

I live on the Motte with my wife and two young children. Most of the street is too narrow for cars to pass side by side. Removing the yellow line encourages people to park on the kerb. When this occurs our double buggy cannot get past. Driving along that stretch of road (which has a blind corner) will get more hazardous. There will be a greater need for cars to reverse when they meet, which increases the risk to other road users. Emergency service vehicles such as ambulances and fire engines will be impeded.

That narrow section of the Motte is heavily used by pedestrians and cyclists going to or coming from school via Boxhill Park. As it stands they can cross the road without having to walk around parked cars.

Further up the street is a turning circle around a big tree. We live in view of this tree. Kids often play in the area. Our children cycle around the tree on balance bikes. The proposed parking bays will narrow the road and make it harder for parents to spot oncoming traffic. Extra parked cars will block lines of sight. I will be much less comfortable letting my kids play there if the street is littered with parked cars.

The road becomes wider around the turning circle, but this is by design. Trucks need the space to get around without clipping the kerb or reversing. There is no room for parking bays.

Most houses on the street are similar to ours, with 2 (or more) off street spaces. My wife and I were thinking about dropping from 2 cars down to 1, so that our visitors will find it easier to park. Not having unlimited low cost parking is a trade-off we knew we were making when moving into the centre of Abingdon. The proposed residents permit scheme will encourage more car ownership among residents, especially among those who can afford many cars. In our case our household will be able to have 2 residents permits - so 4 cars!

The cost of a permit that grants unlimited parking for one year is very low compared to the other costs associated with owning a car. If the permit scheme goes through, it will create a little more parking capacity for a short time, but that will soon be lost to cars and vans that are seldom used. Similar to adding lanes to a motorway, the benefits will be short lived, but the costs especially to pedestrians and children who want to play on the street will be permanent.