

Radley Road Parking Restrictions – Saturday Control

A4 Summary statement for Cabinet Member consideration at 22-01-2026 meeting

Purpose

To request a proportionate amendment so that the proposed “No Waiting” restriction on Radley Road applies **Monday to Friday only**, removing Saturday, in line with the evidence and the Council’s own policy tests.

Context

Following consultation, officers have amended the original proposal from Double Yellow Lines to Single Yellow Lines operating **Monday–Saturday 8am–6pm**. This is welcomed and shows that the Council has listened to residents and applied the “least restrictive” principle by recognising that a full-time ban would be disproportionate. However, the inclusion of Saturday is not supported by Radley-Road-specific evidence.

Evidence in the report

- Bus operators state that parked vehicles “regularly cause delays ... particularly around the Our Lady’s Abingdon area,” but do **not** specify days or hours.
- The only time-specific reference describes issues occurring during **“peak weekday periods.”**
- There is **no Radley-Road-specific evidence** of Saturday congestion, Saturday bus delay data, or weekend safety issues.
- The report does not assess the impact of the recently introduced **Keep Clear** markings opposite OLA, nor does it consider the forthcoming **A34 Lodge Hill interchange**, which is intended to improve congestion and bus reliability for Abingdon, and which will certainly reduce the number of HGVs using Radley Road.

Policy alignment and proportionality

The LTCP commits the Council to place-based, evidence-led and proportionate intervention.

Moving away from double yellow lines demonstrates that this principle has been applied.

Extending the restriction to Saturdays without local evidence conflicts with that same test and risks applying a generic policy control window rather than a locally justified measure.

Overall, the shared objective should be to **reduce vehicle speeds and improve safety**, not to risk increasing speeds on a short residential stretch of Radley Road. Much of Radley Road already operates at a slower pace, the northern side of this section already has double yellow lines, and a targeted **Keep Clear** zone has recently been installed. Against this context, imposing a broad Mon–Sat daytime restriction on the remaining section appears disproportionate and risks undermining the wider safety goal of encouraging slower, calmer traffic.

The Road Safety Team acknowledges that vehicle speeds will increase but consider that the overall risk will reduce but do not provide any evidence. This trade-off with increased bus speed/reliability is not analysed or mitigated in the proposal. In addition, the Road Safety Team advice does not appear to have considered the safety risks created when residents are forced to reverse across a narrow pavement and into live traffic to access off-street parking once on-street parking is removed, increasing conflict with pedestrians, particularly children, older residents and people with disabilities. I note that no Radley-Road-specific collision data has been referred to justify Saturday restrictions.

Request

I respectfully ask that the Cabinet Member amend the recommendation so that the Radley Road restriction applies **Monday to Friday only**, or at minimum make the inclusion of Saturday subject to further monitoring and evidence-gathering. This would retain the benefits for weekday bus reliability and traffic flow while ensuring the final decision remains proportionate, evidence-led and fair to residents.