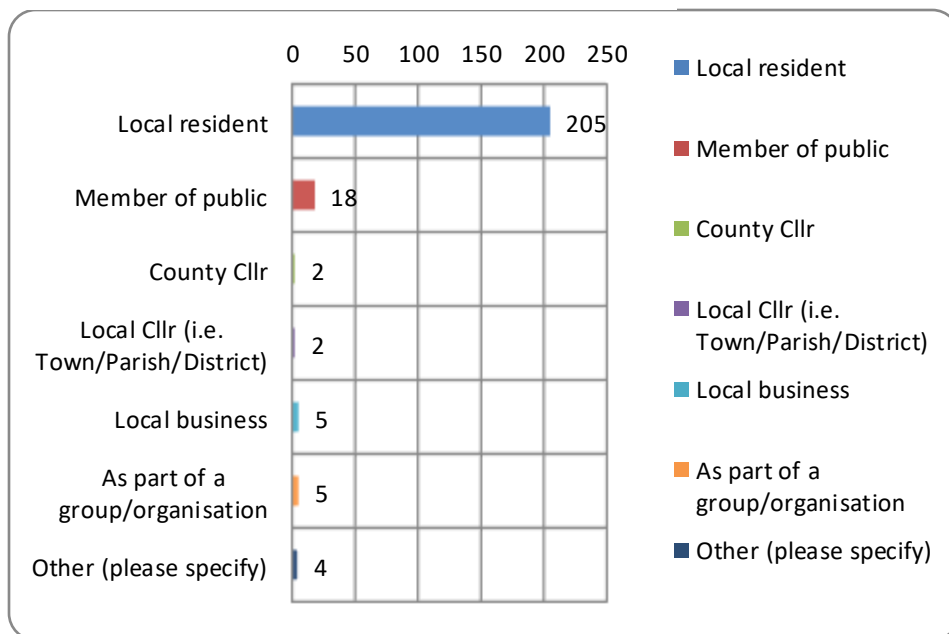
Oxfordshire Project No. & File Ref

Drawing No. Revision 0

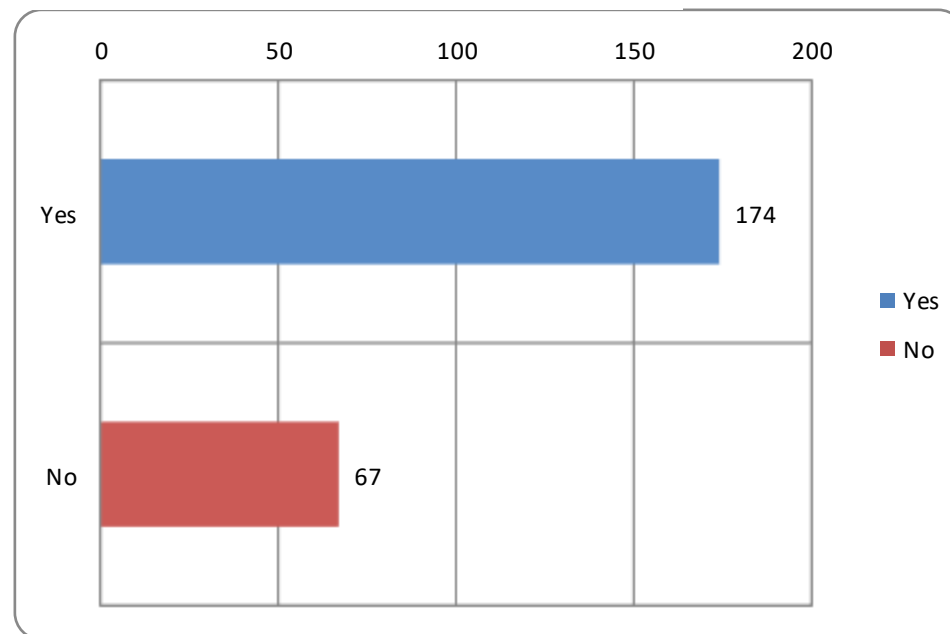
Summary Response (charts)

ANNEX 2

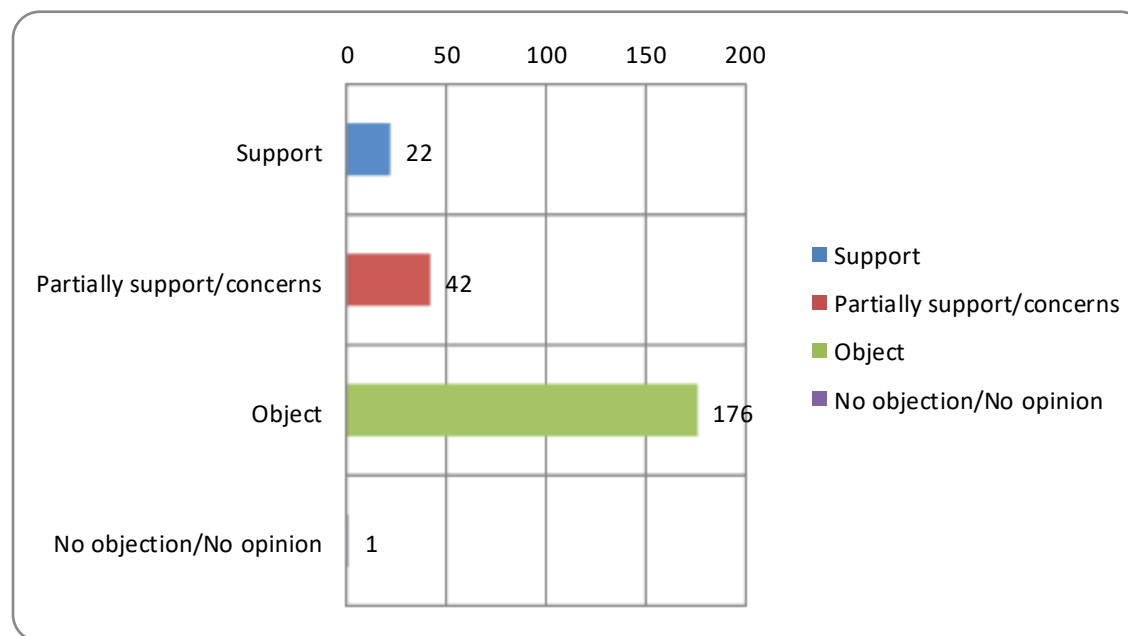
In what capacity are you responding to this survey?



Do you live within the proposed permit parking area?



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



Summary Response (tables)

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	79
Purchasing a permit doesn't guarantee a parking space	18
Parking will be displaced to neighbouring roads	18
Better enforcement required of existing restrictions which would fix any current issues	12
Scheme will only work if it is enforced properly	12
There is insufficient kerb capacity in relation to the number of properties	3
The scheme will discriminate against those that don't have access to off street parking	2
Extra lines and signs will ruin the look of the area.	1

b: General comments relating to the cost of the scheme

COMMENT	No. COMMENTS
Cost of permits adds an unnecessary financial burden	72
Only reason for the proposals seems to be financial gain for the council.	29
Resident permits should be free	6
More than 2 permits are required per household	3
The cost of the permit should be reduced as residents won't be able to utilise them during the Ock Street Fair	1
Cost of permits is too high	1

c: General comments relating to the timings of the scheme

COMMENT	No. COMMENTS
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Parking is an evening and weekend issue; the timings of this scheme will not address the issue	33
Scheme should apply Monday-Sunday at all times	3
Scheme should apply Monday-Friday only	2

d: 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 visitors permits allowed	40
There will be a negative impact on tradesmen and delivery drivers	26
More affordable parking should be created in the Town Centre	12
Unfair on the local schools as parents and teachers need to park somewhere	12
The scheme will have a negative impact on carers	11
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	5
The scheme will have a negative impact on those visiting Albert Park	5
The zone should be extended to include Harding Road	4
Properties that have off street parking should have 1 permit only	3
There is only a brief issue with school parking, doesn't warrant this scheme	2
The zone should be extended to include Wilsham Road	1
The zone should be extended to include Caldecot Road and neighbouring roads	1
The zone should be extended to include Spring Road	1
The proposed scheme limits access to care homes	1
The proposed scheme limits access to emergency services	1
The scheme could increase road safety issues as it is encouraging parking around schools	1

e. Comments relating to the proposed dual purpose and/or 4 hour limited waiting bays:

COMMENT	No. COMMENTS
Businesses will be negatively impacted as there will be a reduction in parking for their customers	15
The scheme will negatively impact users of Trinity Church	11
The ambulance bay outside Mayott House is necessary and should be changed to a dual purpose bay	8
4 hour limited waiting bays on Conduit Road will encourage long stay parking, 2 hours is sufficient	6
Dual purpose bays are required on Ock street	2
4 hour limited waiting bays on Spring Road are not sufficient for Dawson hairdressers. Parking is required for a longer period of time for customers and staff	2
Resident permit bays not needed, more/ all bays should be made into limited waiting bays instead	2
No parking should be allowed on the north side of Bostock Road as it causes a safety issue	1

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

COMMENT	No. COMMENTS
Double yellow lines are too heavy and will take away parking unnecessarily	16
Concerns regarding the removal of the single yellow lines on Conduit Road opposite Carswell Community School	8
Single yellow lines should be kept in where necessary as they provide additional parking in the evenings	3
Double yellow lines will bring much needed safety improvements	2
Double yellow lines are needed on both sides of Bostock Road	2
The extension of the double yellow lines on Victoria Road are necessary	1
Please change some of the single yellow lines on Spring Road to double yellow lines, particularly difficult to turn left from Edward Street	1

Single yellow lines are preferred because blue badge holders can park on them. They can't park on double yellow lines	1
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g. Other comments relating to general design of the scheme:

COMMENT	No. COMMENTS
Dedicated electric vehicle charging bays should generally be provided especially on Edward Street and Exbourne Road	3
More effort should be put into improving public transport and infrastructure to support cycling and walking	3
Several road safety issues need addressing including speeding, driving the wrong way down one way roads and cyclists/ e-scooters using the pavements, endangering animals and pedestrians	2
Proposals will encourage other forms of travel other than car	1
Vehicles parking on the pavements and this needs to be addressed	1
Pedestrian crossing is required	1

Annex 4: Recorded consultation responses: See separate document

Annex 5: Online consultation responses from a suspected singular source: See separate document



Oxfordshire County Council
Equalities Impact Assessment

ABINGDON OCK STREET – 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 OCK STREET – PROPOSED 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, limited waiting bays, dual purpose time limited bays with exemptions for permit holders and disabled bays to better manage parking in the Ock Street 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 Ock Street 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. 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. Further consideration has been made to provide 4 hour bays on Conduit Road to support activities at Trinity Church.	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. 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	☐	☒	☐	Those visiting Trinity Church may require parking in close proximity for community events and maintenance works. 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 dedicated spaces outside the place of worship for longer stays. In addition to the 2-hour dual purpose bays in this zone, we are proposing 4 hour limited waiting bays outside the Church to assist with these longer stays. Furthermore, the restrictions will not apply on a Sunday.	OCC project team	Post implementation engagement including with Local Member
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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	OCC project team	Post implementation engagement including with Local Member

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
					limited bays which cater for sort visits.		
Areas of deprivation	☐	☐	☒	Introduction of a charge for parking permits	The charge for residents' permits are in-line with existing charges for parking permits levied in Abingdon. Charges are reviewed on an annual basis as part of the Councils Fees and Charges budget setting. 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

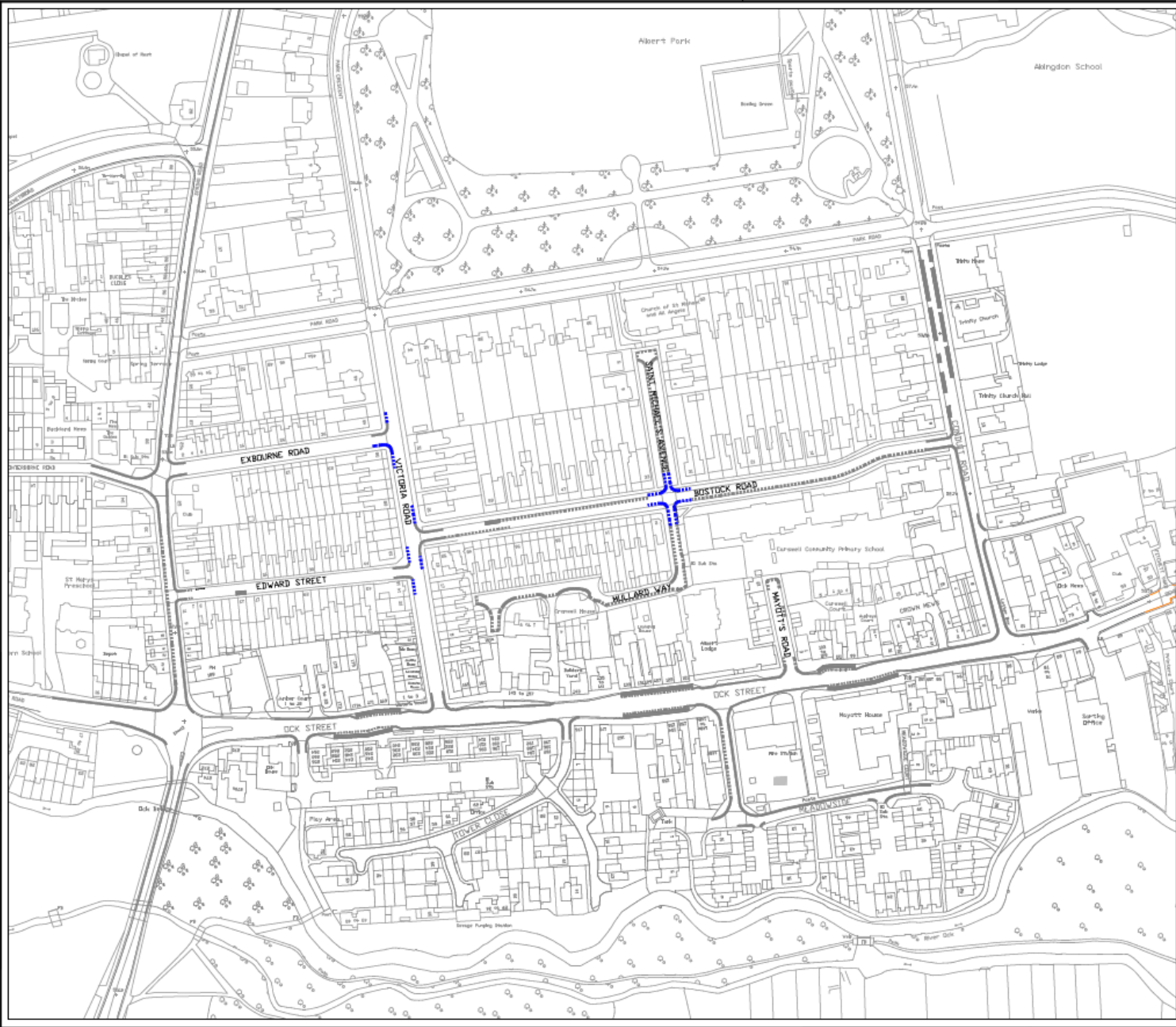
Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	☒	☐	☐	Staff working for the County Council will not be disproportionately impacted.			
Other 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	
Person Responsible for Review	
Authorised By	



Drawing No.		Revision 0	
KEY Existing restrictions Proposed double yellow lines			
SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION IN ADDITION TO THE HAZARD/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 APPLICABLE) USE (ENTER 'NONE' IF APPLICABLE) TECHNICAL/LEVEL TYPING (ENTER 'NONE' IF APPLICABLE)			
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Rev.	Date	Purpose of revision	Drawn Checked Approved
 Paul Farmer Director of Environment & Highways Oxfordshire County Council County Hall New Road Oxford OX1 1ND Tel: 01865 310 1111			
Project title CIL Projects 25/26 Vale of White Horse			
Drawing title Proposed double yellow lines Dock Street, Abingdon Consultation			
Drawing Status CONSULTATION			
Scale @ A3	Drawn by	Checked by	Approved by
1:1250	MJ	JW	JW
Date drawn	Date checked	Date approved	
19/08/2025	19/08/2025	19/08/2025	
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Drawing No.		Revision	
CIL/25-26/AB/DOCK/01		0	