

CABINET MEMBER FOR ENVIRONMENT – 17 JANUARY 2019

ABINGDON: B4017 BATH STREET– PROPOSED WAITING RESTRICTIONS

Report by Director for Infrastructure Delivery

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed double yellow lines (no waiting at any time) restrictions on the B4017 Bath Street, Abingdon as advertised.

Executive summary

2. Waiting restrictions are reviewed when there are changes to the road layout as a result of traffic improvement schemes. Proposals for providing cycle lanes on B4017 Bath Street, Abingdon have been put forward to increase the safety and amenity of cyclists and due to the restricted width of the highway, the introduction of a prohibition of waiting at any time on part of the length of the road currently used for parking is required to accommodate the proposed cycle lane.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce waiting restrictions comprising double yellow lines - 'no waiting at any time' – on the B4017 Bath Street, Abingdon as part of the proposed provision of advisory cycle lanes. The proposed restriction would remove approximately 54 metres (8 car spaces) of parking that currently allows 2 hour waiting on Monday to Saturday between 8am and 6pm (parking at other times is unrestricted).

Background

4. The proposal as shown at Annexes 1 & 2 has been put forward as part of plans to improve safety and amenity for cyclists along the B4017 Wootton Road/Bath Street and, if approved, would be funded by approved residential development in north Abingdon. The proposal is integral to the goal of encouraging cycle trips as an alternative to the use of private cars, including for residents of the new development, thereby serving to help reduce congestion in the town and encourage active and low-carbon travel.

Consultation

5. Formal consultation on the proposal was carried out between 5 December 2018 and 4 January 2019. A public notice was placed in the Herald Series newspaper and sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, Abingdon Town Council and the local County Councillor. Street notices were placed near to the location of the proposed restrictions and letters also sent directly to approximately 40 properties in the immediate vicinity.
6. 54 responses were received. 36 (67%) in support, 13 (24%) objecting and a further 5 (9%) neither supporting/objecting or raising concerns. The responses are summarised at Annex 4. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object to the proposals.
8. Thirteen objections were received from local residents on the grounds of the loss of parking for themselves and their visitors and the resulting inconvenience, noting that there was already at times parking pressure in the area and that properties in this area had no off-street parking and with no opportunity for making future such provision due their character (noting also that some of these properties are listed). Several of those expressing an objection requested that a residents' parking scheme (as exists in other parts of the town centre) is introduced to address the difficulties for residents in finding a parking place close to their homes.
9. A parking survey carried out in January 2019 at Annex 3 shows that the 8 parking places which would be removed by the proposed no waiting at any time restriction are well used at all times of the day. The adjacent parking area on the same side of the road which can accommodate 18 vehicles is also well used especially during the day time and would not provide sufficient capacity for all the observed current day time demand (the peak observed usage being 21 cars) although there would be capacity for the observed evening demand.
10. The chair of the Oxfordshire Cycling Network expressed support for the scheme, as did AbiBike, a local cycling group. 33 expressions of support were also received from members of the public (mainly residents of Abingdon), noting the importance of providing safe and convenient cycle routes within the town. However, a response was received from a member of the Oxfordshire Cycling Network expressing some concerns over the adequacy of the cycle lane provision and requesting a more comprehensive scheme. Similar views were expressed by two members of the public, with a further response from a member of the public questioning the need for and the likely benefits of the scheme.

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11. It is accepted that the scheme would increase local parking pressure, particularly during the daytime, but noting that there is a large public car park nearby, alternative provision for daytime parking by visitors to the town centre is readily available.
12. Extending the current Abingdon residents parking scheme to apply to the length of parking that would be retained under the current proposal should in principle be a longer-term option, but is likely to be more appropriately considered when civil parking enforcement is adopted by the Vale of White Horse District Council.
13. Balancing the concerns of residents over the loss of parking against the benefits to cyclists delivered by the proposed scheme as evidenced by the significant support for the scheme expressed by the respondents to the consultation, officers would recommend approval of the proposals as advertised.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

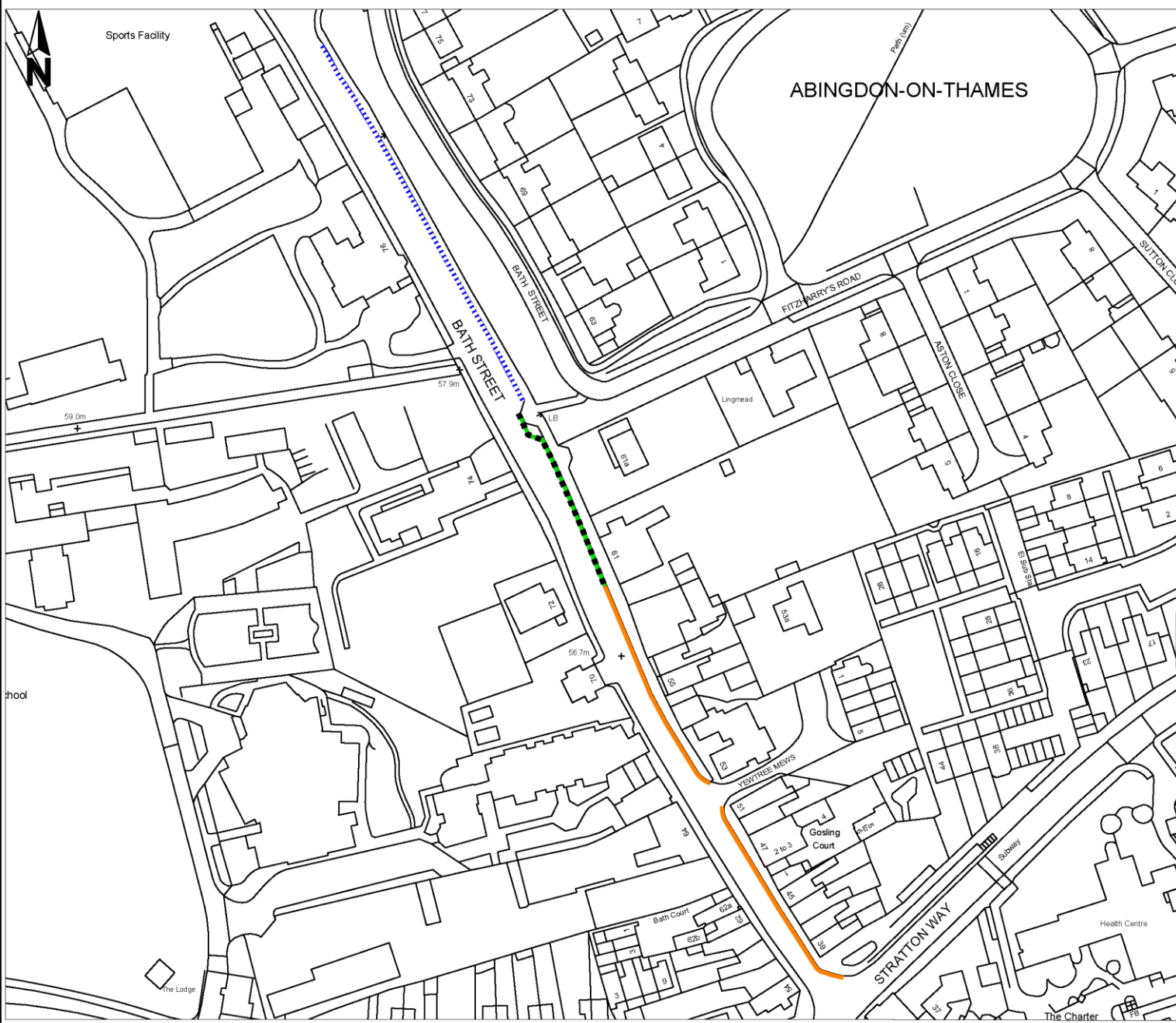
15. Funding for the proposed measures has been provided by the developers.

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

January 2019



Drawing No. Revision 0

- Key**
- Existing No Waiting at Any Time (double yellow lines) 131 metres.
 - - - Proposed "No Waiting at Any Time" (double yellow lines) (approx. 54 metres)
 - - - Existing Monday - Saturday 8am - 6pm 2 Hours No return within 1 hour (approx. 113 metres)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Project title
 PROPOSED NO WAITING AT ANY TIME

Drawing title
 ABINGDON
 BATH STREET (UPPER)

Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 11/18	Date checked	Date approved

Oxfordshire Project No. & File Ref
 Drawing No. Revision 0

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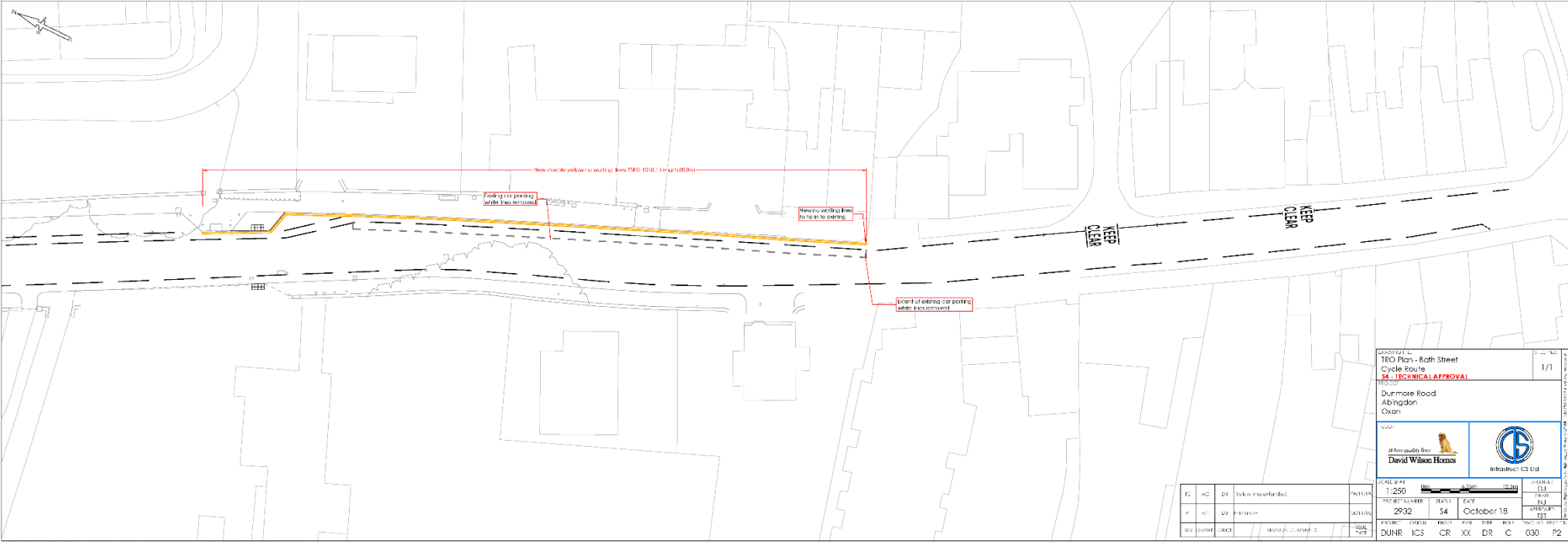


All works to be carried out in accordance with Specification for Highway Works (SfHW) and the instructions of the Highway Works (HW) and the instructions of the Highway Works (HW) and the instructions of the Highway Works (HW).

ALL WORKS TO BE TO THE SATISFACTION OF THE RESPECTIVE COUNTY COUNCILS OR LOCAL AUTHORITY. ALL WORKS TO COMPLY WITH THE RELEVANT REGULATORY REQUIREMENTS FOR THE WORKS.

- NOTES**
1. All dimensions and levels are in metres unless otherwise stated.
 2. The drawing is to be used as a guide only. It is not to be used for construction purposes without the approval of the engineer.
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Location Plan 1:500



PROJECT: TRC Plan - Bath Street Cycle Route
DATE: 14/10/2018
REVISION: TECHNICAL APPROVAL
LOCATION: Dunmore Road, Abingdon, Oxon
CLIENT: David Wilson Homes
ENGINEER: Infrastructure CS Ltd
SCALE: 1:250
DATE: 18 October 2018
PROJECT NUMBER: S4
PROJECT NAME: TRC Plan - Bath Street Cycle Route
PROJECT LOCATION: Dunmore Road, Abingdon, Oxon
PROJECT NUMBER: S4
PROJECT NAME: TRC Plan - Bath Street Cycle Route
PROJECT LOCATION: Dunmore Road, Abingdon, Oxon

NO.	REV.	DATE	BY	CHKD	DESCRIPTION
1	01	14/10/2018	DAVID WILSON	DAVID WILSON	ISSUED FOR APPROVAL

SURVEY DATE	SURVEY TIME	SECTION	OBSERVED VEHICLES
16/01/2019	2pm	Northern	14
		Southern	7
		Combined	21
	8pm	Northern	8
		Southern	7
		Combined	15
17/01/2019	6am	Northern	6
		Southern	7
		Combined	13
	2pm	Northern	14
		Southern	6
		Combined	20
18/01/2019	6am	Northern	5
		Southern	7
		Combined	12
	8pm	Northern	10
		Southern	7
		Combined	17

Note: Northern Section – parking to be retained (capacity 18 vehicles) ; Southern section – parking proposed to be removed (capacity 8 vehicles)

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Chair of Local Group, (Oxfordshire Cycling Network)	<p>Support - but other improvements are needed to improve cycling infrastructure on this route. This is an important route for cycling. It is the main practical link between John Mason School, Fitzharrys School, Abingdon & Witney College, many (hundreds) of houses and Abingdon town centre. The section covered by this proposal should be part of an aspiration to create a continuous, coherent 'all ages all abilities' cycle route from new developments north of the Abingdon ring road to an improved cycle-able crossing of Stratton Way.</p> <p>Congestion and pollution on this route are already significant, particularly in rush hour. We have heard reports of vehicles 'rat-running' on the service roads for example. At the same time, this level of traffic and current poor provision puts people off cycling. Pressures will increase if development proceeds to the north of Abingdon. Improving cycling infrastructure will encourage more people to cycle, reducing motor traffic. This will reduce congestion and pollution and improve health outcomes. For these reasons active travel is a fundamental part of OCC's LTP4.</p> <p>The standard to aim for is one where competent Secondary School children will be happy to cycle independently on this road from the centre to the schools, and their parents will be happy for them to do so.</p> <p>Building northward from this proposal with cycle routes using service roads, widened off-road paths and improved junctions such a route appears practical. We would strongly support this as long as the infrastructure was of high quality (i.e. not an advisory cycle lane outside parked cars where something better was possible). Southward is a tricky narrow section and we think a 20mph limit may be appropriate, along with improved crossings of Stratton Way that can be accessed by people cycling north and south on Bath Street.</p> <p>Referring to the specifics of this proposal, this change will cause some inconvenience for people who currently park their cars in the bays to be removed. However, we strongly believe that the purposes of a public highway should prioritise safety for potentially hundreds of people who could be using it for transport (particularly using sustainable modes) rather than convenience for four to eight households who are using it for storage of private cars while not in use.</p>

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<p>(3) Member of Local Group, (Oxfordshire Cycling Network)</p>	<p>Concerns - very pleased with the proposal and delighted that it formed part of a future scheme to improve significantly cycling along almost all of the major link from the town centre north west along Bath Street and Wootton Road and serving two large comprehensive schools and the College of FE. Officers are intending to take the opportunity of incorporating a service road into the scheme in the way I was suggesting in my earlier response and in the way that is also entirely possible along much of the length of the Oxford Road, as we saw when the four of us met recently.</p> <p>Sadly, the current proposals remain flawed as they still envisage a notional cycle lane (white paint and prayers) alongside parked cars on much of Bath Street. The opportunity to create a segregated provision along the parallel service road is not included. This would require some (relatively minor) engineering to realign the access from that service road to Bath St proper. However, for a relatively small sum this would provide a significant step towards establishing a cycle network in Abingdon.</p> <p>If the southern end, instead of petering out at the junction with Stratton Way, as currently envisaged, were to be linked to a dual use pedestrian/cycle route along Stratton Way on the existing 3 meter (?) little used pavement, it would also remove a very busy and dangerous car/bike clash around the town. This latter proposal really is just a drop kerb and signage.</p>
<p>(4) Local Resident, (Abingdon)</p>	<p>Object – I have for close to five years been requesting residents’ parking for those residents without access to parking as is the case in cities. I have previously lived in London and Oxford always with residents permits. I would request facing north up to the bus stop to ONLY be used for resident permits for 51-65 BATH STREET as the other properties including flats have their own parking spaces on their land. When the Green Brewery owned all the pubs, flats and my house they sold off the land and never allowed 51 or 49 parking spaces these houses date from 1830 s and were the main properties of Bath Street. The issue is lots of traffic and bikes do not queue they go onto the pavements to avoid waiting in line. The bike line should for safety be on the pavement. The other issue is lack of parking for workers who travel into Abingdon like a park & ride most leave their cars on Bath Street all day. Sunday is a very different issue re lots of parking & bikes whizzing down. The last issue is people leave their cars on Bath Street to AVOID going around the one-way system. This is difficult to change. Please can you allow a few resident parking spaces. If this goes ahead I will have nowhere to leave my car.</p>

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<p>(5) Local Resident, (Abingdon)</p>	<p>Object - For those of us who live in north Abingdon, the 54-metre length of road in question provides valuable parking spaces (and still leaving a good-sized two-way road) and saves a number of vehicles adding to the already - stressed and congested Abingdon town centre. The intention of introducing a cycle lane is commendable, but seeing that it only affects a small portion of Bath Street, is only of limited value. If OCC really wants to encourage cycling, may I suggest that consideration might be given to widening the whole of Wootton Road (Faringdon Road to Wootton Road roundabout (junction of Dunmore Road & Copenhagen Drive) and installing a cycle lane along the whole route, plus the remaining length of Bath Street presently used for 2-hour parking. This would provide a meaningful lane for cyclists, a possible spin-off being less vehicles entering the town centre and thus less parking being required therein?</p>
<p>(6) Local Resident, (Abingdon)</p>	<p>Object - The 54m stretch of road suggested for the cycle lane accommodates at least 10 cars and is invaluable to the local residents on Bath Street, many of whom have no space for a driveway. They are perfect for typical 9-5 workers that leave before 9 and return after 5 during the week. I would even stretch to suggest that the spaces be made specifically for residential parking. I'm always in favour of improved safety, but I struggle to see how this extension can mitigate any risk. During school hours the traffic is near standstill down Bath Street (heading southbound), cyclist make lightwork of safely bypassing the snail pace traffic. I don't doubt that implementing a cycle lane in other locations would have a greater impact on safety, such as Vineyard Road. Please reconsider this proposal and if possible change the parking to resident only parking.</p>
<p>(7) Local Resident, (Abingdon)</p>	<p>Object - My husband and I are residents of Bath Street. We have two children, aged 19 and 22. At present we own two cars and obviously rely heavily on being able to park in Bath Street, both for ourselves and visitors to our home. When we bought a house in Bath Street we thought very seriously about the restricted street parking issue and decided that as we were away from Bath Street during the daytime we would be able to cope around these restrictions. With resident parking offered to all other roads in Abingdon town centre, we also felt confident that at some time Bath Street would too revert to a resident only parking area! Unfortunately, twenty-seven years later, this is still not the case and at times it is extremely difficult to park anywhere near our house. With the reduction of eight spaces, parking will become impossible at times. My husband recently broke his femur and is less able to walk as far, plus I have elderly parents who need to be able to park near our house.</p> <p>We are a family of cyclists and believe me welcome the addition of cycle lanes in appropriate areas. However, as a resident being forced to share an extremely limited parking area with Abingdon shoppers it is simply not fair. At busy times it is already impossible to park in Bath Street. There are plenty of car parks offering two-hour free parking for shoppers to Abingdon. I therefore implore you to implement a resident only parking scheme for Bath Street residents</p>

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	whether or not this cycle lane scheme goes ahead.
(8) Local Resident, (Abingdon)	Object - Why spend tax money on a total waste of time and effort. What would it achieve.
(9) Local Resident, (Abingdon)	Object - Parking is incredibly sparse on Bath Street already, the proposed changes would make parking virtually impossible. It is difficult to see what tangible or meaningful benefits this change would bring in terms of traffic or cycle safety. I therefore strongly oppose these works. The money would be better spent on speed deterrents as the noise from speeding and accelerating motorcycles is unbearable.
(10) Local Resident, (Abingdon)	Object - This will have a major impact on my living conditions as the parking on Bath Street is the only place for residents to park nearby. In addition, I cannot see how changing this would actually improve conditions for cyclists on the street.
(11) Local Resident, (Abingdon)	<p>Object - Firstly, may I point out that the consultation detailed diagram is incorrect, as the existing parking only extends to the North side of the driveway of No. 61. The proposed removed parking area also most often accommodates 9 normal cars rather than 8. My experience as someone who cycles up and down this stretch of Bath Street regularly, often several times per day at different times for many years, is that when there are no roadworks, there is sufficient room for traffic to pass in both directions and allow a cycle until at least level with number 61 (the pink house) and that it would be sufficient to reduce the parking by only one or two spaces if any. Even this seems of dubious overall benefit to cyclists as the main narrowing of the street and congestion begins not long after this, such that south of Yew Tree Mews it would not be possible to accommodate a separate cycle lane in any case. In my experience as a frequent cyclist on Bath Street, the ability to pass along the existing cycle lane further North, where there is plenty of room, depends less on the actual amount of room than the cycle awareness of the motor drivers. As the cycle indications are only painted very intermittently rather than as a contiguous dotted line, it also does not help drivers to be aware that cyclists are allowed and should be left room to pass on the left along the cycle lane.</p> <p>The current proposal seems to me as a cyclist of very marginal benefit to cyclists, considering the additional pressure that reducing the already limited existing parking in the area would have, especially to those who have no parking rights or possibilities at all next to their houses and rely on the Bath Street parking areas for dropping off children, elderly relatives, baggage etc and for parking after hours. It seems especially unnecessary to reduce the overnight and Sunday parking capacity by making the stretch double yellow lines, when there is no problem at all passing with a bike at these</p>

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	<p>times.</p> <p>Another solution to consider if you wish to increase the passing space for cycles along this stretch would be to decrease the footpath by approximately 1 foot so the existing parks are set further off the carriageway, as the footpath along the east side is currently quite wide, especially compared to the width South of Gosling Court.</p> <p>While considering parking provision in the area and the practical problems lack of residential parking on Bath Street presents (including pressure particularly on the Fitzharrys Green area,) I would venture to suggest a change of some (perhaps about 10-12) of the current 2 hour places on Bath Street to a residential permit allocation, allowing one permit each for those houses between the stretch being considered and Stratton Way which have no possibility of off road parking available to them. Casual visitors to the town centre already have a range of 2-hour parking possibilities available.</p>
<p>(12) Local Resident, (Abingdon)</p>	<p>Object - I own the property at Bath Street which, like the adjacent properties, has no off-road parking, is situated in the narrowest section of Bath Street and subject to 'No Waiting at Any Time'. The proposal states that the area is currently time-limited parking but this limitation expires at 6pm and so the parking spaces are extensively utilised by residents of Bath Street during the evening and overnight. For those that do not have off-road parking, I cannot stress enough how important it is to have this option. Even at the best of times, it is very difficult to find a space on Bath Street and so further reducing the spaces available would introduce significant difficulties for residents.</p> <p>The reason for the proposal does not seem logical to me. The proposed section of Bath Street is already fairly wide and presents no difficulties for cyclists so introducing a 54 metre long bicycle lane will do little to improve the safety of cyclists. The narrowest and most 'dangerous' stretch for a cyclist is the southern end of Bath Street approaching Stratton Way and yet nothing is being done to improve this section. I think this inconsistency makes the proposal fairly arbitrary.</p> <p>I object to this proposal and would urge the council to reconsider — the proposal will not significantly improve cyclist safety but will cause significant difficulties for those living in Bath Street.</p>
<p>(13) Local Resident, (Abingdon)</p>	<p>Object - I am the owner of a property on Bath Street, Abingdon and currently have a tenant in situ. I can confirm the property has continually enjoyed the benefit of being allowed to park on Bath Street and I would be outraged to see that enjoyment removed now or at any time in the future.</p> <p>There is no off-street parking for any of the houses at the south end of the street to the west side (notably numbers 54-62) and limited options for those on the east side of this end of the street. All of these properties are listed buildings with,</p>

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	<p>therefore, limited ability to be developed to accommodate off-street parking. The owners of these properties are the principle users of the parking places being proposed to be removed and the sudden loss of these parking options would prove considerable.</p> <p>The inclusion of these parking spaces to date does not affect the traffic travelling in either direction as this is an untypically broad street for Abingdon.</p> <p>Perhaps if the remaining parking places could be guaranteed via permits to the residents at the listed end of Bath Street, I might be persuaded to look at the proposal in a different light but otherwise, I wholly reject the proposal as it stands.</p>
(14) Local Resident, (Abingdon)	<p>Object - I have lived in Bath Street for over twenty years and regularly ride a cycle all year. As I'm sure you are aware, for most of the day there is very little traffic in Bath Street. At peak times traffic is typically a mixture of cars, vans, school buses and lorries. Bath Street does not have the available width to support the existing advisory cycle lane and the introduction of another advisory cycle lane on the other side of the road will, I believe, increase the risk to some cyclists. I cycle in Oxford and London and welcome the introduction of well-considered cycle lanes, but they are not suited to all roads. Cyclists have a duty to take responsibility for their own safety, that is clear. However, at busy times I can see some cyclists believing they have a right of way on the blind side of vehicles in this section of road if your proposal is passed.</p> <p>It would be far more appropriate for the council to spend this money maintaining existing cycle lanes in Abingdon. Please have a look at the cycle lane along Ock Street or Faringdon Road. These are so poorly maintained they force cyclist out of the cycle lane and into the path of vehicles. What this town needs urgently is better maintained cycle lanes not more poorly conceived cycle lanes.</p>
(15) Email Response, (unknown)	<p>Object – <i>No comment</i></p>
(16) Local Resident, (Abingdon)	<p>Object - We agree that something needs to be done about the cycling situation on Bath Street. We regularly step out of our front door and have to dodge cyclists dangerously cycling on both sides of the pavement (often school children, but plenty of adults as well).</p> <p>I've practically given up asking them to not cycle on the pavement, since it's an impossible battle with the volume of cyclists who just ignore it and continue to do so every day, which causes real risks, for example, stepping out of the door,</p>

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	<p>or turning in/out of the junctions on this stretch in a car, or especially when walking around the west-side corner from Stratton Way onto Bath Street with young children, to be met by cyclists travelling on the pavement in the opposite direction at some speed, with cars also coming around the corner.</p> <p>And we understand why they do it - as this stretch of Bath Street and the Stratton Way junction are dangerous, especially for school children who in particular come from the East side of Stratton Way and/or its pedestrian underpass, turning North up Bath Street heading to the various schools, with 'no right turn' allowed from Stratton Way east-side onto Bath Street and only one awkward pedestrian crossing inconveniently positioned further down Stratton Way that they could use to get onto the correct side of Bath Street to cycle north-bound on the road.</p> <p>However, the other big problem on Bath Street is parking. Our residence, and the majority up Bath Street, has no available parking, nor residents permits for the street parking your proposal refers to, which makes it very difficult for Bath Street residents, especially those like us with young families.</p> <p>Hence, we, our landlord and all our neighbouring acquaintances who we have spoken with find your proposal to remove 8 spaces from that stretch of available parking, in favour of only a fractional solution to cycling in the Upper Bath Street section very ill conceived. This 'advisory cycle lane' will do nothing to help the cycling problem I have described, primarily since it doesn't cover the stretch where the daily cycling on pavement offences occur and will only worsen the parking situation for residents and visitors around Bath Street.</p> <p>Please seriously consider this in your consultation and do some real research into all these sides of the problem with cycling and parking on Bath Street. There must be a better solution than this half-baked proposal, which in our view would be a waste of time and tax money and only exacerbate the existing local frustrations.</p>
(17) Local Resident, (Abingdon)	Support - Would advise repainting existing cycle markings on Abingdon School side
(18) Local Resident, (Abingdon)	Support - <i>No comment</i>
(19) Local Resident, (Abingdon)	Support - <i>No comment</i>

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<p>(20) Local Resident, (Abingdon)</p>	<p>Support - Bath Street is a very busy road, used by cars, commercial vehicles, buses/coaches and many cycles. This proposal will increase safety for all road users, particularly cyclists, and pedestrians.</p>
<p>(21) Local Resident, (Abingdon)</p>	<p>Support - Additional provision for cyclists and removal of parking facilities is most welcome, particularly as this is an important route for cycling; connecting a number of educational establishments and residential areas with Abingdon Town Centre.</p> <p>The proposed improvements would complement the recent re-surfacing of Bath Street. However, longer term the area identified for improvement should be part of an aspiration to create a continuous cycle network from new developments north of the Abingdon ring road to an improved cycle-able crossing off Stratton Way. Abingdon has the potential to be an Active Travel town and all infrastructure schemes, both large and small, should work towards achieving this ambition.</p>
<p>(22) Local Resident, (Abingdon)</p>	<p>Support - I welcome any steps toward encouraging people out of cars and onto cleaner forms of transport. However, I think it could be even better. Why not link it at its northern end, through an improved slope, to the Bath Street service road and continue a well-marked and prioritised cycle route across Letcombe Avenue linking to the cycle routes on Wootton Road and Boxhill Walk? This would allow access to John Mason School and beyond off the busy and dangerous main road.</p> <p>At little cost you suddenly have a proper cycle network!</p>
<p>(23) Local Resident, (Abingdon)</p>	<p>Support - It's very important that schools are linked by good cycle lanes. I hope this is the beginning of an integrated policy doing this on a wider scale in Abingdon.</p>
<p>(24) Local Resident, (Abingdon)</p>	<p>Support - I strongly support this proposal and hope it is part of a bigger plan to expand a safe cycling network around Abingdon.</p> <p>In particular, this route would help connect the John Mason and Fitzharry's schools, the College and many houses with the town centre (so potentially a very popular route).</p> <p>Council policy (Local Transport Plan 4/LTP4) supports active travel in favour of motor vehicles, so this plan would be in line with this aim.</p>

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<p>(25) Local Resident, (Abingdon)</p>	<p>Support - I am an active cyclist in Abingdon, as well as a car owner and I support this cycle lane proposal. Though on its own it is small I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the two large schools, the College and many houses with the town centre. Safety of cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use.</p> <p>If better cycling facilities are provided, it will help to encourage more cycle use and potentially reduce the number of cars entering the town centre and requiring parking spaces. Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles.</p>
<p>(26) Local Resident, (Abingdon)</p>	<p>Support - Need to prioritise safety of vulnerable young school cyclists in Abingdon.</p>
<p>(27) Local Resident, (Abingdon)</p>	<p>Support - I support this proposal, although on its own it is small, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre. Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use.</p> <p>Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles. It will help reduce pollution levels. As someone who lives in the town centre this is very important to me.</p>
<p>(28) Local Resident, (Abingdon)</p>	<p>Support - I support this proposal, although on its own it is small, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use. Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor</p>

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	vehicles.
(29) Local Resident, (Abingdon)	<p>Support - I am a regular cyclist and use this route several times a week. I support this proposal, limited as it is, because it will improve safety and help encourage potential cyclists who might otherwise be put off by the heavy traffic along the B4017 at peak times.</p> <p>I hope that this is a first step towards generally improving cycling infrastructure northwards from Stratton Way. Given the number of schools, colleges and estates adjoining the B4017 such improvements would encourage cycling take-up and support the Council's policy in favour of active travel</p>
(30) Local Resident, (Abingdon)	<p>Support - As a school governor, I heartily support efforts made to encourage more local young people to cycle to school or college.</p>
(31) Local Resident, (Abingdon)	<p>Support - I support this proposal because it will increase cycle safety and make it easier for cyclists. I hope that more improvements to cycle safety and convenience will follow in the town centre especially, where it can be quite a nightmare for cyclists!</p>
(32) Local Resident, (Abingdon)	<p>Support - Painting a line up the side of the road is not a cycle lane. Cycle lanes need to be distinctly bounded as they are in Amsterdam.</p>
(33) Local Resident, (Abingdon)	<p>Support - This is a welcome first step of what needs to be a coherent strategy to encourage and enable safe cycling to and from two major secondary schools in Abingdon.</p>
(34) Local Resident, (Abingdon)	<p>Support - I support this proposal, although on its own, it is small. I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while</p>

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	they are not even in use.
(35) Local Resident, (Abingdon)	Support - I would be very pleased to see any changes to the highways that support cyclists as we need to be active against climate change and pollution.
(36) Local Resident, (Abingdon)	Support - Delighted to see OCC taking time to make cycling safer in Abingdon. Encouraging cycling is important for fitness and health as well as reducing air pollution and cutting our carbon footprint. I hope that this is the start of much greater provision for cycle lanes in Abingdon.
(37) Local Resident, (Abingdon)	Support - Any steps which make cycling more enjoyable and which might encourage more people to cycle are to be applauded.
(38) Local Resident, (Abingdon)	Support - Could there be no parking between 7am until 6pm as in parts of Oxford?
(39) Local Resident, (Abingdon)	Support - Anything that encourages more people to cycle in Abingdon rather than drive, particularly for short distances, is a very good thing. More cycling and less driving means less congestion, air pollution, absenteeism, carbon emissions, severance of communities and a fitter, healthier population. It's great that the Council have proposed this and I fully support it.
(40) Local Resident, (Abingdon)	<p>Support - Safety for the increasing number of cyclists in Abingdon is becoming even more important now. This route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre. I hope this proposal is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017 which is much needed for pupils attending John Mason, Fitzharrys and Abingdon & Witney College</p> <p>Council policy (Local Transport Plan 4/LTP4) also supports active travel by cycling over motor vehicles, so this proposal is supported by that framework</p>

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<p>(41) Local Resident, (Drayton)</p>	<p>Support - Any and all improvements to the cycle network in and around Abingdon should be pursued. The Council operate a 2hr free parking scheme in a town that has an adequate bus service (from all directions). When this can also be said of the cycle network there will be no reason to privilege car drivers.</p>
<p>(42) Local Resident, (Abingdon)</p>	<p>Support - I support this proposal, although on its own it is a very small step, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient parking/storage of up to 8 private cars while they are not even in use. Council policy (Local Transport Plan 4/LTP4) also supports active travel such as cycling, in favour of motor vehicles.</p> <p>The County should be doing all it can to support cycling in general as it is the 'way forward' for it's car dominated & congested streets.</p>
<p>(43) Local Resident, (Abingdon)</p>	<p>Support - Safe road use must take priority in our historic town, protecting children and cyclists, the elderly and disabled whilst on our roads should be our first consideration. Children getting to school en masse should be at minimal risk and not endanger life.</p>
<p>(44) Local Resident, (Abingdon)</p>	<p>Support - I support this proposal, although on its own it is small, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use.</p> <p>Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles. Cycling is important</p>

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	in the urgent need to reduce our fossil fuel consumption and fight climate change (12 years until the critical 1.5oC warming as predicted by the UN)
(45) Local Resident, (Abingdon)	<p>Support - I support this proposal, although on its own it is small, I hope it is part of a bigger plan to link Abingdon centre by safe cycling routes to the schools and colleges up the B4017: John Mason, Fitzharrys and Abingdon & Witney College</p> <p>The route is very important for cycling, being the most practical link for the 2 large schools, the College and many houses with the town centre.</p> <p>Safety of many cyclists is much more important than the slightly more convenient storage of up to 8 private cars while they are not even in use. Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles.</p>
(46) Local Group, (Abibike)	Support - This proposal should be the start of a cycle route connecting the town centre with the college and schools also eventually linking to any new housing and Wootton. The Oxford road should be improved in the same way.
(47) Local Resident, (Abingdon)	Support - <i>No comment</i>
(48) Local Resident, (Abingdon)	Support - <i>No comment</i>
(49) Local Resident, (Abingdon)	Support - I strongly support this small improvement to cycle safety in Abingdon, and hope it is part of larger plans for the town. I cycle extensively with my toddler and baby in a trailer and wish it were easier to get around the town safely, i.e. on routes with less traffic or with dedicated cycle lanes. I'm aware that LTP4 strongly supports active travel and this will make a contribution to those aims.
(50) Local Resident, (Abingdon)	Support - Encouraging cycling in school pupils, in particular as a safe and acceptable means of transport is to be applauded for both ecological and health reasons. This proposed change in signage is along an important cycle route for commuters, school pupils and the local population in general.

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	Council policy (Local Transport Plan 4/LTP4) also supports active travel in favour of motor vehicles.
(51) Local Resident, (Abingdon)	Support - <i>No comment</i>
(52) Local Resident, (Appleford)	<p>Neither - I agree with improvements for cyclists. However, I think this piecemeal approach is not the correct one, surely the proposals should be more comprehensive, including at least Stratton Way itself, the crossing of Stratton Way and Bath Road (Town Centre route improvement) etc</p> <p>I suggest taking a much more radical and proactive approach, which is needed in Abingdon in general to Protect the safety of cyclists as well as promoting cycle use (the two clearly correlate). Why not propose a cycle street as introduced in most cities in the Netherlands (and also in Cardiff), even if this needs an experimental or trial-period.</p>
(53) Local Resident, (Abingdon)	<p>Neither - Any reduction of parked cars is welcome and helpful for cyclists. However, the part of the cycle lane that is adjacent to parked cars is simply dangerous. It gives a false sense of security to some cyclists, who will use the lane and be unaware of the danger of car doors opening in front of them. In addition, car drivers "expect " cyclists to use the lane, and drive too close to allow for evasive action if a door is opened. My daughter was knocked off her cycle recently in such a situation.</p> <p>Markings were put on Bath Street in this area several years ago and quite quickly removed, presumably for just this reason.</p>
(54) Local Resident, (Abingdon)	<p>Neither - (1) At rush-hour times when southbound motor vehicles are queued, a southbound cycle lane would allow cyclists to proceed unhindered. At other times, totally unnecessary. The currently shared space is perfectly adequate for most of the day.</p> <p>(2) I very much doubt if the scheme will reduce the number of people, notably aggressive teen-agers, riding bicycles on the pedestrian footpaths. They will do this whether there is a cycle lane or not.</p> <p>(3) A nervous old lady returning from town with her bicycle loaded with shopping, will not risk crossing Bath Street twice</p>

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to cycle a short distance on the West side, even though there is already a cycle lane there. She will ride northward on the East side pedestrian footpath as she has always done. The new southbound cycle lane will make no difference to her.

(4) I see a significant risk of pedestrian/cycle collisions at the point where the diverted cycle path emerges across the pavement and on to Bath Street.

(5) As a lifelong cyclist, (180,000 miles) who has twice had the experience of collision and injury in the supposed safety of dedicated cycle paths, I will continue to use the road where I can see, be seen and share the space with courtesy.