

Divisions affected: Abingdon East; Abingdon South

CABINET MEMBER FOR ENVIRONMENT – 25 MARCH 2021
ABINGDON – B4017 BATH STREET – PROPOSED WAITING
RESTRICTIONS AND CYCLE LANE

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the waiting restrictions on B4017 Bath Street, Abingdon as advertised.

Executive summary

2. This report presents responses received to a statutory consultation on proposed waiting restrictions on B4017 Bath Street Abingdon as shown at Annexes 1 and 2 and follows a consultation on the same restrictions carried out in December 2018 and January 2019 and which were approved at the Cabinet Member for Environment decisions meeting on 14 February 2019. Regrettably however the restrictions were not implemented within the statutory maximum period of two years from the start of the consultation. It has consequently been necessary to carry out a further consultation.

Financial Implications

3. Funding for the proposals has been provided by the developers of land north of Abingdon.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of cyclists.

Consultation

6. Formal consultation was carried out between 10 February and 12 March 2021. A notice was published in the Oxfordshire Herald newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Abingdon Town Council and the local County Councillor. Notices were placed

on site and letters were also sent to approximately forty-three premises adjacent to the proposals.

7. Six responses were received. Two objections, one expression of non-objection, and three expressions of support. .
8. The individual responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

9. Thames Valley Police did not object.
10. The response of Abingdon Town Council will be reported verbally as due to the timing of their meetings the council was in this instance unable to respond within the formal four week consultation period.
11. The Director of Estates of Abingdon School, while expressing support for the principle of improving the provision for cyclists, considered that the proposals will make life more difficult for parents, visitors and the School Sports Centre users due to the reduction in on-street parking provision, and may displace parking to less suitable locations on adjacent roads.
12. An objection was also received from a local resident also citing the difficulties faced by residents without off street park in parking near their homes in the absence of a residents parking scheme, and noting also the phasing out of a residents permit scheme in the nearby Charter Car Park. The respondent requested that the proposed length of no waiting at any time restrictions instead be designated a resident only parking area.
13. Noting the above, and also referring to the parking surveys carried out in 2019 as part of the assessment of the scheme and as reported to the Cabinet Member for Environment decisions meeting in February 2019, it is accepted that there is in normal circumstances appreciable use of these parking places during the day time, although overnight the parking places which will still remain to the north of the current proposals will be adequate for local parking demand by residents.
14. It should also be noted that the number of objections received in this consultation was considerably lower than the thirteen objections from local resident received in the previous consultation.
15. Three expressions of support were received from members of the public, two being local residents. However, the latter also cited concerns that the proposed cycle provision should comprise stronger segregation from traffic to provide more protection for cyclists. These concerns are noted, and although outside the scope of this specific proposal which seeks -by removing parking - to provide more space for cyclists on this narrow part of the road, it is agreed that providing stronger segregation both here and other cycle lanes

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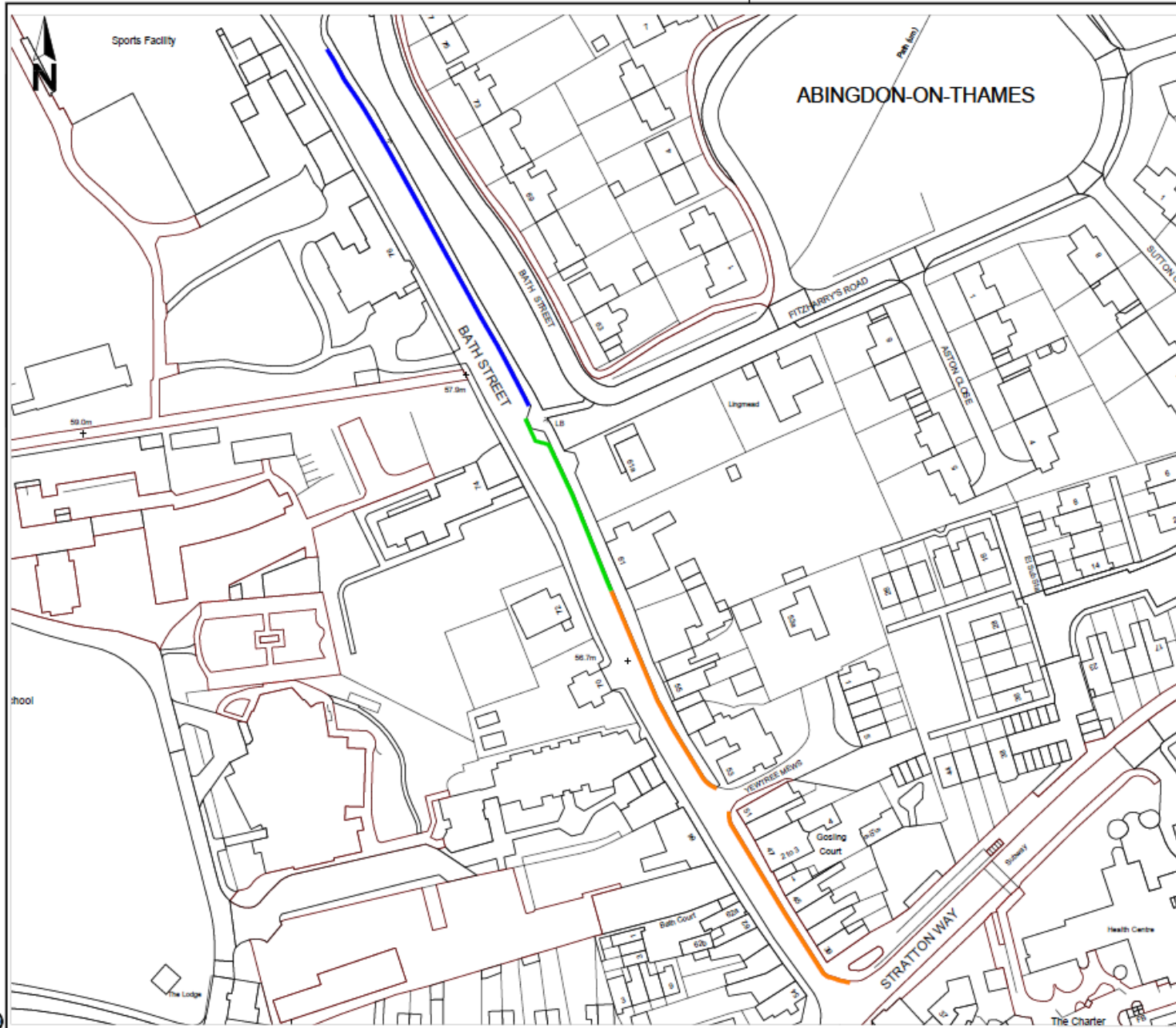
in the town is desirable in principle subject to further assessment of feasibility and funding being available.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1 and 2: Consultation plans
 Annex 3: Consultation responses

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March 2021



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	Issued

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Project title
PROPOSED NO WAITING AT ANY TIME

Drawing title
ABINGDON BATH STREET (UPPER)

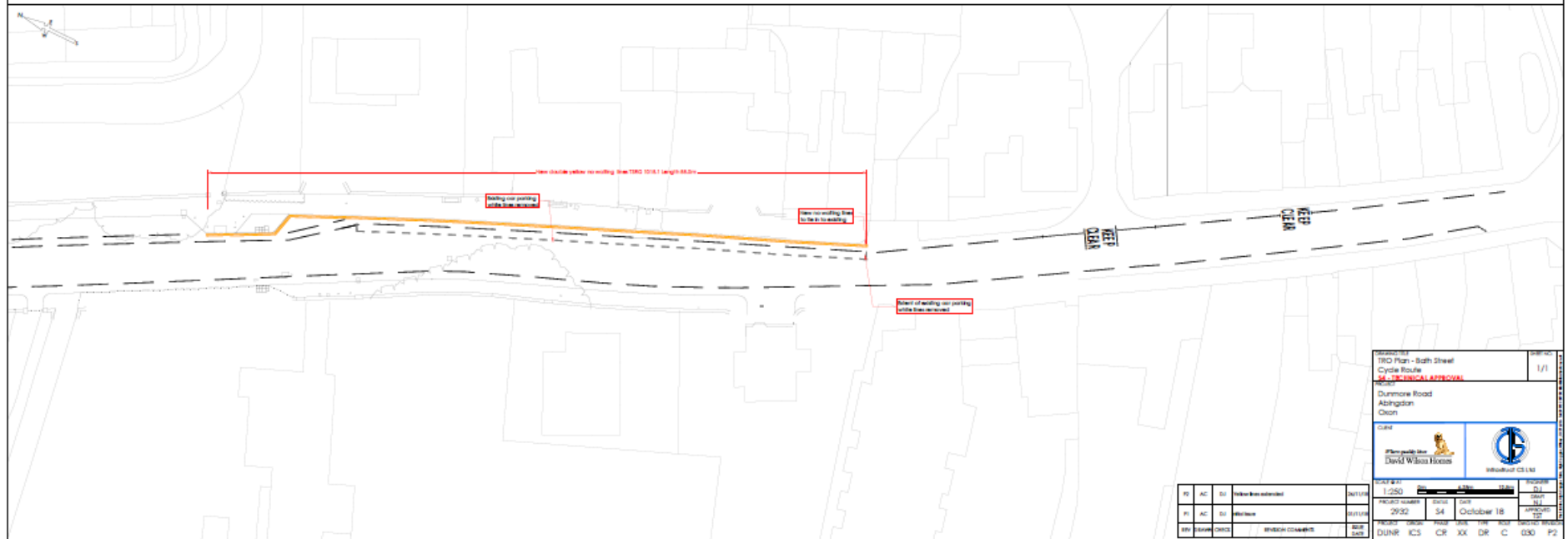
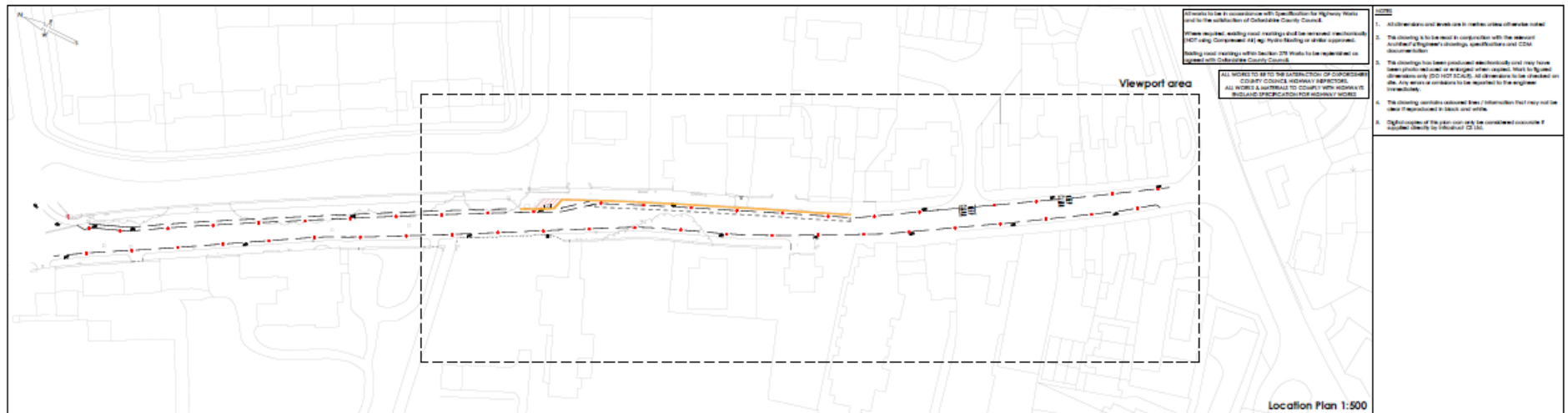
Drawing Status

Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JJC	JJC	JJC
	Date drawn	Date checked	Date approved
	11/1/18		

Oxfordshire Project No. & File Ref

Drawing No. Revision 0

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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
2) Abingdon School (Abingdon)	<p>Object - Your letter has been forwarded to me as Director Estates to respond on behalf of Abingdon School. I have consulted with the School senior management and these are the collective comments and objections on the loss of parking spaces in Bath St.</p> <p>1-The School is supportive of cycle lanes development generally but feel that this proposal will make life more difficult for parents, visitors and the School Sports Centre users.</p> <p>2- Parents of boys attending the School use the free parking as a drop off and pick up point and the loss of this parking will cause difficulty for them and may lead to parking congestion elsewhere on Bath St.</p> <p>3- The School Sports Centre is open to public membership and whilst we provide a free car park just off Faringdon road we are aware that some sports centre users find it more useful to park in Bath St.</p> <p>4-The removal of parking spaces in the near vicinity of the School would be detrimental to visitors to the school and could lead to additional parking problems on nearby roads.</p>
3) Local resident (Abingdon)	Support - Cycling along Bath St is not currently very safe. Something other than pictures of cycles painted on the road needs to be done. It is particularly dangerous as motorists open their car doors onto the passage of cyclists
4) Local resident (Abingdon)	Support - making it easier for people to cycle and discouraging car usage. However, we really shouldn't be using painted cycle lanes, as they do nothing to improve safety for cyclists. What we should be doing is a segregated route, or at the very least a mandatory cycle lane, which is sufficiently enforced. Light segregation such as wands or armadillos would be a good measure to include.
5) Local resident (Abingdon)	Object - As a resident of Bath Street, I am disappointed to learn of the application for these additional parking restrictions without any accompanying proposal for an alternative parking solution - specifically for residents living in houses between the proposed area and the Stratton Way junction that have no private parking and who depend on

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	<p>these 'Limited Waiting for 2 hours...' bays as a means to park overnight.</p> <p>Whereas I strongly encourage action by the Council to make the roads in Abingdon safer for cyclists, having read through the previous objections to this proposal in 2018 it is clear that there is another issue that is being repeatedly overlooked for this section of Bath Street - and that is the lack of Council support for residents to have the opportunity to park relatively near to their home.</p> <p>Unlike many other central Abingdon residents that are able to park on nearby streets away from their home under the Residents Parking Scheme, we have been given no such solution. Disappointingly, I have also now been informed by the Council representing the Charter Car Park that they are phasing out their resident parking permits. These permits, despite being far more expensive than those within the aforementioned Resident Parking Scheme (£429 per annum), would at least have been an available option, and a last-resort for me as the standard non-resident annual permit rate for the car park is inconceivable at over £850. I am now left with the prospect of no alternative solutions offered by the Council - and as a resident I feel really quite let down.</p> <p>Please consider making the remaining 'Limited Waiting' spaces a Bath Street residents permit area inclusive of one car per household - reserved specifically for those houses with no existing access to parking, as well as retaining the option of a resident permit using the Charter Car Park. There is already plenty of existing availability for visitors to Abingdon to park in the various car parks and meter parking areas in town.</p> <p>I would imagine that most people considering this proposal will have a car themselves, and are able to park at their homes under a permit scheme or otherwise. I would implore these people to put themselves in our position and consider how difficult it would be for them as a resident - especially with no alternative parking solution put forward.</p>
5) Resident (Oxford)	<p>Support - Sections of this road are very narrow and this is a route to the secondary school & college. This will be better for those who are using the bus to the college and Active Travel.</p>