

Divisions Affected – Abingdon East; Abingdon North; Abingdon South

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

22 JANUARY 2026

ABINGDON: TOWN CENTRE – PARKING REVIEW AND PROPOSED PARKING MEASURES

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the formalisation of the existing ‘No Loading - Mon to Sun, 7.30am-9.30am & 4.30pm-6.30pm’ restriction on Drayton Road (Both sides) – between its roundabout junctions with Marcham Road/Ock Street & Caldecott Road/Suffolk Way, as advertised.**
- (b) Approve the introduction of new ‘No Waiting at Any Time’ (Double Yellow Lines) parking restrictions on sections of Lombard Street, St Edmunds Lane, St Helens Court, West St Helen Street and St Helens Wharf, as advertised.**
- (c) Approve the introduction of new ‘Resident Permit Holders Only’ parking bays (with ‘AB’ prefix) in St Edmunds Lane, as advertised.**
- (d) Approve the amendment that residents of Nos.1-16 St. Edmunds Lane, Nos.1-3 & Nos.1-4 Twitty Almshouses, Nos.1-7 Long Alley Almshouses. and Nos.1-8 Brick Alley Almshouses to apply for annual Residents and Visitors` Parking Permits, with a local identifier of ‘AB’.**
- (e) Approve the introduction of a new ‘30-minute Limited Waiting Parking Bay, Mon-Sat 8am-6pm, No Return Within 1 Hour’ parking bay on a section West St Helen Street, as advertised.**
- (f) Approve the introduction of new ‘2-hour Limited Waiting Parking Bays, Mon-Sat 8am-6pm, No Return Within 1 Hour’ parking bays on sections of Manor Court, as advertised.**
- (g) Approve the introduction of new ‘Pay & Display’ Parking Place, Mon to Sat, 8am-6pm, Max Stay 2 Hours, No Return Within 1 Hour’**

parking bay (Resident Permit Holders exempt) on St Helens Wharf, as advertised.

- (h) Approve the existing 'Pay & Display' & 'Resident Permit Holders Only' parking bays within the Town Centre area will remain, but their associated signage will be updated to show/confirm that permit holders with the 'AB' prefix remain eligible to park, with no change to provisions, as advertised.**
- (i) Defer the introduction of new 'No Loading - Mon to Sat, 7am-10am & 4pm-7pm' restriction on the A415 Bridge Street (Both sides).**

Executive Summary

2. This report presents responses received to a statutory consultation on proposed parking measures in Abingdon Town Centre, the formalisation of existing restrictions and the extension of a residents permit scheme, as shown in **Annexes 1a to 1f**.
3. 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 parking schemes to be brought forward.
4. The responses and feedback provided from the 2024 consultation have aided in the development of a proposed permit parking scheme for the 'Abingdon Town Centre' area – which has been done in collaboration with the local County Councillor.

Corporate Policies and Priorities

5. In the newly adopted 'Oxfordshire Strategic Plan 2025-2028' the Council has ambitious plans to create a greener, fairer and healthier Oxfordshire. This includes objectives to "*Create better spaces for residents and visitors in our town centres.*" (*Greener Oxfordshire*).
6. The Strategic plan sets out that the Council will continue to roll out our Local Transport and Connectivity Plan (LTCP), which aims to cut carbon emissions from transport. This means encouraging people to use public transport, cycling and walking instead of driving.
7. The LTCP sets out that the management of parking is an effective way to tackle congestion and its negative consequences. It is also an essential factor affecting the convenience and subsequent attractiveness of different transport modes.
8. In addition, our adopted Network Management Plan (2023-2028) sets out how our parking policies will support and link in with the ambitious transport goals by:

- (a) Managing kerb side space fairly to ensure a balance is maintained between supporting the vitality of local businesses and catering for resident and visitor parking.
- (b) Promoting the introduction of resident parking zones to improve the lives of residents and to encourage use of public transport by cutting down on opportunities for commuter parking.

Financial Implications

9. The proposals are being funded through an allocated capital budget to review and introduce Controlled Parking Zones in the County. There are no additional pressures on new budgets or resources to deliver the amendments.

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 the 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 – Principal Solicitor (Regulatory)
Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

12. There are no negative staff implications, with the design & appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the 'TRO & Schemes' team as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

13. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.
14. Officers confirm that 'Blue badge' holders can park with a valid badge on display within limited waiting/ permit holder parking bays without time limit or restriction, and on single/double yellow line parking restrictions (providing a loading/unloading ban is not in force) for up to a maximum of three hours.

15. Additionally, the Council will consider any requests for additional dedicated Disabled Persons Parking Places on a case-by-case basis - subject to applicant & site suitability - this is provided free of charge to the applicant and will provide additional parking capacity for any holder of an authorised current blue badge.

Sustainability Implications

16. The proposals are being put forward ensure the permit parking areas remain fit for purpose, which continue to serve the needs of the local community.

Risk Management

17. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

18. Formal consultation was carried out between 12 November and 12 December 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.
19. Letters were sent directly to approximately 404 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 area. Additionally, the Town council and local Cllrs (County, District, etc..) were all encouraged to use the information provided to publicise the proposals locally amongst their residents as necessary.
20. During the course of the formal consultation, 18 responses were received via the online survey, where 13 identified as local residents, three as a member of the public, and two as a County Councillor/ Local Councillors.
21. In terms of the overall view on the proposed parking scheme in the area, majority of those that wrote in are in favour of the scheme. Charts shown in **Annex 2** shows the feedback received on a road-by-road basis.
22. A further table (shown in **Annex 3**) provides details of the most common themes/concerns summarised from the public feedback received.

23. The County Councillor for Abingdon South and Abingdon East were contacted by officers after the close of the consultation for their comments. The County Councillor for Abingdon East responded as follows:

"I am supportive of these proposals to improve traffic flow and parking in Abingdon.

My only concern is around increasing the eligibility for parking permits in an area where demand is already quite high. I sometimes hear from residents with permits they continue to have trouble in finding parking spaces, and I would support a look at how the County Council/other councils manage parking permit sales/eligibility in places where supply can outstrip demand."

24. The County Councillor for Abingdon South has not responded prior to the report being finalised. They have the opportunity to speak at the public meeting.

25. Thames Valley Police submitted a non-objection to the scheme.

26. A further four email responses were received from residents within the Abingdon Town Centre area. One response was generally supportive but raised some concerns regarding West St Helen St car park and highlighted the need for the traffic lights at the junction of West St Helen St/ High St to be reviewed. The other responses have raised a variety of concerns including the impact on residents if the no loading restriction was introduced on Abingdon Bridge, the need for more resident parking spaces, concerns regarding upgrading some of the single yellow lines to double yellow lines and a query regarding permit eligibility.

27. The full responses are shown in **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

28. The majority of respondents were in favour of the proposals for each location and understand the benefits these would bring to the area. Specific comments have been received favouring the proposals to introduce no loading restrictions on Abingdon Bridge and Drayton Road (three comments) and the upgrade of some of the single yellow lines to double yellow lines to improve road safety (one comment).

29. Some stated that the existing restrictions need enforcing (two comments), Manor Court is not enforced at all (one comment), and if approved the proposed scheme will need enforcing (two comments). A concern has also been raised regarding obstructive parking on Stert Street (one comment).

30. A response was received by a County Councillor from another division stating they do not support the proposal to create additional resident parking spaces as

this is in contravention of the LTCP targets which aim for a 25% reduction in car trips by 2030, as well as Vision Zero which aims for a reduction in road danger. Additional parking creates traffic, and therefore increases car trips, it also creates additional road danger.

31. Whilst the vast majority are in favour of the scheme, some respondents have raised concerns regarding the proposal to upgrade some of the single yellow lines are upgraded to double yellow lines (three comments) and the proposed removal of the free parking areas on St Edmunds Lane and St Helens Wharf are removed (two comments). All the respondent's state this will increase pressure on parking in the area.
32. Concerns have also been raised regarding the proposal to introduce additional double yellow lines on Lombard Street, stating this will put pressure on parking on neighbouring roads (one comment) and a suggestion has been made to change this to a resident permit bay (one comment).
33. Two respondents have stated the scheme will still not allow enough parking for residents as we are also proposing to extend permit eligibility.
34. Suggestions have also been made to amend the timing of the no loading restriction on Abingdon Bridge to 3.30pm to assist with school and early workers shift traffic (one comment), and to upgrade the double yellow lines outside the shops on Bridge Street to a no loading restriction to assist with the obstructive parking that is taking place at this location. A concern has also been raised about the impact the proposed no loading restriction on Abingdon Bridge will have on residents when they require a taxi (one comment).
35. One objection has been received regard the time provision that has been applied to the parking bays on West St Helen Street, and another respondent has stated they are unhappy with the proposal to remove the pay and display bay on West St Helen Street.
36. Concerns have been raised regarding the proposed eastern parking bay on St Edmunds Lane stating it causes a pinch point for those entering and exiting West St Helen Street Car Park and it has been queried why a double yellow line is being proposed between both the parking bays (one comment). The same respondent also mentioned the increased charges in West St Helen Street Car Park and the number of vacant electric vehicle charging bays.
37. One respondent has commented in favour of the proposed limited waiting bays on Manor Court but has requested for a section of single yellow line to be upgraded to a double yellow line, to ensure emergency vehicles do not have any issues accessing Cygnet Court.
38. Two requests have been received by residents of Long Alley Almshouses Community, part of the Almshouse Community comprising of Long Alley, Brick Alley, Twitty's Cottages and St Helens Wharf. They state they are not eligible for a residents permit and if restrictions are introduced to St Helens Wharf, which is where they currently park, they will have nowhere to park their vehicles.

39. Suggestions have also been received to review the traffic lights on the West St Helen Street/ High Street junction to ease traffic (two comments) with one request to update this to a smart traffic light system.

Officer response

40. If the proposals are approved, officers will work with the enforcement teams to ensure the restrictions are actively enforced. This may include increased levels of patrols post introduction to improve compliance and change behaviours.

41. The proposals were developed in response to requests received by local residents and with support from the County Councillors. In addition to this, conversations have also been had with the Active Travel team as they are in the process of working on schemes on East St Helen Street and West St Helen Street, which if approved, would mean removing some parking bays at these locations.

42. With the demand on parking in these areas, we have taken all of the above into consideration and reviewed areas where extra parking bays could be accommodated. If the schemes are introduced by the Active Travel team, this would then mean the number of resident parking bays in the area are back at the status quo.

43. Furthermore, whilst there is a target to reduce car journeys by 25% by 2030, it is important to note that there will still be a high percentage of car owners in Oxfordshire and therefore it is vital that consideration is given to where they will park.

44. When reviewing the existing single yellow lines and deciding which of these should be upgraded to double yellow lines, we considered visibility, accessibility and overall road safety. These have been kept to a minimal as it is appreciated that residents and visitors park on these restrictions, but comments have also been received from residents stating they are in favour of these proposals.

45. With there being a high demand on parking in this area, it is vital that any restrictions that are proposed prioritise parking for residents and encourage a turnover for parking for visitors. Therefore, when reviewing areas that are currently unrestricted, consideration has been given to who would benefit the most from parking at these locations and schemes have been designed accordingly.

46. The request to propose double yellow lines on Lombard Street was received by the County Councillors. They raised concerns regarding the width of the road and feel as a long-term solution, Lombard Street should be made one way and remove all parking, which this restriction supports.

47. The allocation of properties eligible for permits takes into account residents of dwellings in the local vicinity that may currently park in the bays. From

experience on past schemes, it is expected that actual take up of permits will less than the theoretical demand. In addition, there will be a net benefit by the reduction of non-permit holder (general) parking in the area.

48. It is not possible to amend the timings of the no loading restriction under the scope of this scheme or to upgrade the double yellow lines on Bridge Street to a no loading restriction.
49. No loading restrictions are proposed in areas where it is not deemed safe for vehicle to wait or load/unload for any period of time. The no loading restriction at this location has been proposed Monday-Saturday 7-10am and 4-7pm to prioritise road safety. Outside of this time, vehicles can park as normal.
50. When designing this scheme, it was assumed if approved, signage could be placed on the lamp columns or the bridge walls. Officers have since been informed by the Street Lighting team and Historic England that neither are viable options. As a result, it is recommended to defer this item, which will allow officers to fully explore the options to adequately sign the restrictions so they can be effectively enforced.
51. There has always been a two-hour maximum stay period in the pay and display bays, but this has never been specified on the signage. As part of this scheme, we have also proposed to change all the signs in this area, so the restrictions are clear, this also includes the exemptions for those with a resident's permit.
52. Furthermore, it has been proposed to remove the pay and display bay on the east side of West St Helen St and replace this with double yellow lines, to allow a clear path for vehicles to travel. Currently there were some parking bays on the east side and some on the west, meaning vehicles are having to manoeuvre around these as they travel down West St Helen St. Nevertheless, the loss of a parking space has been taken into consideration, and a new limited waiting parking bay has been proposed on the west side of West St Helen St to assist those visiting the local amenities.
53. Vehicles have always parked where the residents permit bays are being proposed on St Edmunds Lane and to date, we have not received any complaints about vehicles entering or exiting the car park. Therefore, we are recommending formalising the parking that is currently taking place. Furthermore, the existing double yellow lines between the two parking spaces has been retained as the width of the road at this location is very narrow and it acts a passing point if there was an oncoming vehicle.
54. Furthermore, the West St Helen Street car park is not on the public highway and therefore outside of the scope of the County Council. Due to this, officers cannot recommend any changes to these. However, the comments will be fed back to the District Councillors and relevant entities for their consideration.
55. Again, it is not possible to upgrade some of the single yellow lines on Manor Court to double yellow lines under the scope of this scheme, but if this scheme

is approved, it will be monitored for a period of 12 months, and further revisions can be made if required.

56. Officers have reviewed the roads eligible for a permit in this zone and it is recommended to include residents of Twitty Almshouses, Long Almshouses, and Brick Alley Almhouses in the permit zone.
57. The request to review the traffic lights on the junction of West St Helen Street and High Street does not come under the scope of this scheme, but Officers will ensure this is passed onto the relevant team for their consideration.

Paul Fermer
Director of Environment and Highways

Annex(es): Annexes 1a-f: Consultation plans
Annex 2: Response summary charts
Annex 3: Response summary tables
Annex 4: Consultation responses (*separate document*)
Annex 5: Equality Impact Assessment

Background papers: n/a
Other Documents: n/a

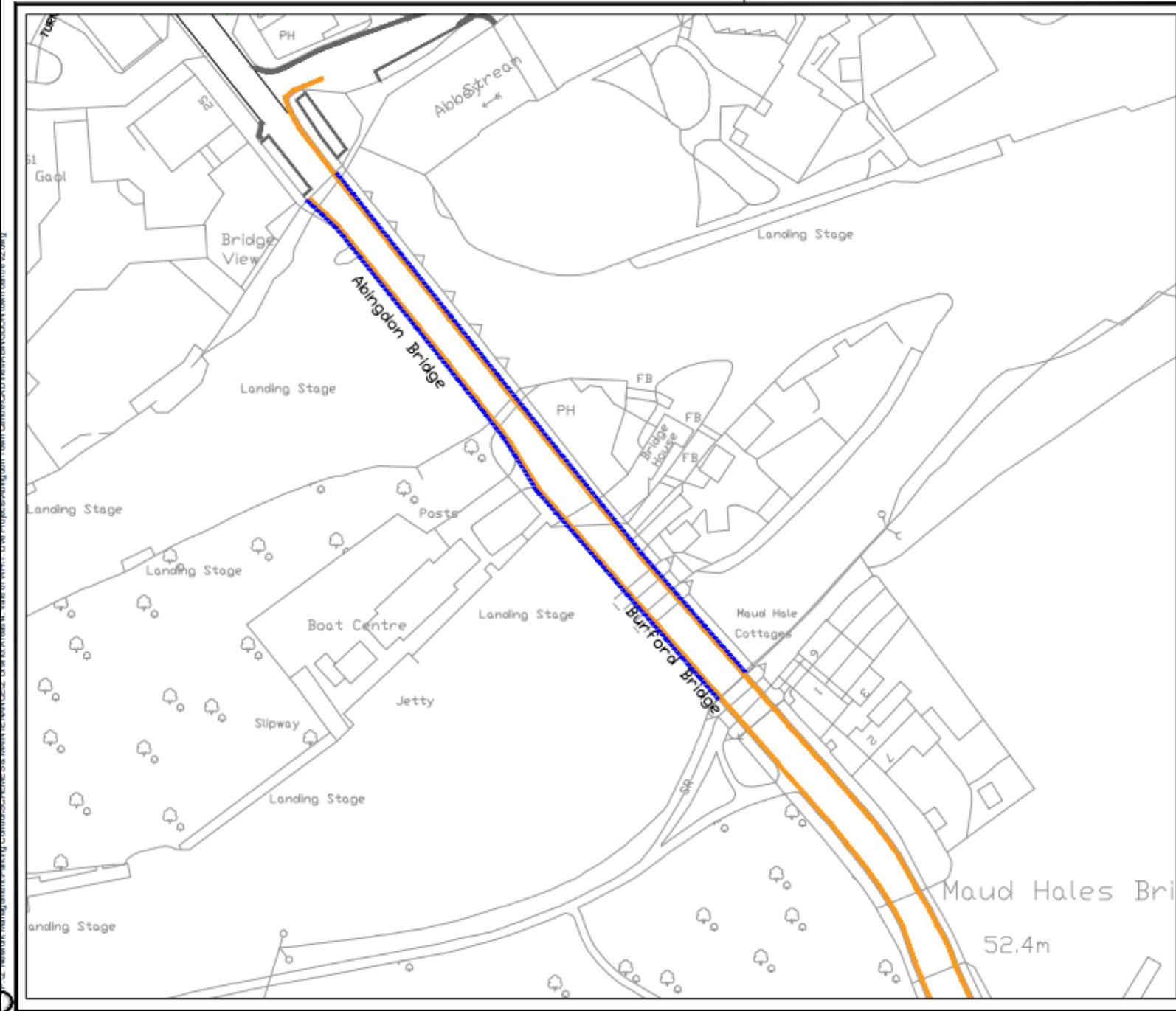
Contact Officer(s): James Whiting (Team Leader – Parking Schemes & TROs)

January 2026

ANNEX 1a

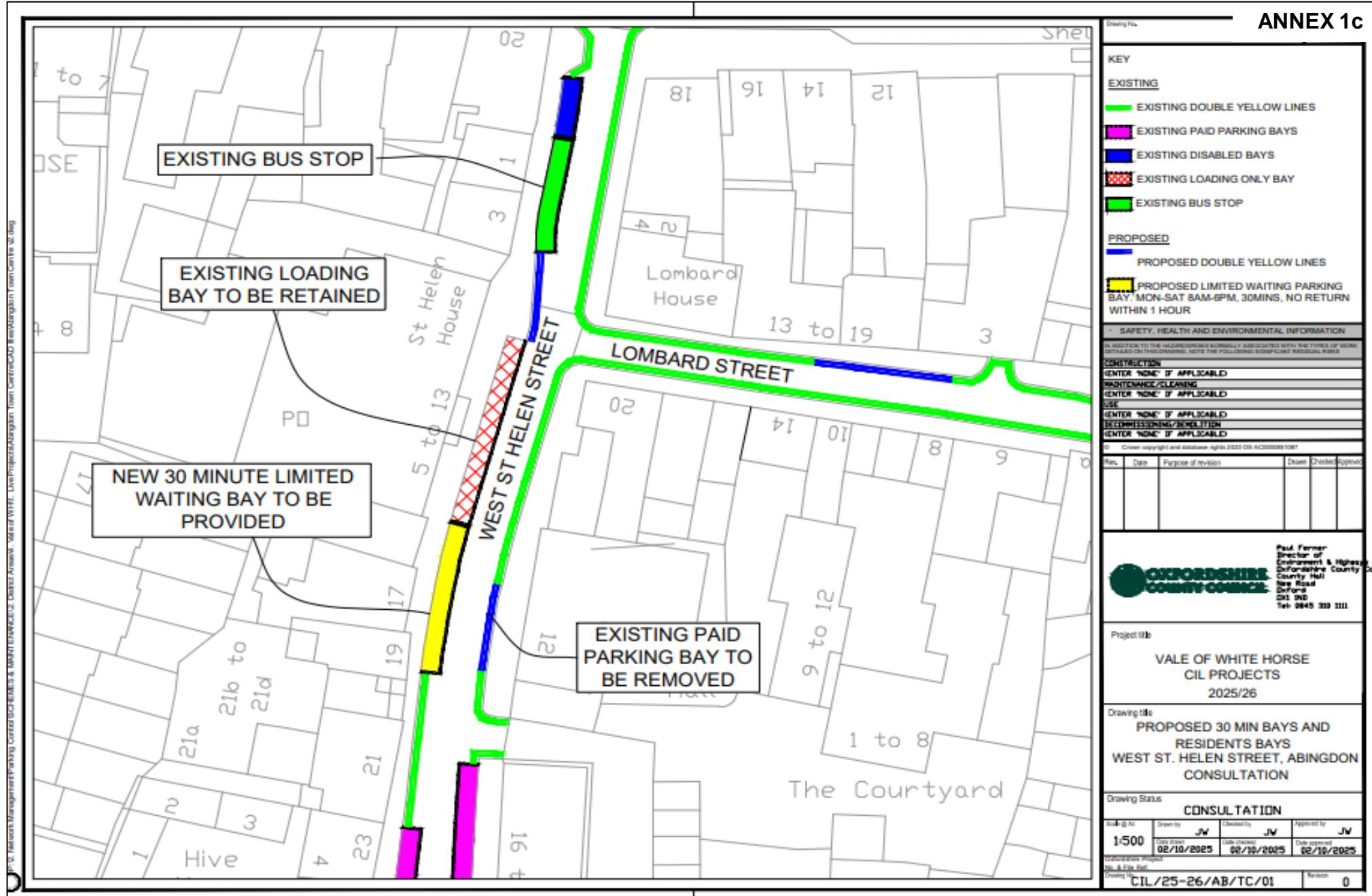
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Drawing title PROPOSED NO LOADING DRAYTON ROAD ABINGDON CONSULTATION					
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ANNEX 1b



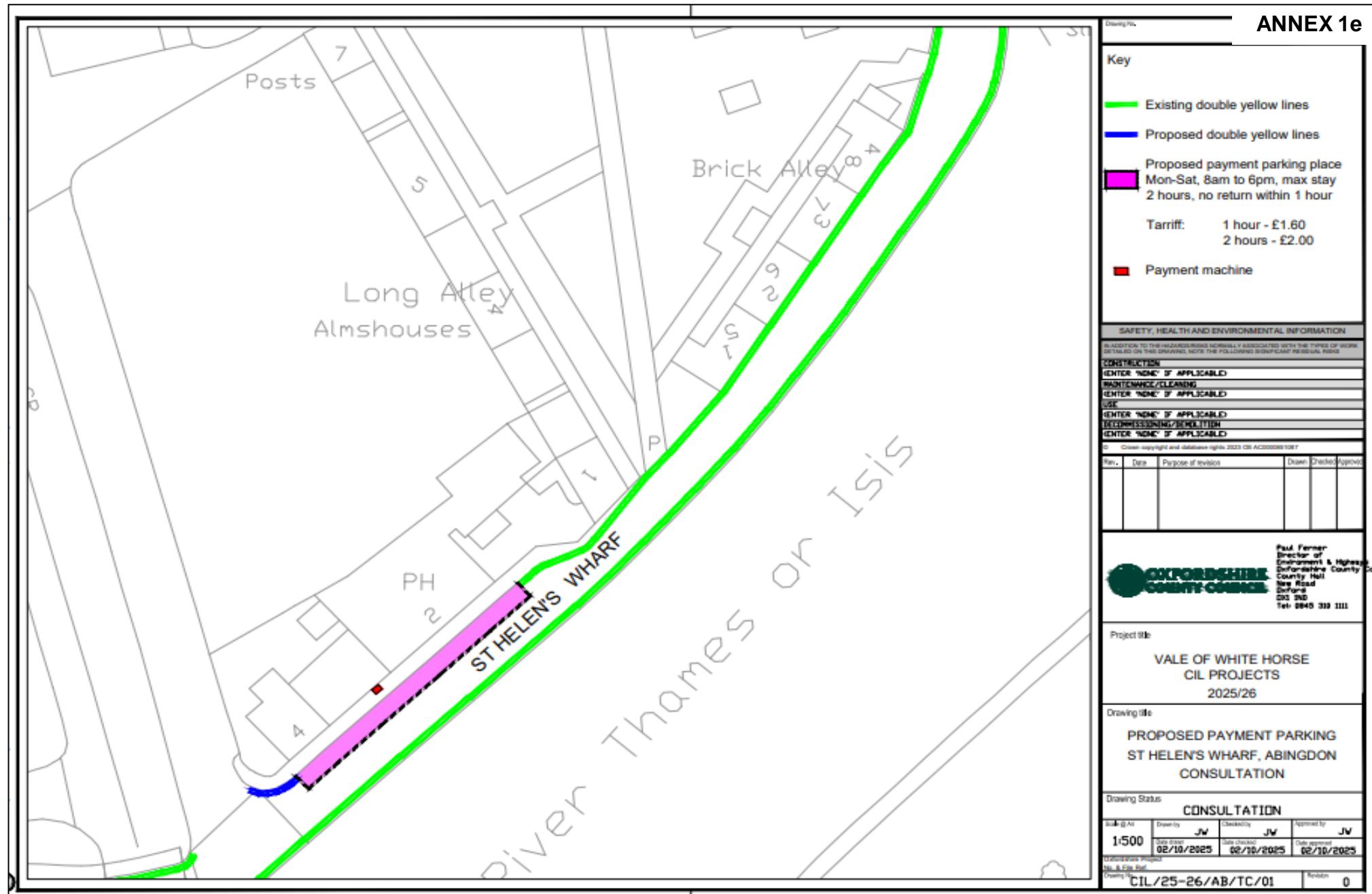
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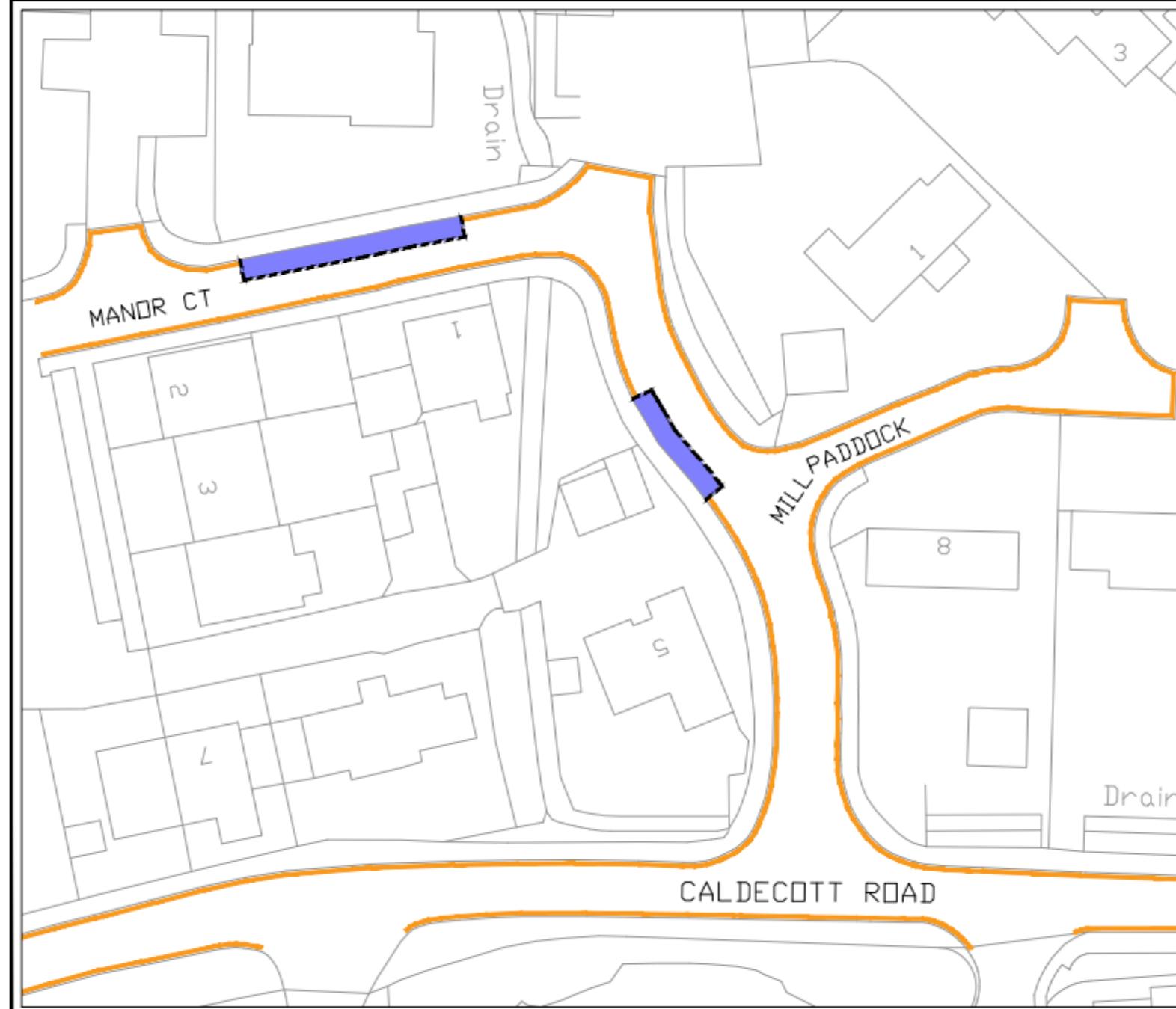
ANNEX 1c



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	EXISTING DOUBLE YELLOW LINES			
	EXISTING SINGLE YELLOW LINES, NO WAITING MON - SAT 8AM TO 6PM			
	EXISTING RESIDENT PERMIT HOLDER BAYS			
	EXISTING PAID PARKING BAYS			
	PROPOSED			
	PROPOSED DOUBLE YELLOW LINES			
	PROPOSED RESIDENT PERMIT HOLDER BAYS			
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Rev.	Date	Purpose of revision	Drawn	Checked
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Project title				
VALE OF WHITE HORSE CIL PROJECTS 2025/26				
Drawing title				
PROPOSED PERMIT BAYS AND NO WAITING RESTRICTIONS ABINGDON TOWN CENTRE CONSULTATION				
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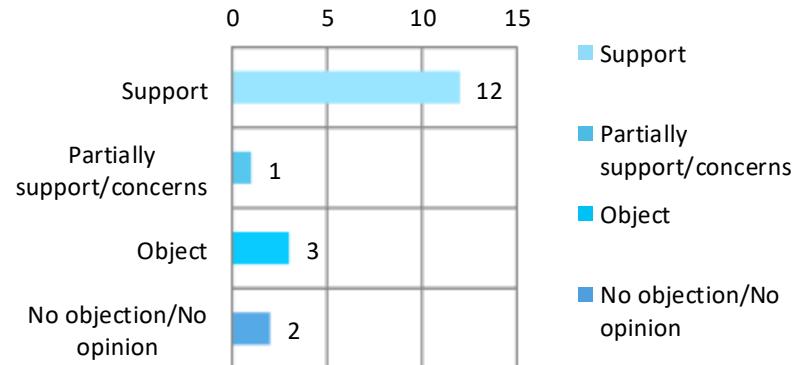
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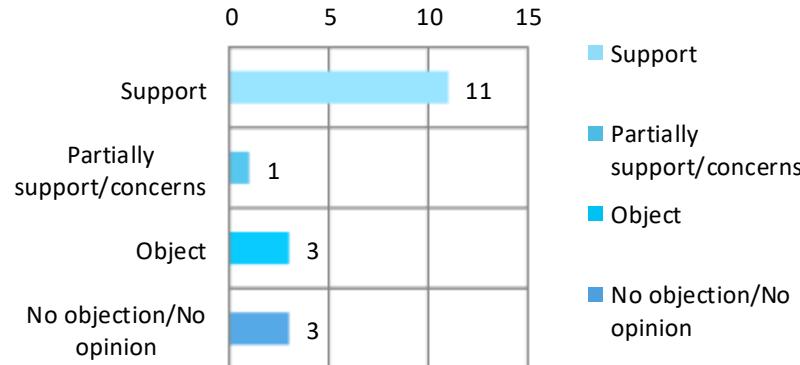
 <p>The map shows a residential area with several roads: MANOR CT, MILL PADDOCK, CALDECOTT ROAD, and a Drain. Two proposed parking bays are marked with blue rectangles on Mill Paddock and Caldecott Road. Orange lines indicate existing no-waiting zones on Caldecott Road and Mill Paddock.</p>		<p>Drawing No. ANNEX 1f</p> <p>KEY</p> <ul style="list-style-type: none"> EXISTING NO WAITING MON - SAT, 8AM TO 6PM (SINGLE YELLOW LINES) PROPOSED PARKING BAY - 2 HOUR MAX STAY, MON - SAT, 8AM TO 6PM, NO RETURN WITHIN 1 HOUR. <p>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION <small>IN ADDITION TO THE HAZARDOUSSES NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS</small></p> <p>CONSTRUCTION <small>(ENTER 'NONE' IF APPLICABLE)</small></p> <p>Maintenance/Cleaning <small>(ENTER 'NONE' IF APPLICABLE)</small></p> <p>Use <small>(ENTER 'NONE' IF APPLICABLE)</small></p> <p>Decommissioning/Demolition <small>(ENTER 'NONE' IF APPLICABLE)</small></p> <p>© Crown copyright and database rights 2023 OS AC0000061087</p> <table border="1"> <tr> <td>Rev.</td> <td>Date</td> <td>Purpose of revision</td> <td>Drawn</td> <td>Checked</td> <td>Approved</td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>Paul Farmer Director of Environment & Highways Oxfordshire CC County Hall Abingdon Oxfordshire OX1 1ND Tel: 0845 310 1511</p> <p>OXFORDSHIRE COUNTY COUNCIL</p> <p>Project title VALE OF WHITE HORSE CIL PROJECTS 2025/26</p> <p>Drawing title PROPOSED 2 HOUR BAYS MILL PADDOCK, ABINGDON CONSULTATION</p> <p>Drawing Status CONSULTATION</p> <table border="1"> <tr> <td>Scale @ A4 1:500</td> <td>Drawn by JW</td> <td>Checked by JW</td> <td>Approved by JW</td> </tr> <tr> <td>Date drawn 02/10/2025</td> <td>Date checked 02/10/2025</td> <td>Date approved 02/10/2025</td> </tr> <tr> <td colspan="4">Collaborative Project No. & File Ref. Drawing No. CIL/25-26/AB/TC/01 Revision 0</td> </tr> </table>		Rev.	Date	Purpose of revision	Drawn	Checked	Approved							Scale @ A4 1:500	Drawn by JW	Checked by JW	Approved by JW	Date drawn 02/10/2025	Date checked 02/10/2025	Date approved 02/10/2025	Collaborative Project No. & File Ref. Drawing No. CIL/25-26/AB/TC/01 Revision 0			
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ANNEX 2

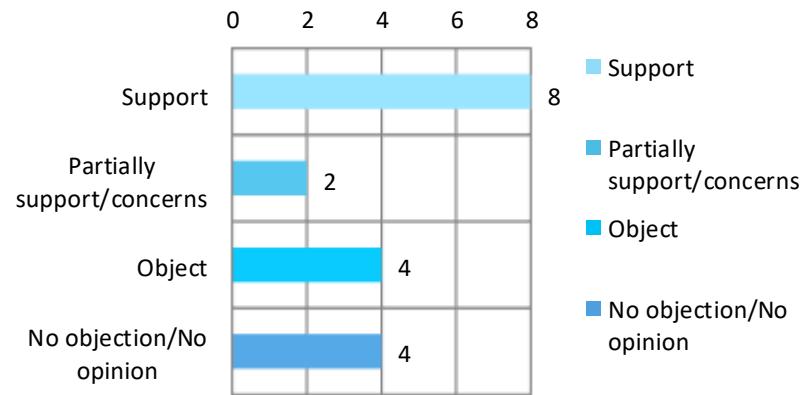
Lombard Street - Proposed double yellow lines



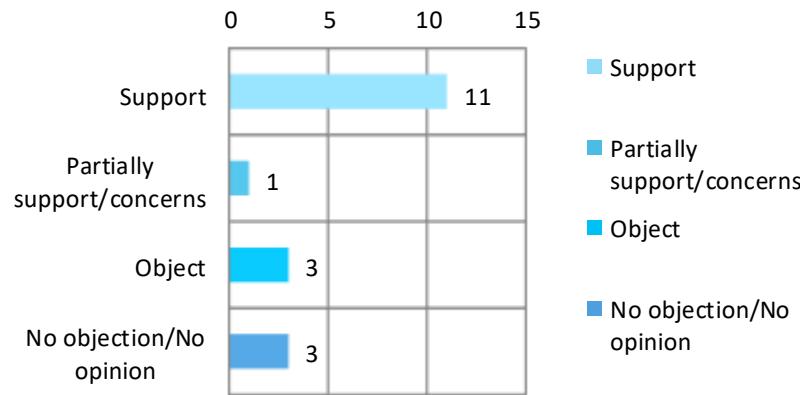
St Edmunds Lane - Proposed double yellow lines



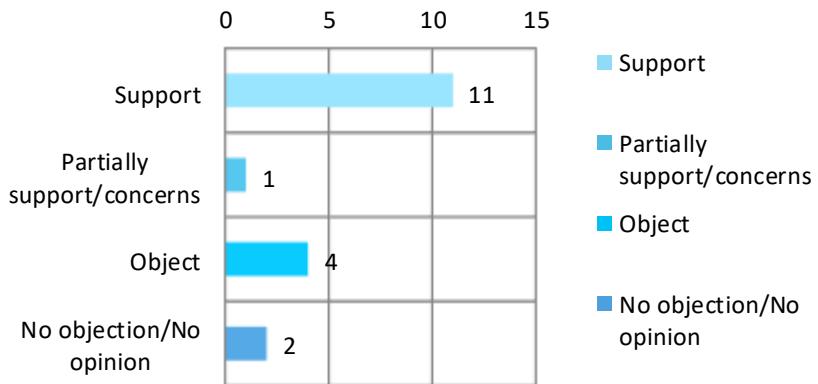
St Edmunds Lane - Proposed resident permit bays



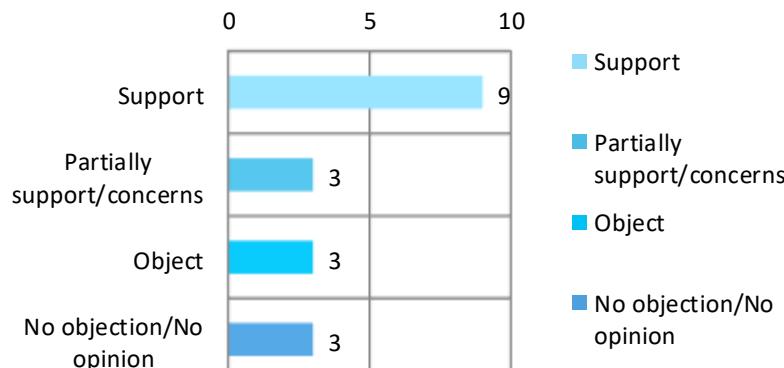
St Helens Court - Proposed double yellow lines



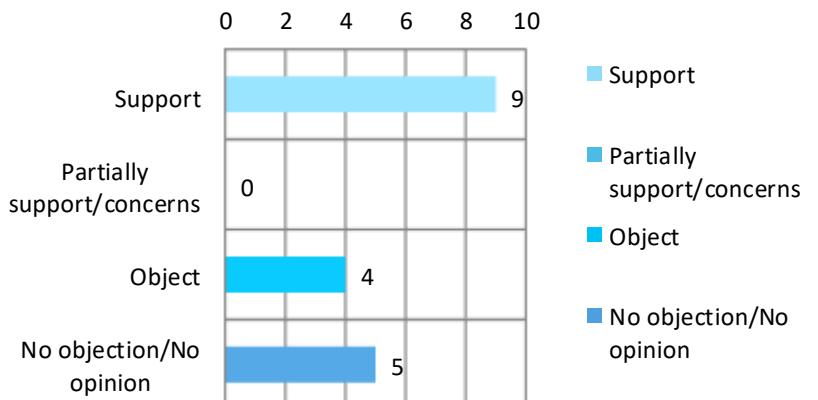
West St Helen Street - Proposed double yellow lines



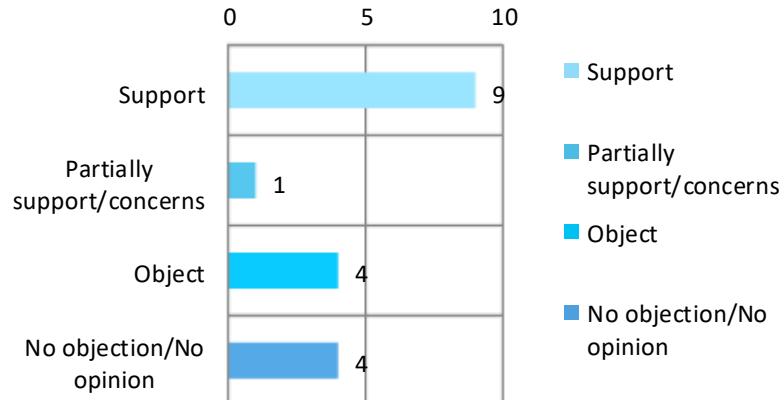
West St Helen Street - Proposed limited waiting bay



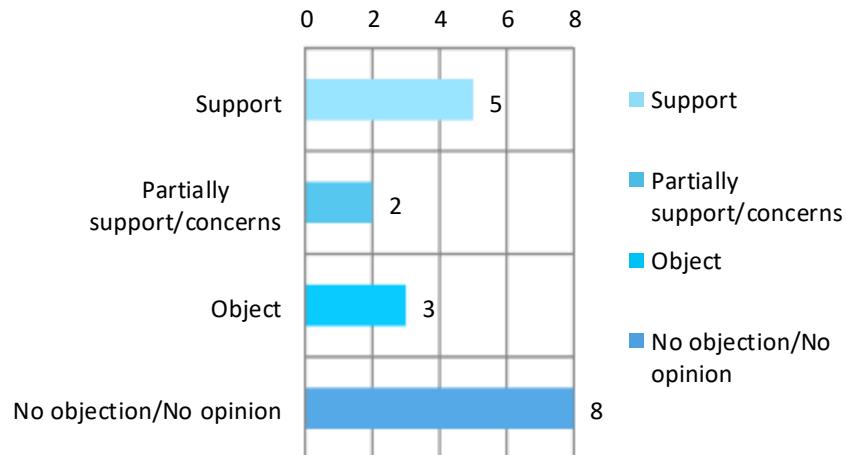
St Helens Wharf - Proposed double yellow lines



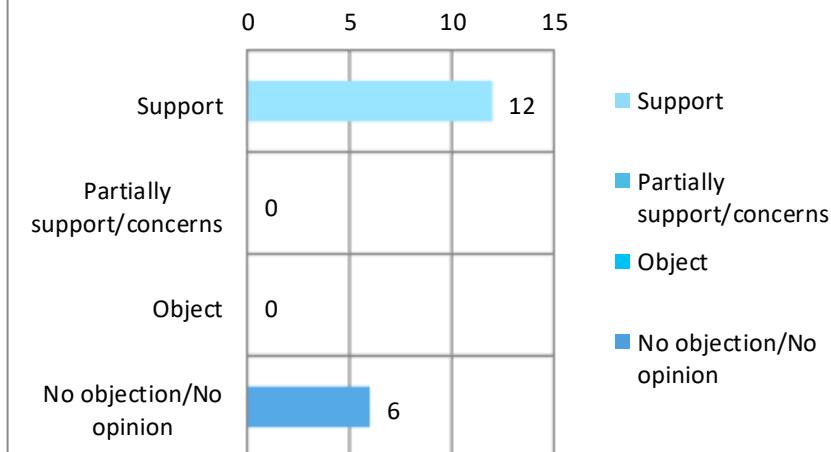
St Helens Wharf - Proposed pay and display bay



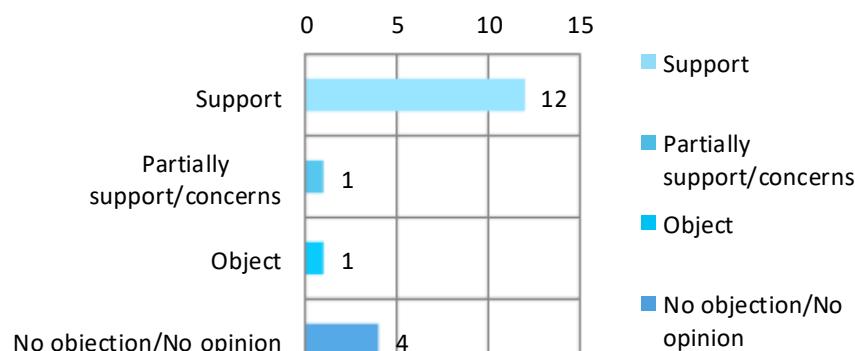
Manor Court - Proposed limited waiting parking bay



Drayton Road - Proposed no loading restriction



Abingdon Bridge - Proposed no loading restriction



ANNEX 3

COMMENT	No. COMMENTS
The no loading restrictions on Drayton Road and Abingdon Bridge will assist with traffic	3
Upgrading the single yellow lines to double yellow lines will increase pressure on parking in the area	3
Removing free parking from St Edmunds Lane, Lombard Street and St Helens Wharf will increase pressure on parking in the area	2
There will still not be enough parking for residents as it is also proposed to increase permit eligibility	2
The existing scheme needs enforcing	2
Residents of Long Alley Almshouses have no parking, are not eligible for a permit and will have nowhere to park if the free parking on St Helens Wharf is removed	2
If approved, the new scheme will need enforcing	2
Lombard Street – the proposed double yellow line should be replaced with resident permit bays	1
Upgrading the single yellow lines to double yellow lines will assist with road safety	1
The creation of additional residential parking spaces is against the LTCP	1
There is a lot of obstructive parking on Stert Street	1
Manor Court is not enforced	1
Timing of the no loading restriction on Abingdon Bridge needs to be amended from 4pm to 3.30pm to take into account school and early workers shift traffic	1
Unhappy that time provision has been applied to the parking bays on West St Helen St	1
Unhappy that the proposals include the removal of a pay and display bay on West St Helen St	1
St Edmunds Lane – eastern parking bay creates a pinch point for vehicles entering and exiting the car park	1
St Edmunds Lane – the existing double yellow line between the 2 bays should be removed to create one long parking bay for 3 vehicles	1
Manor Court – in favour of the proposed limited waiting but has requested a section of single yellow line opposite one of the bays is upgraded to double yellow lines to ensure there is no access issues for emergency vehicles needed to enter Cygnet Court	1
Traffic lights on the junction of West St Helen St and High St need reviewing to assist with traffic flow	1



**Oxfordshire County Council
Equalities Impact Assessment**

ABINGDON TOWN CENTRE – PROPOSED PARKING MEASURES

10/11/2025

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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 TOWN CENTRE – PROPOSED PARKING MEASURES INCLUDING THE EXTENSION OF AN EXISTING RESIDENT'S PERMIT PARKING SCHEME
Is this a new or existing function or policy?	Existing – 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).	<p>Local Transport and Connectivity Plan (LTCP) – July 2022 and the Network Management Plan (NMP) 2023-2028</p> <p>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:</p> <ul style="list-style-type: none"> a. Undertake Network management as part of an integrated approach, utilising emerging technologies to maximise its ability to tackle congestion issues in the county. b. 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. c. Balance the needs of all network users, whilst promoting and prioritising walking, cycling and public transport at every opportunity. <p>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.</p> <p>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,</p>

	<p>supporting a balance between residential, visitor and business parking to ensure support from local communities. These restrictions will then be actively enforced.</p> <p>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.</p> <p>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. In some instances, businesses may be eligible for permits. Residents 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.</p> <p>Parking permit charges may 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.</p>
Completed By	James Whiting – Team Leader, TRO and Parking Schemes
Authorised By	Cathy Champion – Operations Manager (Civil Enforcement)
Date of Assessment	10/11/2025

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. Abingdon as major town in Vale of White Horse was in scope for this project and as such, we have consulted local stakeholders and residents for their opinions over wide area around the centre of Abingdon.
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, no loading restrictions, limited waiting bays and permit holder bays to better manage parking in the Town Centre area which will give priority to residents by preventing all day parking by non-residents. No waiting restrictions and loading ban restrictions are also proposed at locations where access needs to be maintained and to promote road safety. In addition to this we have reviewed and formalised the existing signs for resident permit bays and pay and display bays to include all restrictions and the relevant prefix (AB). Furthermore, we have also extended eligibility for resident permits by allowing additional roads in this zone so they can purchase a permit if they wish. Enforcement of the restrictions would be undertaken by the County Council's enforcement contractor.
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	Prior to undertaking the public consultation, an informal consultation took place in November 2024 to understand the parking issues in the area. The majority of the residents who responded were in favour of a parking 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.

ability to deliver our climate commitments.	
<p>Alternatives considered / rejected</p> <p>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.</p>	<p>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 Town Centre 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.</p>

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	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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 the second set.	OCC project team	Post implementation engagement including with Local Member

Disability	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>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.</p> <p>Management of on street parking may impact on people reliant on care.</p> <p>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.</p>	<p>Blue badge holders can apply to have a bay provided outside their homes.</p> <p>Blue badge holders can park in permit holder spaces without time limit without a permit and for free, as long as the blue badge is on display.</p> <p>The proposal also includes a limited waiting bay.</p> <p>Finally, the scheme includes existing dual-purpose resident and pay and display 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.</p>	OCC project team	Post implementation engagement including with Local Member

Gender Reassignment	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any gender.			
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on marital status.			
Pregnancy & Maternity	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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 scheme includes existing dual-purpose resident and pay and display 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. The proposal also includes a limited waiting bay and additional resident permit bays.	OCC project team	Post implementation engagement including with Local Member
Race	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on any race.			

Sex	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on either sex.			
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on sexual orientation.			
Religion or Belief	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on religion or belief,			

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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact disproportionately on rural communities.			
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not considered to impact			

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
				disproportionately on armed forces.			
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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 short visits.	OCC project team	Post implementation engagement including with Local Member
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Introduction of a charge for parking permits, may be harder to afford for people in areas of deprivation.	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 Council's Fees and Charges budget setting. The decision to proceed with a scheme takes into account all factors including new fees and	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
					charges for residents and business users.		

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	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Staff working for the County Council will not be disproportionately impacted.			
Other Council Services	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	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 policies 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 change.
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	No specific impacts identified and a CPZ is not expected to impact disproportionately on any providers.			
Social Value¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	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	