

ANNEX 4

A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Managing Director, (Oxford Bus Company)	Support – Oxford Bus Company and Thames Travel are strongly supportive of the proposed introduction of double yellow lines on Radley Road and Audlett Drive. Parked vehicles on these sections of road regularly cause delays to our services 35 and 41, in particular around the Our Lady's Abingdon area. We believe these proposals will improve journeys for bus passengers through reduced delays and faster, more reliable services.
(e3) Local resident, (Abingdon, Quakers Court)	Support – I live in Quakers Court, and my comments apply only to that street and the neighbouring Magnet Close. I strongly support the proposal. I make the following additional observations: Only part of the Quakers Court roadway has been adopted by Oxfordshire County Council. I have marked the approximate limit of the adoption on the attached plan, in black. My comments refer to the adopted part of the road. I note that there are three privately owned parking bays, belonging to specific Quakers Court leaseholders, on the west side of the roadway (I have marked these in yellow on the attached plan). Rightly, the proposal does not include placing double yellow lines by these spaces. The Quakers Court roadway is narrow. It is essential that it is kept clear to allow access for municipal refuse/recycling lorries and fire engines. This, alone, justifies the placing of double yellow lines. In particular, there is a “bay” on the east side of the roadway (by the property marked “9” on the map) that attracts parking, even though it is not really big enough for a vehicle. When this space and the legitimate private parking space opposite are occupied, the road is obstructed. The proposal rightly includes placing double yellow lines in this “bay”.

	<p>I favour the addition of double yellow lines in the area I have marked in green on the attached map (which also forms part of the adopted road). This would help ensure access for fire and emergency vehicles to the courtyard in front of block of flats 17–59 Quakers Court. (The courtyard, which is private land, is separated from the road by a row of bollards, but these bollards can be lifted to allow vehicle access.) If double yellow lines are placed on the remainder of the Quakers Court road but not here, it will invite parking in this area.</p> <p>The new “Old Maltings” development, which borders on the west side of the Quakers Court roadway, will soon be occupied. I understand that development has limited parking space. Adding double yellow lines will help prevent Old Maltings residents parking on (impeding) the Quakers Court roadway.</p> <p>The proposed parking restriction on the south side of Magnette Close is welcome. This is the pedestrian route via Quakers Court to the town centre. Pedestrians normally have to walk in the middle of the street here because there are always parked vehicles.</p>
(e4) Local resident, (Abingdon, Quakers Court)	<p>Support – my comments which follow are specifically in terms of the proposals for Quakers Court and Magnette Close.</p> <ul style="list-style-type: none"> • I presume that the proposals only apply to the adopted road • There are three parking bays on the west side of Quakers Court, just before the bend, that are owned by specific Quakers Court leaseholders. I note that this area is, correctly, not indicated to receive yellow lines. • Due to the narrowness of the Quakers Court roadway this is particularly important to ensure that access is maintained at all times for emergency vehicles and refuse/recycling trucks. • Opposite the private parking bays mentioned above, there is a slight widening of the road, but not enough for parking. This however does attract parking and has obstructed access for wider vehicles. Double yellow lines in the area I consider to be essential. • I am of the opinion that the adjacent Maltings development has been approved with inadequate parking provision. I made objections on this basis during the planning process. Over half the units have no parking bay and will be looking to park in adjacent streets. Quakers Court would be the nearest street. Double yellow lines will

	<p>therefore prevent residents of The Maltings (or anyone else) parking on Quakers Court and causing an obstruction.</p> <ul style="list-style-type: none"> • It would also be helpful to extend the double yellow lines up to and across the line of the bollards. This would ensure access for fire and emergency vehicles to enter the courtyard and main entrance to flats 17 - 59. • The proposals for Magnette Close are welcome and would eliminate the current need for pedestrians to walk in the middle of the road.
(e5) Local resident, (Abingdon, Quakers Court)	<p>Support – the proposals to place double yellow lines on Quakers Court and Magnette Close, and the following comments apply to these roads only.</p> <p>Parking and or waiting has occurred on the Quakers Court road on many occasions. This had made it very difficult to drive through the remaining gap. A fire engine or refuse truck would not have been able to pass through. An ambulance may or may not have been able to pass either. Preventing access to emergency vehicles is a significant concern and that alone would justify the placing of double yellow lines.</p> <p>I also fear that the present status would deteriorate significantly once The Maltings development is occupied. From the plans that were available for scrutiny during the planning process it was evident that less than half of the units would have a parking bay. The remainder would seek parking in nearby streets - Quakers Court being the nearest. Obstructing the road would then become a regular occurrence.</p> <p>Double yellow lines in front of the bollards would also ensure access to our courtyard and main entrance for emergency vehicles. Perhaps this could be included in your proposals?</p> <p>I regularly walk through Magnette Close on my way to the town centre. Inconsiderate parking means that I have to walk in the middle of the road. The proposed double yellow lines in this area would add to the safety of pedestrians walking through Magnette Close.</p>
(e6) Local group/organisation, (Management Company)	<p>Support – acting on behalf of the directors Management Company, which look after the interests of the residents of Quakers Court. In terms of the proposals for Quakers Court and Magnette Close we strongly support the proposals.</p>

	<p>There are some further comments regarding Quakers Court we would like to make:</p> <ul style="list-style-type: none"> • We presume that the proposals only apply to the adopted road • There are three parking bays on the west side of Quakers Court, just before the bend, that are owned by specific Quakers Court leaseholders. We note that this area is, correctly, not indicated to receive yellow lines. • Due to the narrowness of the Quakers Court roadway the directors have previously discussed asking the Council to paint yellow lines as per your proposals. This is particularly important to ensure that access is maintained at all times for emergency vehicles and refuse/recycling trucks. • Opposite the private parking bays mentioned above, there is a slight widening of the road, but not enough for parking. This however does attract parking and has obstructed access for wider vehicles. Double yellow lines in the area we consider to be essential. • Many residents of Quakers Court considered the adjacent Maltings development to have been approved with inadequate parking provision. Double yellow lines will therefore prevent residents of The Maltings parking on Quakers Court and causing an obstruction. • It would also be helpful to extend the double yellow lines up to and across the line of the bollards. This would ensure access for fire and emergency vehicles to enter the courtyard and main entrance to flats 17 - 59. • The proposals for Magnette Close are welcome, and would eliminate the current need for pedestrians to walk in the middle of the road.
(e7) Local resident, (Abingdon, Radley Road)	<p>Object – write to express our strong objection to the introduction of double yellow line parking restrictions in Radley Road. As houses in this part of the road are 100+ years old , they are in more need of maintenance than newer builds. Tradesmen such as builders, scaffolders need to park in the road as the house (in common with most of our neighbours) only has enough off- road parking for a small car. Inability to maintain our property is an alarming prospect.</p> <p>We have moved into Radley Road since the informal consultation of November 2024 so are not certain of issues raised then. “Obstructive parking” is mentioned in your letter of November 12th. We have seen no evidence of the</p>

	road being obstructed so presume this refers to individual access to off road parking. Could this be tackled by time limited restriction of parking to residents only?
(e8) Local resident, (Abingdon, Radley Road)	<p>Object – We strongly oppose the proposed “No Waiting at Any Time” parking restrictions between numbers 2 and 24 Radley Road. This proposal is not only unnecessary and disproportionate, but it also fails to consider the wider impact on our local community. It will reduce accessibility for residents, visitors, carers, and tradespeople, increase traffic speeds in a pedestrian-heavy area, and unfairly penalise families living in homes with limited off-street parking. Such measures risk creating hardship for long-standing residents and shifting problems to surrounding streets rather than solving them. We urge the council to adopt a fair and balanced approach that addresses concerns without compromising safety, community needs, or property values.</p> <p>Our key points for consideration are as follows:</p> <ol style="list-style-type: none"> 1. Lack of Justification <p>The stated purpose of the restriction is to “address issues arising from obstructive parking.” In the ten years we have lived at this address, we are aware of only one incident which occurred during an unprecedented funeral attendance. This was an isolated event and not indicative of ongoing issues. There have been no obstructions since.</p> <p>We therefore consider the proposal unnecessary and disproportionate. To support this, we will provide photographic evidence taken between 14 November and 1 December, demonstrating that parked cars on this section of Radley Road do not cause obstruction. This evidence will be submitted before the consultation closes.</p> <ol style="list-style-type: none"> 2. Safety Concerns <p>Removing parking along one side of Radley Road will likely increase vehicle speeds. Research shows that on-street parking naturally calms traffic, whereas open, unobstructed roads encourage faster driving. This section of Radley Road is heavily used by pedestrians, including children walking to and from local schools. Higher speeds would significantly increase the risk to those crossing the road, particularly near bus stops.</p> <ul style="list-style-type: none"> □ Please refer to the 2025 article Quantifying the Effect of Road Design on Urban Road Driving Speed, which states: “Road designs with trees lowered driven speed; the presence of parking lowered preferred speed.” □ See also point 4.2.7 on page 9 of the Transport Research Laboratory <ol style="list-style-type: none"> 3. Impact on Residents and Accessibility

	<p>The proposed restriction will create multiple problems:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Parking Displacement: Houses on this section of Radley Road were built around 1905. Most have only single-car driveways, yet they are 3 to 5-bedroom homes. It is reasonable for residents to own more than one vehicle. Removing on-street parking will push cars into surrounding areas, creating congestion near St Edmund's Catholic Primary School, St John's Road, and Swinburne Road. <input type="checkbox"/> Financial Impact: Reduced parking availability will likely lower property values, as families require adequate parking. <input type="checkbox"/> Elderly Residents: Several properties are occupied by elderly residents who rely on carers, family, and visitors being able to park nearby. <input type="checkbox"/> Maintenance Access: These older properties require regular upkeep. Tradespeople need convenient parking to carry out essential work. <p>Proposed Alternative Solutions</p> <p>We did not respond to the November 2024 consultation because we were not in favour of a full residents' parking scheme, which would have restricted visitors and tradespeople. However, given the current proposal, we suggest:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Option 1: A full-time residents' parking scheme with visitor permits. <input type="checkbox"/> Option 2: A part-time residents' parking scheme, e.g., residents-only parking between 7:00–10:00 and 16:00–19:00. <input type="checkbox"/> Option 3: Defer the decision for 12 months. Since the questionnaire in November 2024, Our Lady's Abingdon School closed permanently on 11th August 2025 and construction work on the A34 southbound slip road was approved and has since started. We believe further time needs to elapse to evaluate the effect of the school closure on traffic movements in the surrounding area. The A34 southbound slip road will also significantly reduce traffic through the centre of the town. <p>Both options 1 and 2 would prevent long-term parking by non-residents while allowing flexibility for visitors and service providers.</p> <p>Thank you for considering our objection and alternative proposals. We trust that the council will take these concerns seriously and work towards a solution that balances safety, accessibility, and fairness for residents.</p>
(e9) Local resident, (Abingdon, Penlon Place)	<p>Support – but would note that having lived in the area (Penlon Place) for years since the estate was established, the issue of parking enforcement seems to be the biggest one. in 2005 when I moved in, I remember a clamping company were operating - and unsurprisingly there weren't any parking 'issues'.</p>

	<p>2 considerations for the present situation:</p> <ol style="list-style-type: none"> 1. The parking that seems to be causing the issues at the moment are often by cars at the top of the estate, which also block the pavement one side of the road. Unsure if enforcement of the highways act can be taken in these areas without the existence of double yellow lines? 2. Most estates I visit where parking is well managed make use of more permanent metal bollards. Whether the positioning of some new ones at the start of the estate road would suffice in lieu of yellow lines, to help keep both lanes of the road open and prevent vehicles parking there might be considered? I note some bollards that used to exist slightly further down the road have been removed, and the holes tarmacked over - unsure if this has been an authorised action, or that of individuals. <p>I also note that the road one side where all the traffic has to pass dailey now seems to be forming large puddles when it rains, which I assume has occurred due to compression from all traffic having to pass over the single lane that is left available.</p> <p>My only concern with painting yellow lines on the road would be whether this would mean enforcement would actually follow, and 'out of hours' there would be nothing to stop residents parking outside of their homes and blocking the roads - and therefore not actually resolving the problem, which a physical barrier/ bollard would achieve.</p> <p>Thank you for looking into the issue, and I wish you well with attempting to find a resolution - I appreciate parking is always a contentious one !</p>
(e10) Local resident, (Abingdon, Jackman Close)	<p>Support – The proposal for double yellow lines extending 10 metres into the Close is long overdue as we often get people parking too close to the junction with Audlett Drive. This is dangerous as this blocks the entrance if someone is leaving the Close and has caused at least one accident in the last few years.</p> <p>It is rare for people to park on Audlett Drive as it is a very busy road, but the restriction is understandable given the new prohibition on parking on the southern side of Radley Road.</p> <p>However, this exposes Jackman Close as an alternative for the houses on Radley Road to use as a parking area.</p>

	<p>Jackman Close is already very busy due to parking by commuters and shoppers for people going into Abingdon town centre and seeking to avoid car parking charges. It is also used for those travelling to Oxford which has got worse since the introduction of the Oxford Congestion Charge as Redbridge Park and Ride fills up quickly and it becomes easier to use the buses going directly to Oxford. Jackman Close is therefore being used as a free park and ride site.</p> <p>Almost unbelievably, Jackman Close is also used by at least one person to store their classic car collection which is rotated around roads in the area to avoid it looking too obvious. Equally surprising is its use as storage for motor caravans which are also moved around to avoid attracting attention by being parked in one place for too long.</p> <p>While there are some visitor car parking spaces, there are not enough and people visiting houses in the Close for social purposes or to do work are obliged to park on the roadway where it is often difficult to find a space. Currently there are no parking restrictions in the Close so people can park legally with vehicles up to 3.5 tonnes unladen which has happened. These big vehicles make it difficult for utility vehicles such as refuse trucks to manoeuvre and hinder access for emergency vehicles – this is especially important as the blocks of flats at the top of the Close are three storey buildings.</p> <p>I would therefore request that Jackman Close be designated as 'Residents Only' parking including both sides of the Close all the way up to the 'hammerhead' at the top of the Close. Failure to do this will inevitably make the roadway an attractive parking area to the detriment of the environment of the Close (where people pay a lot in maintenance charges to keep the Close neat and visually appealing).</p> <p>I trust you will examine this proposal in a positive light.</p>
(e11) Local resident, (Abingdon, Sherwood Avenue)	<p>Concerns – There is also a problem in Thames View off Audlett Drive. There is legal parking on the left hand side of Thames View but as your plan shows there are yellow lines on entry. I have seen many cars park on the yellow lines as marked on your plan which causes traffic problems as they have to go around the cars on the yellow lines. The entry into Thames View is quite wide but narrows very quickly which causes a problem as the drivers cannot see oncoming vehicles coming down the road from Waitrose or the industrial estate.</p> <p>Waitrose lorries and other large lorries going to the industrial estate have to be really careful when entering Thames View.</p>

	<p>A lot of traffic speeds down Thames View to Audlett Drive with no indication of which way they are going to turn into Audlett Drive. I was crossing Audlett Drive, having pressed the button for the “green man” which came on, when a car sped around the corner and had to pull up very quickly.</p> <p>There is a path leading up to Thames View on the left and side of entry; many people do not look around to check traffic turning into Thames View. I have seen many “narrow escapes”.</p> <p>The whole left hand side of Thames View should be yellow lined for safety reasons; there is plenty of car parking spaces in Waitrose car park and it would be safer for pedestrians and traffic.</p>
(e12) Local resident, (Abingdon, Radley Road)	<p>Object – My objection is based on the clear lack of supporting evidence, the Council’s apparent failure to comply with its statutory duties under the Road Traffic Regulation Act 1984, and a significant change in circumstances relating to the justification for the proposal.</p> <p>1. Lack of Evidential Basis and Insufficient Rationale</p> <p>The justification for these restrictions is fundamentally flawed due to the absence of credible supporting data.</p> <p>As confirmed in the Council’s response to an FOI request (Attached, Ref: 26703 EIR), the proposal appears to be driven solely by anecdotal evidence from commercial bus operators regarding potential timing improvements, rather than a rigorous, data-led assessment. To implement a measure that severely impacts residential amenity without any quantitative traffic data is irrational and unacceptable.</p> <p>The FOI also confirms that “No traffic counts have been undertaken” to assess the scale or nature of the supposed congestion issue affecting bus timings, or modelling to prove that the parking restrictions would improve bus timings and by what degree.</p> <p>2. Failure to Conduct the Statutory Balancing Exercise</p> <p>The Council has a statutory duty under Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious movement of traffic but also the provision of suitable and adequate parking facilities on and off the highway. The proposal makes no statement about loss of parking, nor does it provide solutions to the net loss of necessary residential parking on Radley Road.</p>

	<p>https://www.legislation.gov.uk/ukpga/1984/27/section/122</p> <p>By proposing the removal of essential residential parking spaces based on unsubstantiated claims of marginal bus timing improvements, the Council has demonstrably failed to conduct this necessary balancing exercise. The convenience of a commercial bus service must not automatically outweigh the fundamental residential rights of the community. The displacement of resident parking will severely degrade the quality of life and accessibility for those living in the affected properties.</p> <p>3. Changed Circumstances: Closure of Our Lady's School</p> <p>The Council's FOI response admits that the closure of Our Lady's School was not factored into the current proposals. The school's closure has undeniably led to a significant and permanent reduction in peak-hour traffic and associated parking demand on Radley Road.</p> <p>Therefore, the original perceived justification for the double yellow lines, which was formulated when the school was operational, is now obsolete. The proposals must be withdrawn immediately and a new, thorough traffic assessment must be undertaken over a sufficient period to reflect the current, post-closure traffic conditions. I urge the Council to withdraw the proposed Traffic Regulation Order for Radley Road (No. 2 – No.5 Farriers Mews) due to the lack of empirical evidence, the clear failure to perform the required statutory balancing of interests under the RTRA 1984, and the severe, disproportionate negative impact on residents.</p> <p>I trust that the Council will give due weight to these formal objections and the substantial legal duty it bears to the local residents. Please confirm receipt of this objection.</p>
(e13) Local resident, (Abingdon, Penlon Place)	<p>Partially support – Looking at the plans of the proposed restrictions I can see that the Vines scheme is sensible in that parked cars may restrict the ability of larger vehicles to turn left into Magnette Close. The Quakers Court scheme would improve access for larger vehicles, although from observation there rarely seem to be vehicles parked there (which would be borne out by looking at the past pictures on Google Street View).</p> <p>Regarding to the New Street to Thames View scheme, which is nearest to my home: The Radley Road section does slow down traffic; the bus often has to stop to wait for vehicles coming the other way. I note that the houses along the affected section of road all have parking spaces on their forecourts (or in a couple of cases where their entrances are rather narrow, they do have dropped kerbs making alterations possible). On a typical day there are around six to ten vehicles parked along this section but few in the evening or on Sundays, suggesting that they</p>

are being used by people who are working in the town. I would observe that there has been little, if any, change since the closure of Our Lady's School, which had adequate parking space for staff and visitors. Clearly this might be affected by the future use of the school site.

There would seem to be very little parking along the section of Audlett Drive where restrictions are proposed and I cannot see any objection to the proposals. I would observe that this needs to be considered with the Radley Road proposals to prevent displacement of vehicles from there.

Turning to Penlon Place where I live, it is a cul-de-sac where, save for an occasional furniture removal lorry, the largest vehicles we see are your refuse collection lorries, about four or five a week, usually on Thursdays. Our house, no 65, is one of the twelve terraced houses that overlook the island at the southern end of the road. At present a refuse collection lorry comes down the road and turns right into the space next to no 78 before turning round and reversing down one of the sides of the island. I cannot see that with the proposed restrictions a driver would choose an alternative manoeuvre such as turning by nos 73 / 88. The space by no 73 is quite narrow as evidenced by the damaged brick wall which has been hit by turning vehicles on at least two occasions. A driver is likely to continue to turn round as at present.

The terraced houses (63-73 and 78-88) each have a garage with a forecourt, i.e. enough space for two cars. Typically there will be two or three extra cars parked on the island side, none of which would be in a position that causes an obstruction for a reversing HGV driver.

Putting yellow lines around the island would cause two problems. It seems likely to result in cars parking on the outside of the roadway, i.e. across the front of the houses. This would make it difficult for refuse collectors to move bins which may be blocked by parked cars. Potentially this may cause damage to cars or your bins.

The second point is that, as your plan shows, the sides of the island are not straight lines. There are bulges by the art works opposite nos 71 and 80, so that a HGV driver does not have a straight line down which to reverse. Potentially this could cause damage to parked vehicles or to the artworks (which we and our neighbours try to keep in good condition). We are discouraging visitors from parking on the grass strips on the island and have agreed with Sovereign that their maintenance vans will not park there.

When Penlon Place was built sufficient car parking spaces were provided for each house or apartment to have one space. The layout provides for four visitors' spaces outside of nos 18-44 and 23-39 which I am pleased to see are respected in your proposals. Ideally this should be marked on the road in some way to discourage their regular use.

	<p>One small point is that sometimes people park across the ends of the island so blocking the central footpath which makes it difficult for anyone in a wheelchair or with a pushchair etc.</p> <p>If there are concerns about parking by vehicles displaced from Radley Road, then I feel that this could be overcome by extending the existing yellow lines down Penlon Place a short distance through the narrow section between the northern end of the first two blocks by nos 1 and 2 (as your plan shows) as far as where the iron bollards start. This should prevent people parking in this narrow space and being visible from Radley Road might discourage the occasional outside driver from parking in the road.</p> <p>To summarise, I can agree that the other proposed parking restrictions in Radley Road, Audlett Drive and The Vines would help traffic flow with relatively little negative effect on motorists. I am unsure whether the Quakers Court proposal is necessary. As regards Penlon Place, I feel that the majority of the plan is unnecessary and that the section at the bottom around the island would make things worse for drivers of large vehicles. A short extension of the existing restriction at the Radley Road end of the road might be helpful.</p>
(e14) Local resident, (Abingdon, Radley Road)	<p>Object – to introduce double yellow lines outside properties No.2-No.5 Farriers Mews on Radley Road, Abingdon as part of the Abingdon Central East Parking Review.</p> <p>The basis for my objection rests on the spurious lack of evidence presented by the Council, the Council's failure to meet its statutory duties under the Road Traffic Regulation Act 1984 and a significant change in circumstance that has not been accounted for in the proposals.</p> <p>1. Lack of Evidence</p> <p>Freedom of Information Requests have revealed that the rationale for the TRO comes from engagement with commercial bus companies and does not come from empirical surveys of traffic volume and flow. This engagement was also part of the consultations over the 20mph scheme, which has now been in operation for some time, and was not a separate or recent exercise conducted to assess traffic following the implementation of the 20mph limit. Consequently, the basis for the TRO has been driven by consultation with only one stakeholder and is very much out of date.</p> <p>2. Statutory Duties</p> <p>The Council has a statutory duty under Section 122 of the Road Traffic Regulation Act 1984 to secure the expeditious movement of traffic but also the provision of suitable and adequate parking facilities on and off the</p>

	<p>highway. There is no statement within the proposal regarding the loss of on-street parking for residents of Radley Road. The houses on the street are Edwardian and built prior to widespread car ownership. Whilst some houses have disposed of front gardens to facilitate off-street parking, this is not possible for all properties and nor is it a solution that chimes with wider sustainability agendas. If double yellow lines were to be introduced in all areas identified within the consultation the Council will have to identify a significant amount of on-road parking to accommodate the proposed net-loss.</p> <p>3. Changed Circumstances</p> <p>It appears that the consultation with commercial bus companies took place prior to the closure of Our Lady's of Abingdon School. As a result of this closure, traffic volume is reduced. It is likely that traffic volumes will fall further with the opening of the southbound slipway onto the A34 as quarry vehicles and Waitrose vehicles will no longer need to approach via Radley Road. In consequence, there is no justification for the current proposal, which was conceived whilst the school was still open and did not take account of current developments that will significantly alter traffic flow through the town.</p> <p>I would urge the Council to withdraw the Traffic Regulation Order, which has no evidential basis, makes no provision for the significant loss of on-street parking for properties on Radley Road and was conceived on the basis of out-dated local information.</p>
(e15) Local resident, (Abingdon, Penlon Place)	<p>Object – to the proposed introduction of double yellow lines at Penlon Place. While I appreciate the Council's efforts to manage parking and traffic flow, I am concerned that these measures will cause significant inconvenience to residents - particularly those of us who currently rely on parking in this area.</p> <p>The existing arrangement has functioned effectively for many years without causing major issues. As such, I question the necessity of such a disruptive change and urge the Council to reconsider the need for this alteration.</p> <p>I reside around the 'oval' at the end of Penlon Place, where the semi-detached houses are located. As a household of three working adults and a child, owning a second car is essential for our daily commutes, school runs, and family responsibilities. As illustrated in the provided plans, there are two raised 'bumps' on either side of the central roundabout. Unfortunately, my property is situated directly behind one of these bumps, which prevents me from parking in front of my home, unlike my neighbours (except the other neighbour with a bump on the opposite side from us). Consequently, I am required to park a bit further up Penlon Place (where new double yellow lines are proposed to be added).</p>

	<p>Should the proposal for double yellow lines proceed, I respectfully request that the Council review the feasibility of removing or modifying the bump on the oval adjacent to my property. This adjustment would enable me to park in front of my own home, aligning with the parking arrangements enjoyed by other residents.</p> <p>Additionally, the introduction of double yellow lines around Penlon Place would negatively impact the aesthetics of the area's cohesive architectural style.</p> <p>I would welcome the opportunity to discuss this matter further and explore alternative solutions that balance the needs of all residents while addressing any legitimate concerns. Thank you for your time and consideration.</p> <p>Regarding Radley Road, I am partially in support of the proposed measures, as it is a very busy road during peak hours and parked cars can slow down the flow of traffic. I do not have an opinion regarding the other roads or closes, as I do not drive there regularly.</p>
(e16) Local resident, (Abingdon, Radley Road)	<p>Object – For the short section of Radley Road where obstruction is occasional, where one side is already fully restricted, and where a keep-clear zone has already reduced capacity, the proposal for full-length waiting restrictions on the remaining side is disproportionate and contrary to established best practice.</p> <p>I have serious concerns about the effect that the proposal will most likely have on the speed of traffic heading into Abingdon, and the safety implications that this would have for all road users and pedestrians.</p> <p>A targeted, proportionate approach will resolve the issue effectively while protecting safety, local amenity and the character of the approach into the town centre.</p> <p>For these reasons, I hope that OCC will significantly revise the proposed restrictions I therefore oppose the proposed full-length restriction and request that the council instead adopt the targeted measures set out above.</p> <p><i>(See full comments at Annex 5)</i></p>

B. Online responses:

RESPONDENT	COMMENTS	
(o1) County Cllr, (Oxford, New St)	Audlett Drive – Support	Penlon Place – Support
	Jackman Close – Support	Quakers Court – Support
	Magnette Close – Support	Radley Road – Support
	DYLs are necessary to improve visibility for pedestrians and cyclists, especially younger and smaller ones (i.e. children). They therefore support broader goals around improving walking and cycling infrastructure, as well as removing parking which will reduce motor traffic.	
(o2) Abingdon-on-Thames Town Council	Audlett Drive – Support	Penlon Place – Support
	Jackman Close – Support	Quakers Court – Support
	Magnette Close – Support	Radley Road – Support
	Audlett Drive and Radley Road are two significantly busy roads in the town and need to be as free flowing as possible. Radley Road for public transport and Audlett Drive as one of the main HGV routes. The other residential areas included in this scheme are often highly congested and difficult to navigate, so need to have effective management to allow residents ease of use, and discourage speculative parking use.	
(o3) Local Cllr, (Abingdon, Mons Way)	Audlett Drive – Support	Penlon Place – Support
	Jackman Close – Support	Quakers Court – Support

	Magnette Close – Support	Radley Road – Support
<p>Audlett Drive and Radley Road are two significantly busy roads in the town and need to be as free flowing as possible, Radley Road for public transport and Audlett Drive as one of the main HGV routes. The other residents areas are often highly congested and difficult to navigate, so need to have effective management to allow residents ease of use and discourage speculative parking use.</p>		
	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
(o4) Local resident, (Abingdon, Audlett)	<p>It is already stupidly expensive to park in one of the only car parks on west St Helens st and the multi storey. If you made car parks more accessible and also didn't cost half of peoples benefits to park for 10 minutes people would not be parking on roads near by town and walking in. I live on one of these roads and when I have spoke to people parking there usually from steventon/drayton etc wanting to go into town or having an appt in town. Theres a lot of other issues that need fixing in Abingdon before you start worrying about the very minor issues. Fix the pot holes, fix the parking issues, fix the lack of cheap accessible parking way before you even think about the double yellows issue. You can't take away peoples parking if there is no other options, and there is none unless you want to pay near enough £10 every single day which I'm not sure if you realise, that's the whole mobility payment for the week also!</p>	
(o5) Local resident, (Abingdon, Audlett Drive)	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
	<p>Bad enough already</p>	

(o6) Member of public, (Abingdon, Ballard Chase)	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
	So few places to park if you work in Abingdon but don't have a bus route from home or live to far away to cycle walk or just unable to do this due to limited mobility. If you are spending a couple of hours at a church, school, community group it's good to have the choice to park nearby. The town needs better parking for free or a reduced rate if you work in town.	
(o7) Local resident, (Abingdon, Coopers Lane)	Audlett Drive – Support	Penlon Place – No objection/No opinion
	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – Object
	Yellow lines on Radley Road would make it difficult for elderly residents with mobility difficulties to be picked up for dr appointments etc and/or to have any contractors to their property. Eg electrician, gardener etc	
(o8) Local resident, (Abingdon, Galley Field)	Audlett Drive – Support	Penlon Place – Support
	Jackman Close – Support	Quakers Court – Support
	Magnette Close – Support	Radley Road – Support
	I think less parking on the roads makes it better for residents, walkers and cyclists and safer for all if people use designated car parks instead. For children on road parking totally blocks their vision when moving out from behind parked vehicles.	

(o9) Local resident, (Abingdon, Jackman)	<table border="1"> <tr> <td data-bbox="561 230 1313 277">Audlett Drive – No objection/No opinion</td><td data-bbox="1313 230 2032 277">Penlon Place – No objection/No opinion</td></tr> <tr> <td data-bbox="561 277 1313 325">Jackman Close – Support</td><td data-bbox="1313 277 2032 325">Quakers Court – No objection/No opinion</td></tr> <tr> <td data-bbox="561 325 1313 404">Magnette Close – No objection/No opinion</td><td data-bbox="1313 325 2032 404">Radley Road – No objection/No opinion</td></tr> </table>	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion	Jackman Close – Support	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion
Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion						
Jackman Close – Support	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion						
	<p>Cars parked in Jackman Close are not residents - there's allocated parking for each property and plenty of visitors spaces - it is mostly people who work in/visit the town who are trying to avoid parking charges. I would like to see restrictions the length of Jackman Close up to the T junction not just at the junction with Audlett Drive.</p>						
(o10) Local resident, (Abingdon, Jackman)	<table border="1"> <tr> <td data-bbox="561 619 1313 666">Audlett Drive – Support</td> <td data-bbox="1313 619 2032 666">Penlon Place – Partially support/concerns</td> </tr> <tr> <td data-bbox="561 666 1313 714">Jackman Close – Object</td> <td data-bbox="1313 666 2032 714">Quakers Court – Support</td> </tr> <tr> <td data-bbox="561 714 1313 762">Magnette Close – Support</td> <td data-bbox="1313 714 2032 762">Radley Road – Support</td> </tr> </table> <p>NA</p>	Audlett Drive – Support	Penlon Place – Partially support/concerns	Jackman Close – Object	Quakers Court – Support	Magnette Close – Support	Radley Road – Support
Audlett Drive – Support	Penlon Place – Partially support/concerns						
Jackman Close – Object	Quakers Court – Support						
Magnette Close – Support	Radley Road – Support						
(o11) Local resident, (Abingdon, Jackman Close)	<table border="1"> <tr> <td data-bbox="561 936 1313 984">Audlett Drive – Support</td> <td data-bbox="1313 936 2032 984">Penlon Place – Support</td> </tr> <tr> <td data-bbox="561 984 1313 1032">Jackman Close – Support</td> <td data-bbox="1313 984 2032 1032">Quakers Court – Support</td> </tr> <tr> <td data-bbox="561 1032 1313 1079">Magnette Close – Support</td> <td data-bbox="1313 1032 2032 1079">Radley Road – Support</td> </tr> </table> <p>I am a resident of jackman close and have experienced difficulty turning into it from cars poorly parked at the entrance. Please give consideration to extending the double yellow lines to the nearby entrances of jackman close flats, and please look at the T-junction at the end of Jackman close. That is a spot where poor parking has obstructed ambulances and recycling trucks from access.</p>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Support
Audlett Drive – Support	Penlon Place – Support						
Jackman Close – Support	Quakers Court – Support						
Magnette Close – Support	Radley Road – Support						

(o12) As part of a group/organisation, (Abingdon, Jackman Close)	<table border="1"> <tr> <td data-bbox="561 230 1313 277">Audlett Drive – No objection/No opinion</td><td data-bbox="1313 230 2048 277">Penlon Place – No objection/No opinion</td></tr> <tr> <td data-bbox="561 277 1313 325">Jackman Close – Object</td><td data-bbox="1313 277 2048 325">Quakers Court – No objection/No opinion</td></tr> <tr> <td data-bbox="561 325 1313 404">Magnette Close – No objection/No opinion</td><td data-bbox="1313 325 2048 404">Radley Road – No objection/No opinion</td></tr> </table>	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion	Jackman Close – Object	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion
Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion						
Jackman Close – Object	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion						
	<p>Residents of Jackman close are concerned vehicles will be parked within the boundaries of the site/within the Jackman Close car park due to the on road parking no longer being available.</p>						
(o13) Local resident, (Abingdon, Jackman Close)	<table border="1"> <tr> <td data-bbox="561 579 1313 627">Audlett Drive – Object</td><td data-bbox="1313 579 2048 627">Penlon Place – Object</td></tr> <tr> <td data-bbox="561 627 1313 674">Jackman Close – Object</td><td data-bbox="1313 627 2048 674">Quakers Court – Object</td></tr> <tr> <td data-bbox="561 674 1313 754">Magnette Close – Object</td><td data-bbox="1313 674 2048 754">Radley Road – Object</td></tr> </table> <p>There are no parking issues in Abingdon other than not enough parking. These roads are never blocked. Why can't people park on a perfectly useable bit of road. Councils keep building and building without any adequate provision for parking both at the residences and in the town. THE COUNCIL is creating the problem. Stop all the school children from using cars and make them catch a bus and the problem will go away. What provision have you got for a park and ride facility? There is no issue on any of the roads above. I am a resident and you are taking away my freedoms for parking outside my own house. Any restrictions will only make matters worse. In the town centre is is practically impossible to even stop and unload. Because of your ridiculous restrictions and alterations around the one way system we have lorries stopping to unload in the middle of the road as they have nowhere to go.</p>	Audlett Drive – Object	Penlon Place – Object	Jackman Close – Object	Quakers Court – Object	Magnette Close – Object	Radley Road – Object
Audlett Drive – Object	Penlon Place – Object						
Jackman Close – Object	Quakers Court – Object						
Magnette Close – Object	Radley Road – Object						
(o14) Local resident, (Abingdon, Jackman Close)	<table border="1"> <tr> <td data-bbox="561 1175 1313 1222">Audlett Drive – Support</td><td data-bbox="1313 1175 2048 1222">Penlon Place – Support</td></tr> <tr> <td data-bbox="561 1222 1313 1270">Jackman Close – Support</td><td data-bbox="1313 1222 2048 1270">Quakers Court – Support</td></tr> <tr> <td data-bbox="561 1270 1313 1318">Magnette Close – Support</td><td data-bbox="1313 1270 2048 1318">Radley Road – Support</td></tr> </table>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Support
Audlett Drive – Support	Penlon Place – Support						
Jackman Close – Support	Quakers Court – Support						
Magnette Close – Support	Radley Road – Support						

	I live in Jackman close and although most people park on the road sensibly there are a few who don't, they just leave their cars anywhere			
(o15) Local resident, (Abingdon, Jackman Close)	Audlett Drive – Support	Penlon Place – Support	Quakers Court – Support	Radley Road – Support
	Jackman Close – Partially support/concerns			
	Magnette Close – Support			
	As a resident of Jackman Close, I am concerned the new proposals will encourage non-residents to seek parking in Jackman Close and push people to look for free parking in the close, which is already an issue. This includes on-road parking and use of the visitor spaces by non-residents / non-visitors. Similar to the Penlon Place proposal, Jackman Close should be double-yellow on the entire thoroughfare through the close to prevent non-residents exploiting on-road parking.			
(o16) Local resident, (Abingdon, Jackman Close)	Audlett Drive – Support	Penlon Place – No objection/No opinion	Quakers Court – No objection/No opinion	Radley Road – Support
	Jackman Close – Support			
	Magnette Close – No objection/No opinion			
	Radley Road is frequently difficult to negotiate as parked cars prevent larger vehicles passing one another. The same with Audlett Drive. Jackman Close would benefit from actually having the yellow lines extended further into the Close to ensure that drivers exiting the Close can see safely around the corners.			
(o17) Local resident, (Abingdon, Jackman Close)	Audlett Drive – Support	Penlon Place – No objection/No opinion	Quakers Court – No objection/No opinion	Radley Road – Support
	Jackman Close – Object			
	Magnette Close – No objection/No opinion			

	There is no need for parking restrictions in Jackman close. Where will visitors be able to park? Most properties only have space for one vehicle, the on street parking causes zero issues I really cannot understand why yellow lines are necessary other than wasting more public money.	
(o18) Local resident, (Abingdon, Jackman Close)	Audlett Drive – Support	Penlon Place – No objection/No opinion
	Jackman Close – Support	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion
	As a resident of Jackman Close, I often see cars parked exactly on the corner with Audlet drive, obstructing the entrance to Jackman Close, causing queuing traffic. They are also a hazard, and could be dangerous to pedestrians. I really support the initiative. Furthermore I think a traffic camera should also be installed as very often cars don't respect the 20 miles limit on Audlet drive.	
(o19) Local resident, (Abingdon, Jackman Close)	Audlett Drive – Support	Penlon Place – No objection/No opinion
	Jackman Close – Object	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – Support
	Why are parking restrictions necessary in Jackman close ? I have never witnessed any obstructive parking I see no need for restrictions to be introduced.	
(o20) Local resident, (Abingdon, Magnette Close)	Audlett Drive – Support	Penlon Place – Support
	Jackman Close – Support	Quakers Court – No objection/No opinion
	Magnette Close – Support	Radley Road – No objection/No opinion

	So dangerous for residents of Magnette Close, we exit onto a road as no pathway	
(o21) Local resident, (Abingdon, Market Place)	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
	People need to be able to park to live here and work here! Stop punishing people for trying to survive! Stop trying to kill the darn town	
(o22) Local resident, (Abingdon, Ock Street)	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion
	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – Object
	Properties don't have the facilities to support off road parking. The proposal would prevent us being able to pick up our elderly parents (80+) who do not drive to facilitate medical appointments leaving the house bound. More would it allow medical professions to make house visits.	
(o23) Local resident, (Abingdon, Off Audlett Drive)	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
	There have never to my knowledge (in 25 years being resident) been any issues with parking along the areas of Audlett Drive proposed to be marked with double yellows. Secondly, the proposed areas of Radley Road are	

	<p>manageable and do not need more double yellows - where would residents, deliveries or trades-persons park? it is unacceptable to remove parking from outside their homes - and if people drove properly there would never be a problem with getting along the Radley Road. I would strongly object to the other residential areas - Quakers Court, Penlon Place, Magnette and Jackman being made double yellows if i lived there - if i had purchased a property knowing i could park then you come along and take that away it would devalue my house, make it impossible to operate from and generally be mighty annoying.</p> <p>With OLA now closing (and that only caused issues for a short while AM and PM in term time only, any issues have greatly reduced, and besides which - OLA parents would not have taken any notice of double yellows anyway!</p>						
(o24) Local resident, (Abingdon, Packman Close)	<table border="1"> <tr> <td>Audlett Drive – Support</td><td>Penlon Place – Partially support/concerns</td></tr> <tr> <td>Jackman Close – Support</td><td>Quakers Court – No objection/No opinion</td></tr> <tr> <td>Magnette Close – No objection/No opinion</td><td>Radley Road – Partially support/concerns</td></tr> </table> <p>This may affect resident parking which may impact other road and areas In areas to prevent illegal parking by non resident is welcome, i.e. at corners of junctions</p>	Audlett Drive – Support	Penlon Place – Partially support/concerns	Jackman Close – Support	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Partially support/concerns
Audlett Drive – Support	Penlon Place – Partially support/concerns						
Jackman Close – Support	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Partially support/concerns						
(o25) Local resident, (Abingdon, Penlon Place)	<table border="1"> <tr> <td>Audlett Drive – Support</td><td>Penlon Place – Object</td></tr> <tr> <td>Jackman Close – Support</td><td>Quakers Court – No objection/No opinion</td></tr> <tr> <td>Magnette Close – No objection/No opinion</td><td>Radley Road – No objection/No opinion</td></tr> </table> <p>I am a resident of Penlon Place. Most flats have one allocated parking space and there are just 2 laybys of visitor parking for the whole road. This is insufficient. If the proposed parking restrictions are put in place, there will not be enough parking for the residents of the road and their visitors. The thought of this proposal is causing me stress and so if it actually happens I cannot fathom the stress it will cause. I am a vulnerable adult who has regular visitors who will not be able to park to support me. Please do not do this to us!</p>	Audlett Drive – Support	Penlon Place – Object	Jackman Close – Support	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion
Audlett Drive – Support	Penlon Place – Object						
Jackman Close – Support	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion						

(o26) Local resident, (Abingdon, Penlon Place)	Audlett Drive – No objection/No opinion	Penlon Place – Partially support/concerns
	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion
	As a resident of Penlon Place I feel a Single line with "No waiting during time shown" , would best serve the dynamic of the Close. Most congestion or restrictions are normally due to contractors/maintenance works or multiple visitors to the same property that are ultimately short term. Removing any variance to the parking in Penlon Place will only increase the pressures on the available spaces, with as yet no or any indication to alternatives to parking in the Close.	
(o27) Local resident, (Abingdon, Penlon Place)	Audlett Drive – No objection/No opinion	Penlon Place – Object
	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion
	This is too much of a restriction. I am a resident of Penlon Place and here is literally nowhere else to park. On a daily basis, what's in place now is working fine.	
(o28) Local resident, (Abingdon, Penlon Place)	Audlett Drive – No objection/No opinion	Penlon Place – Object
	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion
	<p>Penlon Place is purely residential and is a cul-de-sac so there is no thru-traffic.</p> <p>Yes, there is the occasional worker van but that happens everywhere.</p> <p>I have lived here over 10 years...parking is used only by the residents, it is polite, and no one gets blocked in.</p> <p>If the double yellow lines were applied, where would these residents park their cars?</p>	

	Also, double yellow lines would ruin the environmental aspect of this nice residential tree-lined brick/cobblestone-lane.	
(o29) Local resident, (Abingdon, Penlon Place)	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
	Don't really think its required, all the speed limits have been reduced to 20mph. Rather than increase double yellow lines, stop HGV's using Abingdon as a cut through from Culham to the A34.	
(o30) Local resident, (Abingdon, Penlon Place)	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
	this is just a reason for the introduction of paid resident's permits. Force developers to have to allow for additional car spaces when building new developments. You should also offer any resident in the area access to 24/7 car parking, not restricting it to 23 hours stay max.	
(o31) Local resident, (Abingdon, Penlon Place)	Audlett Drive – No objection/No opinion	Penlon Place – Object
	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – Partially support/concerns
	Penlon Place has insufficient parking spaces for residents as all properties only have 1 parking space whereas the majority of residents have two vehicles. Also where the plans suggest double yellow lines, this also hinders	

	<p>and stops any visitors of residents from parking, due to no visitor spaces being available on the road or in parking areas. As an alternative this road could be parking permit only and allow residents to have visitor permits. For Radley Road, the same applies for parking for residents and their visitors. This could also be parking permit only.</p> <p>With a parking permit change to the road, rather than negatively impacting residents for having visitors or more than one cars, this would stop the parking of non-residents or parking for easy access to the town centre.</p> <p>Otherwise, where are second cars or visitors supposed to park that doesn't negatively impact them i.e. car park fees etc.</p>	
(o32) Local resident, (Abingdon, Penlon Place)	<p>Audlett Drive – Partially support/concerns</p> <p>Jackman Close – Partially support/concerns</p> <p>Magnette Close – Partially support/concerns</p>	<p>Penlon Place – Partially support/concerns</p> <p>Quakers Court – Partially support/concerns</p> <p>Radley Road – Partially support/concerns</p>
	<p>"At any time" restrictions are overkill. A 2 two hour maximum waiting time would allow short term parking for Carers, Tradespeople and other Visitors while still eliminating the problem of drivers who persistently park all day and/or night.</p>	
(o33) Local resident, (Abingdon, Penlon Place)	<p>Audlett Drive – No objection/No opinion</p> <p>Jackman Close – No objection/No opinion</p> <p>Magnette Close – No objection/No opinion</p>	<p>Penlon Place – Object</p> <p>Quakers Court – No objection/No opinion</p> <p>Radley Road – Partially support/concerns</p>
	<p>Reference: CM/12.6.100/P0356</p> <p>Dear Mr. Mauz,</p> <p>I am writing to formally object to the proposed introduction of double yellow lines at Penlon Place. While I appreciate the Council's efforts to manage parking and traffic flow, I am concerned that these measures will cause significant inconvenience to residents - particularly those of us who currently rely on parking in this area. The existing arrangement has functioned effectively for many years without causing major issues. As such, I question the necessity of such a disruptive change and urge the Council to reconsider the need for this alteration.</p>	

	<p>I reside around the 'oval' at the end of Penlon Place, where the semi-detached houses are located. As a household of three working adults and a child, owning a second car is essential for our daily commutes, school runs, and family responsibilities. As illustrated in the provided plans, there are two raised 'bumps' on either side of the central roundabout. Unfortunately, my property is situated directly behind one of these bumps, which prevents me from parking in front of my home, unlike my neighbours (except the other neighbour with a bump on the opposite side from us). Consequently, I am required to park a bit further up Penlon Place (where new double yellow lines are proposed to be added).</p> <p>Should the proposal for double yellow lines proceed, I respectfully request that the Council review the feasibility of removing or modifying the bump on the oval adjacent to my property. This adjustment would enable me to park in front of my own home, aligning with the parking arrangements enjoyed by other residents.</p> <p>Additionally, the introduction of double yellow lines around Penlon Place would negatively impact the aesthetics of the area's cohesive architectural style.</p> <p>I would welcome the opportunity to discuss this matter further and explore alternative solutions that balance the needs of all residents while addressing any legitimate concerns. Thank you for your time and consideration.</p> <p>Regarding Radley Road, I am partially in support of the proposed measures, as it is a very busy road during peak hours and parked cars can slow down the flow of traffic. I do not have an opinion regarding the other roads or closes, as I do not drive there regularly.</p> <p>Yours sincerely, The Family at 82 Penlon Place</p>						
<p>(o34) Local resident, (Abingdon, Penlon Place)</p>	<table border="1" data-bbox="561 905 2032 1087"> <tr> <td data-bbox="561 905 1313 960">Audlett Drive – Support</td><td data-bbox="1313 905 2032 960">Penlon Place – Object</td></tr> <tr> <td data-bbox="561 960 1313 1016">Jackman Close – No objection/No opinion</td><td data-bbox="1313 960 2032 1016">Quakers Court – No objection/No opinion</td></tr> <tr> <td data-bbox="561 1016 1313 1087">Magnette Close – No objection/No opinion</td><td data-bbox="1313 1016 2032 1087">Radley Road – Support</td></tr> </table> <p>Our daughter lives in Penlon Place and we have to visit her regularly as she is a vulnerable adult and needs family support. Visitor parking in Penlon Place is already very limited and is often taken up by resident families who have more than one car as there is only one allocated parking space per flat or who choose to use the laybys rather than their parking spaces for convenience. With the proposed double yellow lines on Radley Road there will be no alternative free Visitor parking for Penlon Place residents from Monday to Saturday during the day. This will undoubtedly affect the saleability of properties in Penlon Place. The proposed parking restrictions will therefore adversely affect residents of Penlon Place without offering any clear benefits. Penlon Place is not a through road</p>	Audlett Drive – Support	Penlon Place – Object	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Support
Audlett Drive – Support	Penlon Place – Object						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Support						

	so the current parking situation does not affect traffic flow through the town. If restrictions are deemed to be essential resident and visitor permits would be the sensible option.						
	<table border="1"> <tr> <td>Audlett Drive – Support</td><td>Penlon Place – Support</td></tr> <tr> <td>Jackman Close – No objection/No opinion</td><td>Quakers Court – No objection/No opinion</td></tr> <tr> <td>Magnette Close – No objection/No opinion</td><td>Radley Road – Support</td></tr> </table>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Support
Audlett Drive – Support	Penlon Place – Support						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Support						
(o35) Local resident, (Abingdon, Penlon Place)	<p>I particularly support the proposed restrictions in Penlon Place. This is a high density housing area with limited parking (as demanded by the Government of the time). Visitor parking is occupied by residents so visitors park in unsuitable locations, often causing obstructions for residents. In our case we often find ourselves leaving notes on cars because we cannot access our drive or get our car off it. Resident decisions about parking also causes parking in unsuitable locations as some residents choose to park close to their flat entrance rather than use their designated parking space a short distance away.</p> <p>Also, some residents who have garages use them for storage rather than parking and this results in second cars being parked in unsuitable locations. As noted in a recent County Highways comment on a planning application for a garage conversion these decisions lead to a high degree of 'itinerant' parking in Penlon Place. This causes obstructions for bin lorries for the flats and houses which lengthens the time they have to spend emptying bins.</p> <p>Parking also takes place on areas which were designed to be footpaths meaning that pedestrians are forced to walk in the road in conflict with passing vehicles. These areas of footpath were protected by bollards but as these have been demolished by vehicles they have not been replaced leaving the footpath accessible to vehicles.</p> <p>Parking at the top of Penlon Place narrows the roadway to such a degree that pedestrians are not able to pass safely if a vehicle is driving in or out of Penlon Place. This is made worse when cars choose to park on the yellow lines to attend church services at the nearby Our Lady and St Edmund church.</p> <p>A further issue is the parking of contractors vans in unsuitable locations, sometimes either parking with two wheels on the central island or, in extreme cases, entirely on the island blocking the footpath. Residents have taken their own measures to prevent this by placing lengths of tree trunk upright on the verge and by putting in plants.</p> <p>All of this 'itinerant' parking happens despite there being a large public car park adjacent to the southern end of Penlon Place. This offers free overnight parking and 1 hours free parking during the day. In relation to some of the other proposed restrictions the same alternative parking could also be used.</p>						

	<p>In relation to the Radley Road proposals I also support the restrictions in that location due to congestion arising when large vehicles have to wait to pass down the road or force other traffic to wait when those vehicles can pass along the road.</p> <p>Given that the vehicles parking on Radley Road will have to find alternative parking I further support the restrictions on Audlett Drive which will prevent any relocation of parking onto what is a very busy section of road.</p>	
(o36) Local resident, (Abingdon, Penlon Place)	<p>Audlett Drive – Object</p> <p>Jackman Close – Object</p> <p>Magnette Close – Object</p>	<p>Penlon Place – Object</p> <p>Quakers Court – Object</p> <p>Radley Road – Object</p>
	<p>Residents use these areas for parking and if restrictions were put in place they would not be able to park outside their homes</p>	
(o37) Local resident, (Abingdon, Penlon Place)	<p>Audlett Drive – Support</p> <p>Jackman Close – Support</p> <p>Magnette Close – Support</p>	<p>Penlon Place – Support</p> <p>Quakers Court – Support</p> <p>Radley Road – Support</p>
	<p>It's awful the parking at the moment, I am so worried that in our road particularly (Penlon Place) that a child, wheelchair or elderly person is going to be knocked down as cars are parked on the bath forcing everyone onto the road, I constantly say it's an accident waiting to happen.</p> <p>I'm also concerned that emergency vehicles are unable to pass through our road. The parking is awful, my only concern is that those with 2 cars are going to take peoples allocated spaces causing more of an issue. As we have allocated spaces either 1 permit per household needs to be issued for these spaces or foldable lockable bollards need to be placed to ensure all residents can park in their allocated parking spaces.</p>	
(o38) Local resident, (Abingdon, Penlon Place)	<p>Audlett Drive – No objection/No opinion</p>	<p>Penlon Place – Object</p>

	Jackman Close – Object	Quakers Court – Object
	Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion
<p>I object to the Penlon place proposal as restrictions for us residents will seriously impact the access to our properties and the quiet enjoyment of use of our premises. Loading and unloading of our vehicles will be impacted with long distances from parking spaces at the rear of the premises entails long distances to entrances. Restrictions will cause serious issues for residents</p>		
(o39) Local resident, (Abingdon, Penlon Place)	Audlett Drive – Support	Penlon Place – Support
	Jackman Close – Support	Quakers Court – Support
	Magnette Close – Support	Radley Road – Support
<p>People parking on pavements and I have to walk in the road which isn't safe</p>		
(o40) Local resident, (Abingdon, Penlon Place)	Audlett Drive – Support	Penlon Place – Object
	Jackman Close – Support	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – No objection/No opinion
<p>I am a Penlon Place resident. We do not have enough visitors parking in our road and so adding double yellow lines will cause huge problems. I also worry about when we need contractors. I understand the thoughts behind this as those parking on the Radley Road will start to park in Penlon Place if double yellows are added there but it will make Penlon Place residents' lives very difficult. It would be better to have resident and visitor permit parking only in Penlon Place as has been done in nearby roads to ensure we have the parking we need but no one else from outside our road is able to use this space.</p>		

(o41) Local resident, (Abingdon, Penlon Place)	<table border="1" data-bbox="561 230 2032 404"> <tr> <td data-bbox="561 230 1313 277">Audlett Drive – Support</td><td data-bbox="1313 230 2032 277">Penlon Place – Support</td></tr> <tr> <td data-bbox="561 277 1313 325">Jackman Close – Support</td><td data-bbox="1313 277 2032 325">Quakers Court – Support</td></tr> <tr> <td data-bbox="561 325 1313 404">Magnette Close – Support</td><td data-bbox="1313 325 2032 404">Radley Road – Support</td></tr> </table> <p data-bbox="561 436 2032 547">We are residents of Penlon Place and fully support the introduction of parking restrictions, due to some residents having multiple vehicles the parking on footpaths has increased and now many pedestrians have to walk in the road.</p>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Support
Audlett Drive – Support	Penlon Place – Support						
Jackman Close – Support	Quakers Court – Support						
Magnette Close – Support	Radley Road – Support						
(o42) Local resident, (Abingdon, Penlon Place)	<table border="1" data-bbox="561 611 2032 801"> <tr> <td data-bbox="561 611 1313 659">Audlett Drive – Support</td><td data-bbox="1313 611 2032 659">Penlon Place – Support</td></tr> <tr> <td data-bbox="561 659 1313 706">Jackman Close – Support</td><td data-bbox="1313 659 2032 706">Quakers Court – Support</td></tr> <tr> <td data-bbox="561 706 1313 786">Magnette Close – Support</td><td data-bbox="1313 706 2032 786">Radley Road – Support</td></tr> </table> <p data-bbox="561 833 2032 944">Cars that currently park in these unrestricted areas cause an obstruction; on the main highways (particularly Radley Road) this causes delays to the flow of the traffic, and in the local residential roads causes difficulties for residents and larger vehicles like bin trucks.</p>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Support
Audlett Drive – Support	Penlon Place – Support						
Jackman Close – Support	Quakers Court – Support						
Magnette Close – Support	Radley Road – Support						
(o43) Member of public, (Abingdon, Prefer Not To Say)	<table border="1" data-bbox="561 1000 2032 1191"> <tr> <td data-bbox="561 1000 1313 1048">Audlett Drive – No objection/No opinion</td><td data-bbox="1313 1000 2032 1048">Penlon Place – Object</td></tr> <tr> <td data-bbox="561 1048 1313 1095">Jackman Close – No objection/No opinion</td><td data-bbox="1313 1048 2032 1095">Quakers Court – No objection/No opinion</td></tr> <tr> <td data-bbox="561 1095 1313 1143">Magnette Close – No objection/No opinion</td><td data-bbox="1313 1095 2032 1143">Radley Road – Object</td></tr> </table> <p data-bbox="561 1222 2032 1302">For residents in the roads concerned, where do you expect visitors and tradespeople to park? This would rule out virtually all roads in surrounding areas and force visitors to use public car parks - which are often full.</p>	Audlett Drive – No objection/No opinion	Penlon Place – Object	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Object
Audlett Drive – No objection/No opinion	Penlon Place – Object						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Object						

(o44) Local resident, (Abingdon, Quakers Court)	<table border="1"> <tr> <td data-bbox="550 230 1302 277">Audlett Drive – Partially support/concerns</td><td data-bbox="1302 230 2048 277">Penlon Place – No objection/No opinion</td></tr> <tr> <td data-bbox="550 277 1302 357">Jackman Close – Partially support/concerns</td><td data-bbox="1302 277 2048 357">Quakers Court – Support</td></tr> <tr> <td data-bbox="550 357 1302 412">Magnette Close – No objection/No opinion</td><td data-bbox="1302 357 2048 412">Radley Road – Object</td></tr> </table>	Audlett Drive – Partially support/concerns	Penlon Place – No objection/No opinion	Jackman Close – Partially support/concerns	Quakers Court – Support	Magnette Close – No objection/No opinion	Radley Road – Object
Audlett Drive – Partially support/concerns	Penlon Place – No objection/No opinion						
Jackman Close – Partially support/concerns	Quakers Court – Support						
Magnette Close – No objection/No opinion	Radley Road – Object						
	<p>I live in Quakers Court and have no objection to the immediate changes in my road. However the proposals for Radley Road will remove a significant number of parking spaces in an area where the parking is already difficult and without adding any spaces back into the system. Furthermore the changes would deprive many of the houses on that Radley Road of all parking.</p> <p>Unless the Council can make adequate provisions for those properties the changes will have a disproportionate affect on a small number of residents who will have no voice in this. I feel compelled to add my objection on their behalf.</p>						
(o45) Local resident, (Abingdon, Quakers Court)	<table border="1"> <tr> <td data-bbox="550 754 1302 801">Audlett Drive – Support</td> <td data-bbox="1302 754 2048 801">Penlon Place – Support</td> </tr> <tr> <td data-bbox="550 801 1302 849">Jackman Close – Support</td> <td data-bbox="1302 801 2048 849">Quakers Court – Support</td> </tr> <tr> <td data-bbox="550 849 1302 897">Magnette Close – Support</td> <td data-bbox="1302 849 2048 897">Radley Road – Support</td> </tr> </table> <p>People are parking for too long. It is a deviation of the purpose of short stays what would benefit the public in general. Parking in the areas that were listed disturb the circulation.</p>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Support
Audlett Drive – Support	Penlon Place – Support						
Jackman Close – Support	Quakers Court – Support						
Magnette Close – Support	Radley Road – Support						
(o46) Local resident, (Abingdon, Quakers Court)	<table border="1"> <tr> <td data-bbox="550 1119 1302 1167">Audlett Drive – Support</td> <td data-bbox="1302 1119 2048 1167">Penlon Place – Support</td> </tr> <tr> <td data-bbox="550 1167 1302 1214">Jackman Close – Support</td> <td data-bbox="1302 1167 2048 1214">Quakers Court – Support</td> </tr> <tr> <td data-bbox="550 1214 1302 1262">Magnette Close – Support</td> <td data-bbox="1302 1214 2048 1262">Radley Road – Support</td> </tr> </table> <p>I think the number of parked cars particularly on Radley Road and Audlett Drive make it less safe to drive, cycle and walk down those roads</p>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Support
Audlett Drive – Support	Penlon Place – Support						
Jackman Close – Support	Quakers Court – Support						
Magnette Close – Support	Radley Road – Support						

(o47) Local resident, (Abingdon, Quakers Court)	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion	
	Jackman Close – No objection/No opinion	Quakers Court – Partially support/concerns	
	Magnette Close – No objection/No opinion	Radley Road – Support	
	I'm concerned about the delivery. They may not have a place to park—would they be exempt for loading?		
(o48) Local resident, (Abingdon, Quakers Court)	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion	
	Jackman Close – No objection/No opinion	Quakers Court – Support	
	Magnette Close – Support	Radley Road – Support	
	<p>Quakers Court - support because with the new flats going up in the old malting, there is clearly not space for all flat owners to park, and as a resident of Quakers Court, I do not wish there to be loads of vehicles belonging to the Old Maltings obstructing access to Quakers Court.</p> <p>Radley Road - support because it takes too long for buses to squeeze down there when there are cars parked on both sides of the road.</p>		
(o49) Local resident, (Abingdon, Radley Road)	Audlett Drive – Object	Penlon Place – Object	
	Jackman Close – Object	Quakers Court – Object	
	Magnette Close – Object	Radley Road – Object	

	spend the money stopping HGV's coming through Abingdon, turn the old school on radley road to an overflow carpark for local residents	
(o50) Local resident, (Abingdon, Radley)	Audlett Drive – Partially support/concerns	Penlon Place – No objection/No opinion
	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion
	Magnette Close – No objection/No opinion	Radley Road – Object
	<p>There is no other parking available to residents on Radley Road. Especially with elderly parents that have difficulty walking any distances. Before the flats at Jackman close were built on the old allotment, residents requested to purchase land for parking to the rear of their properties so they did not have to park on Radley Road. The council chose to ignore this and take developer money instead. I do not see how you can now request to remove our parking to the front of our homes as well.</p>	
(o51) Local resident, (Abingdon, Radley Road)	Audlett Drive – Partially support/concerns	Penlon Place – Partially support/concerns
	Jackman Close – Partially support/concerns	Quakers Court – Partially support/concerns
	Magnette Close – Partially support/concerns	Radley Road – Object
	<p>We live in an older house (most of this part of Radley Road is 100 years old). Older houses need more maintenance. As our offroad parking is limited to a single car, larger vehicles such as buider's or scaffolder's lorries need to park in the road some of the time. If they could not park, property maintenance would be very difficult</p>	
(o52) Local resident, (Abingdon, Radley Road)	Audlett Drive – No objection/No opinion	Penlon Place – Support
	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion

Magnette Close – No objection/No opinion	Radley Road – Object
<p>Subject: Objection to Proposed Installation of Double Yellow Lines on Radley Road</p> <p>Dear Mr Mauz,</p> <p>I am writing to strongly object to the council's proposal to implement double yellow lines on Radley Road, as outlined in the recent consultation notice.</p> <p>While I appreciate the council's intention to manage traffic flow, I do not feel this is warranted for Radley Road. The proposed restrictions will have a significant negative impact on the community and do not reflect the needs of the Radley Road residents. My objections are as follows:</p> <ol style="list-style-type: none"> 1. Loss of Essential Parking for Residents <p>Radley Road is home to a mixture of elderly residents and families with young children, all of whom rely heavily on being able to park close to their homes for reasons of accessibility, safety, and daily practicality. On-street parking is already extremely limited, and this issue is further compounded by the fact that some spaces are frequently taken by non-residents, who at times leave their vehicles parked for days or even weeks at a time. The properties on Radley Road were built circa 1905 and off-street parking is not available at all properties; this added to the size of the homes (3-5 bedrooms) it is not uncommon for residents to have more than one vehicle. Removing on street parking would only worsen this situation and unfairly penalise the residents who depend on these spaces the most.</p> <ol style="list-style-type: none"> 2. Displacement of Vehicles to Adjacent Roads and Increased Pressure Near the School <p>The introduction of double yellow lines will inevitably push vehicles onto neighbouring residential streets such as St Johns Road and Swinburne Road, both of which are already heavily used and not designed to absorb additional parking pressure. Furthermore, this displacement is likely to worsen the already challenging parking conditions around St Edmunds Catholic Primary School, particularly during school drop-off and pick-up times. This could lead to greater congestion, reduced visibility, and increased risk to children and pedestrians in an already sensitive area.</p> <ol style="list-style-type: none"> 3. Lack of Evidence to Justify the Restrictions <p>No evidence has been presented to show that parking on Radley Road has caused ongoing safety issues or obstruction severe enough to warrant a permanent 24-hour parking ban.</p> <ol style="list-style-type: none"> 4. Impact on Residents, Carers, Visitors, and Deliveries <p>Many residents—particularly elderly individuals and families with young children—receive regular visits from carers, relatives, and essential services. Restricting parking will make it considerably more difficult for these visitors to access properties, reducing the quality of support residents can receive. Reduced parking availability will almost certainly have a negative effect on property values and demand, this will limit residential mobility.</p>	

	<p>5. Removal of the Natural Traffic-Calming Effect of Parked Cars</p> <p>Parked vehicles on Radley Road currently serve as a natural traffic-calming measure, slowing vehicles as they pass through the road. The removal of these parked cars through the introduction of double yellow lines will almost certainly result in higher traffic speeds, increasing both noise and disruption for residents. More importantly, this will decrease safety for everyone using Radley Road, including primary aged children walking to school, elderly residents, and families.</p> <hr/> <p>Suggested Alternatives to Double Yellow Lines</p> <p>Should the council feel that some form of intervention is necessary, I urge consideration of a more balanced and less disruptive alternative:</p> <ul style="list-style-type: none"> • Resident-permit parking schemes to prioritise local households <hr/> <p>Given the significant concerns raised, I urge the council to reconsider this proposal in favour of a solution that supports safety while preserving essential access for residents.</p> <p>Thank you for considering my strong objection. I look forward to your response and hope that the council will work constructively with residents to find a solution that genuinely supports the needs of the community.</p> <p>Yours faithfully, Paul Curry</p>						
<p>(o53) Local resident, (Abingdon, Radley Road)</p>	<table border="1" data-bbox="557 906 2039 1092"> <tr> <td data-bbox="557 906 1320 954">Audlett Drive – No objection/No opinion</td><td data-bbox="1320 906 2039 954">Penlon Place – Object</td></tr> <tr> <td data-bbox="557 954 1320 1002">Jackman Close – No objection/No opinion</td><td data-bbox="1320 954 2039 1002">Quakers Court – No objection/No opinion</td></tr> <tr> <td data-bbox="557 1002 1320 1092">Magnette Close – No objection/No opinion</td><td data-bbox="1320 1002 2039 1092">Radley Road – Object</td></tr> </table> <p>20 Radley Road Abingdon Oxon OX14 3PQ 20th November 2025</p> <p>Subject: Objection to Proposed Parking Restrictions on Radley Road, Abingdon Dear Mr Mauz,</p>	Audlett Drive – No objection/No opinion	Penlon Place – Object	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Object
Audlett Drive – No objection/No opinion	Penlon Place – Object						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Object						

We strongly oppose the proposed “No Waiting at Any Time” parking restrictions between numbers 2 and 24 Radley Road. This proposal is not only unnecessary and disproportionate, but it also fails to consider the wider impact on our local community. It will reduce accessibility for residents, visitors, carers, and tradespeople, increase traffic speeds in a pedestrian-heavy area, and unfairly penalise families living in homes with limited off-street parking. Such measures risk creating hardship for long-standing residents and shifting problems to surrounding streets rather than solving them. We urge the council to adopt a fair and balanced approach that addresses concerns without compromising safety, community needs, or property values.

Our key points for consideration are as follows:

1. Lack of Justification

The stated purpose of the restriction is to “address issues arising from obstructive parking.” In the ten years we have lived at this address, we are aware of only one incident which occurred during an unprecedented funeral attendance. This was an isolated event and not indicative of ongoing issues. There have been no obstructions since.

We therefore consider the proposal unnecessary and disproportionate. To support this, we will provide photographic evidence taken between 14 November and 1 December, demonstrating that parked cars on this section of Radley Road do not cause obstruction. This evidence will be submitted before the consultation closes.

2. Safety Concerns

Removing parking along one side of Radley Road will likely increase vehicle speeds. Research shows that on-street parking naturally calms traffic, whereas open, unobstructed roads encourage faster driving. This section of Radley Road is heavily used by pedestrians, including children walking to and from local schools. Higher speeds would significantly increase the risk to those crossing the road, particularly near bus stops.

- Please refer to the 2025 article Quantifying the Effect of Road Design on Urban Road Driving Speed, which states: “Road designs with trees lowered driven speed; the presence of parking lowered preferred speed.”
- See also point 4.2.7 on page 9 of the Transport Research Laboratory

3. Impact on Residents and Accessibility

The proposed restriction will create multiple problems:

- **Parking Displacement:** Houses on this section of Radley Road were built around 1905. Most have only single-car driveways, yet they are 3 to 5-bedroom homes. It is reasonable for residents to own more than one vehicle. Removing on-street parking will push cars into surrounding areas, creating congestion near St Edmund’s Catholic Primary School, St John’s Road, and Swinburne Road.
- **Financial Impact:** Reduced parking availability will likely lower property values, as families require adequate parking.
- **Elderly Residents:** Several properties are occupied by elderly residents who rely on carers, family, and visitors being able to park nearby.

	<ul style="list-style-type: none"> Maintenance Access: These older properties require regular upkeep. Tradespeople need convenient parking to carry out essential work. <p>Proposed Alternative Solutions</p> <p>We did not respond to the November 2024 consultation because we were not in favour of a full residents' parking scheme, which would have restricted visitors and tradespeople. However, given the current proposal, we suggest:</p> <ul style="list-style-type: none"> Option 1: A full-time residents' parking scheme with visitor permits. Option 2: A part-time residents' parking scheme, e.g., residents-only parking between 7:00–10:00 and 16:00–19:00. Option 3: Defer the decision for 12 months. Since the questionnaire in November 2024, Our Lady's Abingdon School closed permanently on 11th August 2025 and construction work on the A34 southbound slip road was approved and has since started. We believe further time needs to elapse to evaluate the effect of the school closure on traffic movements in the surrounding area. The A34 southbound slip road will also significantly reduce traffic through the centre of the town. <p>Both options 1 and 2 would prevent long-term parking by non-residents while allowing flexibility for visitors and service providers.</p> <p>Thank you for considering our objection and alternative proposals. We trust that the council will take these concerns seriously and work towards a solution that balances safety, accessibility, and fairness for residents.</p> <p>Yours sincerely, Richard and Helen Straw</p>						
(o54) Local resident, (Abingdon, Radley Road)	<table border="1" data-bbox="557 938 2039 1119"> <tr> <td data-bbox="557 938 1298 992">Audlett Drive – Object</td><td data-bbox="1298 938 2039 992">Penlon Place – Object</td></tr> <tr> <td data-bbox="557 992 1298 1048">Jackman Close – Object</td><td data-bbox="1298 992 2039 1048">Quakers Court – Object</td></tr> <tr> <td data-bbox="557 1048 1298 1119">Magnet Close – Object</td><td data-bbox="1298 1048 2039 1119">Radley Road – Object</td></tr> </table> <p>What is the reason behind this decision? It feels very underhand. We are new residents on Radley Road so weren't part of the initial residents consultation. As we understand it, this was concerned with introducing resident's parking schemes. Why has this now shifted to double yellow lines? Nobody on Radley Road wants this. - A number of houses have no off street parking - where are we now supposed to park? We need to drive to get to work (public transport not sufficient). The proposals leave us with no solution to owning a car. We might end up having to move house, after only moving in less than a year ago. We need to be able to park somewhere - what alternative solution is being provided for the parking that is being taken away?</p>	Audlett Drive – Object	Penlon Place – Object	Jackman Close – Object	Quakers Court – Object	Magnet Close – Object	Radley Road – Object
Audlett Drive – Object	Penlon Place – Object						
Jackman Close – Object	Quakers Court – Object						
Magnet Close – Object	Radley Road – Object						

	<ul style="list-style-type: none"> - How will we ever get anything delivered to our house, or allow for tradespeople to park nearby? Radley Road is old houses that require maintenance. - There are a number of elderly residents on Radley Road who rely on friends and family to be able to park outside their house for visits/care. - The parked cars on Radley Road do not cause hazards - according to Crash Map, there has only been 1 slight incident in the last 10 years. What data supports this decision? - Removing parked cars will allow cars to drive much faster down Radley Road - what impact assessment has been carried out around the road safety impact? - This will just push a parking problem to nearby roads, making the problem worse elsewhere. 						
(o55) Local resident, (Abingdon, Radley Road)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Audlett Drive – Object</td><td style="width: 50%;">Penlon Place – Object</td></tr> <tr> <td>Jackman Close – Object</td><td>Quakers Court – Object</td></tr> <tr> <td>Magnette Close – Object</td><td>Radley Road – Object</td></tr> </table> <p>I submitted an FOI request to understand the driver behind this proposal. The answer was that it came up in conversations with bus companies who state that the parking on Radley Road causes them delays. Whilst that might be true, why is that the only perspective being taken into consideration??? The positive impact of a saving a few seconds off a bus timetable (which is negligible) is grossly outweighed by the negative impact to residents by losing all their parking. Many houses do not have off street parking and will not be able to park anywhere near their house - where do you propose that we park the cars that we need to get to work/school/life? This is a totally one sided proposal that only benefits bus companies. The council is supposed to be representing us as residents - we do not want this, it will cause so many issues for us. Please stop.</p>	Audlett Drive – Object	Penlon Place – Object	Jackman Close – Object	Quakers Court – Object	Magnette Close – Object	Radley Road – Object
Audlett Drive – Object	Penlon Place – Object						
Jackman Close – Object	Quakers Court – Object						
Magnette Close – Object	Radley Road – Object						
(o56) Local resident, (Abingdon, Radley Road)	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Audlett Drive – No objection/No opinion</td><td style="width: 50%;">Penlon Place – No objection/No opinion</td></tr> <tr> <td>Jackman Close – No objection/No opinion</td><td>Quakers Court – No objection/No opinion</td></tr> <tr> <td>Magnette Close – No objection/No opinion</td><td>Radley Road – Object</td></tr> </table>	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Object
Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Object						

	As a resident of radley road double lines will be very inconvenient for visitors and as we are elderly and have mobility issues it will cause a lot of stress. As a resident of radley road for 48 years we now rely on family to take us to hospital appointments. Obviously no parking will impact resale value.	
(o57) Local resident, (Abingdon, Radley Road)	Audlett Drive – Partially support/concerns	Penlon Place – Partially support/concerns
	Jackman Close – Partially support/concerns	Quakers Court – Partially support/concerns
	Magnette Close – Partially support/concerns	Radley Road – Partially support/concerns
	I partially support these initiatives, in the name of helping better traffic flow in a busy part of an already overburdened town for cars and buses, but the initiatives would take away valuable visitor parking places. Inability to park in these areas would likely just push to problem further up the Radley Road, where on street parking will remain available, closer to a number of schools where traffic is already very stop/start. On reflection, I don't see that the disruption this was cause would actually be of benefit overall.	
(o58) Local resident, (Abingdon, Radley Road)	Audlett Drive – Partially support/concerns	Penlon Place – Partially support/concerns
	Jackman Close – Partially support/concerns	Quakers Court – Partially support/concerns
	Magnette Close – Partially support/concerns	Radley Road – Partially support/concerns
	<p>Many houses in the area don't have parking. This includes houses where carers visit daily. Where are they supposed to park?</p> <p>My main objection is not about the double yellow lines - it's about how residents are not being involved in the process. You state that an informal consultation was held in November 2024 - this is misleading at best and lying at worse. The consultation asked residents if they would support resident permits it did not ask about yellow lines. Also there are elderly residents in this area that aren't on social media yet your communication to residents directly is poor - I live on the affected area of Radley Road and out of 5 houses on this stretch 2 houses received a letter informing them of this proposal and 3 houses did not receive a letter.</p>	

	I can support you if you answer the question on where residents/carers are allowed to park now but only if you go the right way about this proposal. Residents need to be involved, and you can't use a thinly veiled "informal consultation" to conclude that you have involved residents. You haven't.	
(o59) Local resident, (Abingdon, Radley Road)	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
		Many households need 2 cars and most only have a single driveway. With such a wide area of proper parking restrictions where are these 2nd cars supposed to park? What about family visitors? Visiting plumbers and tradespeople? Our hairdressers car won't fit in to our drive!
(o60) Local resident, (Abingdon, Radley Road)	Audlett Drive – Support	Penlon Place – Support
	Jackman Close – Support	Quakers Court – Support
	Magnette Close – Support	Radley Road – Support
		Radley Road used for everyone to park all day, especially bad Sundays. Road far too narrow currently to accommodate two way traffic with Lorrie's and buses
(o61) Member of public, (Abingdon, Radley Road)	Audlett Drive – Partially support/concerns	Penlon Place – Partially support/concerns
	Jackman Close – No objection/No opinion	Quakers Court – Partially support/concerns
	Magnette Close – No objection/No opinion	Radley Road – Object
		I will be unable to visit my parents and park to help them with their health - they are in their 80s. I cannot walk far and there will be nowhere near to park.

(062) Local resident, (Abingdon, Radley Road)	Audlett Drive – Partially support/concerns Jackman Close – Partially support/concerns Magnette Close – Partially support/concerns	Penlon Place – Partially support/concerns Quakers Court – Partially support/concerns Radley Road – Partially support/concerns
	<p>Nobody take any notice of the 20 mile per hour speed at present , in fact in the evening it's become the silverstone hanger straight! (the straight section at the top of Radley rd , oxford rd end)</p> <p>Now if there are no cars parked at all then this becomes a hot hatch dream. Why are there no traffic calming measures?! Speed cameras/ speed humps . You know we have a church and hopefully a school again!</p> <p>Something needs sorting ?</p> <p>I would suggest permitting holders and sort out traffic calming before someone gets run over !</p>	
(063) Local resident, (Abingdon, Radley Road)	Audlett Drive – No objection/No opinion Jackman Close – No objection/No opinion Magnette Close – No objection/No opinion	Penlon Place – No objection/No opinion Quakers Court – No objection/No opinion Radley Road – Object
(064) Local resident, (Abingdon, Radley Road)	<p>Audlett Drive – Object</p> <p>Penlon Place – Object</p>	

	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
		<p>The council have approved the building of more homes without building a better infrastructure on the roads. However you want to restrict the existing home owners who have limited parking anyway from being able to park outside or in the vicinity of their own homes. This will not only devalue their properties but also add extra pressure on the surrounding roads as more vehicles will park there because of these proposed restrictions. I am 100% against this proposal. Stop allowing so many new homes to be built, without looking at the infrastructure first. Also bring back the 2 hour free parking in the town centre, this will also relieve the pressure on the surrounding areas.</p>
(o65) Local resident, (Abingdon, Radley Road)	Audlett Drive – Partially support/concerns	Penlon Place – Partially support/concerns
	Jackman Close – Partially support/concerns	Quakers Court – Partially support/concerns
	Magnette Close – Partially support/concerns	Radley Road – Partially support/concerns
		<p>As a resident at 77 Radley Road with no off street parking, there is a strong possibility that parking on this section of Radley Road will become even more congested, as cars are forced away from other nearby streets. The solution would be Residents Permits.</p>
(o66) Local resident, (Abingdon, Radley Rd)	Audlett Drive – Partially support/concerns	Penlon Place – Object
	Jackman Close – Partially support/concerns	Quakers Court – Object
	Magnette Close – Partially support/concerns	Radley Road – Object
		<p>You can't put restrictions on residents who don't have private parking as an option</p>

(o67) Member of public, (Abingdon, Sherwood Avenue)	<table border="1"> <tr> <td data-bbox="550 230 1302 277">Audlett Drive – Object</td><td data-bbox="1302 230 2048 277">Penlon Place – Object</td></tr> <tr> <td data-bbox="550 277 1302 325">Jackman Close – Object</td><td data-bbox="1302 277 2048 325">Quakers Court – Object</td></tr> <tr> <td data-bbox="550 325 1302 404">Magnette Close – Object</td><td data-bbox="1302 325 2048 404">Radley Road – Object</td></tr> </table> <p>There are more cars than parking spaces now and the fact that you are basically telling people they are no longer able to park by their houses is utterly ridiculous. Build houses with driveways and you wouldn't have this issue. This impacts everyone as they are no longer able to have visitors, which will significantly and negatively impact people's mental health - particularly where they are unable to get out and about.</p>	Audlett Drive – Object	Penlon Place – Object	Jackman Close – Object	Quakers Court – Object	Magnette Close – Object	Radley Road – Object
Audlett Drive – Object	Penlon Place – Object						
Jackman Close – Object	Quakers Court – Object						
Magnette Close – Object	Radley Road – Object						
(o68) Local resident, (Abingdon, Sherwood Avenue)	<table border="1"> <tr> <td data-bbox="550 651 1302 698">Audlett Drive – Object</td><td data-bbox="1302 651 2048 698">Penlon Place – Object</td></tr> <tr> <td data-bbox="550 698 1302 746">Jackman Close – Object</td><td data-bbox="1302 698 2048 746">Quakers Court – Object</td></tr> <tr> <td data-bbox="550 746 1302 794">Magnette Close – Object</td><td data-bbox="1302 746 2048 794">Radley Road – Object</td></tr> </table> <p>Again, you are penalising people who live in those streets. Where do their visitors, family, friends etc park? You push the perceived problem somewhere else. Seems like you're spending money for the sake of it. What is your justification for doing this? Why are you doing this?</p>	Audlett Drive – Object	Penlon Place – Object	Jackman Close – Object	Quakers Court – Object	Magnette Close – Object	Radley Road – Object
Audlett Drive – Object	Penlon Place – Object						
Jackman Close – Object	Quakers Court – Object						
Magnette Close – Object	Radley Road – Object						
(o69) Member of public, (Abingdon, Summerfields)	<table border="1"> <tr> <td data-bbox="550 1079 1302 1127">Audlett Drive – Partially support/concerns</td><td data-bbox="1302 1079 2048 1127">Penlon Place – Object</td></tr> <tr> <td data-bbox="550 1127 1302 1175">Jackman Close – No objection/No opinion</td><td data-bbox="1302 1127 2048 1175">Quakers Court – No objection/No opinion</td></tr> <tr> <td data-bbox="550 1175 1302 1222">Magnette Close – No objection/No opinion</td><td data-bbox="1302 1175 2048 1222">Radley Road – Partially support/concerns</td></tr> </table> <p>Difficulty allowing visitors to visit residents as not sufficient visitor spaces put in when the development was first put in place. Compromise needed</p>	Audlett Drive – Partially support/concerns	Penlon Place – Object	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Partially support/concerns
Audlett Drive – Partially support/concerns	Penlon Place – Object						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Partially support/concerns						

(o70) Local resident, (Abingdon, Swinburne Road)	<table border="1"> <tr> <td data-bbox="561 230 1313 277">Audlett Drive – Support</td><td data-bbox="1313 230 2032 277">Penlon Place – No objection/No opinion</td></tr> <tr> <td data-bbox="561 293 1313 341">Jackman Close – No objection/No opinion</td><td data-bbox="1313 293 2032 341">Quakers Court – No objection/No opinion</td></tr> <tr> <td data-bbox="561 357 1313 404">Magnette Close – No objection/No opinion</td><td data-bbox="1313 357 2032 404">Radley Road – Support</td></tr> </table> <p>Traffic flowing into town will be improved. There are so many large vehicles on the Radleh Road section traffic is often virtually at a standstill. However, I am concerned that people will use side roads to park on instead . I live in Swinburne Road and often can't park my own car. I would really support resident parking permits because residents on upper end of Radley Road, opposite the OLA playing field have no parking other than the road.</p>	Audlett Drive – Support	Penlon Place – No objection/No opinion	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Support
Audlett Drive – Support	Penlon Place – No objection/No opinion						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Support						
(o71) Local resident, (Abingdon, Swinburne Road)	<table border="1"> <tr> <td data-bbox="561 659 1313 706">Audlett Drive – Partially support/concerns</td><td data-bbox="1313 659 2032 706">Penlon Place – No objection/No opinion</td></tr> <tr> <td data-bbox="561 722 1313 770">Jackman Close – No objection/No opinion</td><td data-bbox="1313 722 2032 770">Quakers Court – No objection/No opinion</td></tr> <tr> <td data-bbox="561 786 1313 833">Magnette Close – No objection/No opinion</td><td data-bbox="1313 786 2032 833">Radley Road – Partially support/concerns</td></tr> </table> <p>Parking around the proposed Audlet Drive/Radley Road areas does cause huge congestion and safety issues. However with almost no enforcement of existing restrictions it seems a little pointless introducing more. A better reporting system and enforcement for these areas and surrounding residential streets (e.g. constent parking illegal parking on St Johns Road and Swinburne Road by commuters using the buses, making both dangerous).</p>	Audlett Drive – Partially support/concerns	Penlon Place – No objection/No opinion	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Partially support/concerns
Audlett Drive – Partially support/concerns	Penlon Place – No objection/No opinion						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Partially support/concerns						
(o72) Local resident, (Abingdon, Swinburne Road)	<table border="1"> <tr> <td data-bbox="561 1079 1313 1127">Audlett Drive – No objection/No opinion</td><td data-bbox="1313 1079 2032 1127">Penlon Place – No objection/No opinion</td></tr> <tr> <td data-bbox="561 1143 1313 1191">Jackman Close – No objection/No opinion</td><td data-bbox="1313 1143 2032 1191">Quakers Court – No objection/No opinion</td></tr> <tr> <td data-bbox="561 1206 1313 1254">Magnette Close – No objection/No opinion</td><td data-bbox="1313 1206 2032 1254">Radley Road – Support</td></tr> </table> <p>To enhance safety</p>	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Support
Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Support						

	<table border="1"> <tr> <td>Audlett Drive – No objection/No opinion</td><td>Penlon Place – No objection/No opinion</td></tr> <tr> <td>Jackman Close – No objection/No opinion</td><td>Quakers Court – No objection/No opinion</td></tr> <tr> <td>Magnette Close – Partially support/concerns</td><td>Radley Road – No objection/No opinion</td></tr> </table>	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – Partially support/concerns	Radley Road – No objection/No opinion
Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – Partially support/concerns	Radley Road – No objection/No opinion						
(073) Local resident, (Abingdon, The Vines)	<p>I live in the vines. The car park to the rear of the property (for visitors and tenants only) quite frequently is used by workers/ visitors to town. Quite often not leaving enough space for tenants to park. This then creates people having to park in the proposed restricted areas. I firmly believe the idea to do permitted parking would work much better as previously discussed by OCC. As someone who has children (including a child with additional needs) i do not personally think its fair if the restricted parking goes ahead and there is no where left for residents to park as it does not mitigate the issue of non residents parking in spaces leaving no where for residents.</p>						
	<table border="1"> <tr> <td>Audlett Drive – No objection/No opinion</td> <td>Penlon Place – No objection/No opinion</td> </tr> <tr> <td>Jackman Close – No objection/No opinion</td> <td>Quakers Court – No objection/No opinion</td> </tr> <tr> <td>Magnette Close – No objection/No opinion</td> <td>Radley Road – Object</td> </tr> </table>	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Object
Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion						
Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion						
Magnette Close – No objection/No opinion	Radley Road – Object						
(074) Local resident, (Abingdon, The Warren)	<p>I am a resident of The Warren. I regularly have a dangerous exit from The Warren onto Radley Road due to school parking. This is compounded at school drop off and pick up times but there are consistently cars parked too close to the road junction blocking visibility. I am supportive of parking restrictions in place along the Radley road but the current proposals would risk increasing parking further down the Radley road, and along past the schools (where it is already extremely busy and dangerous for pupils) and make the problem around the Warren/Norman avenue/galley fields junctions. Whilst I fully see the plans could help manage traffic closer to the centre of Abingdon, if you limit the restrictions to that area only I think it will add danger to an already dangerous traffic and parking position further along the Radley road.</p>						
(075) Local resident, (Abingdon, Vineyard)	<table border="1"> <tr> <td>Audlett Drive – No objection/No opinion</td> <td>Penlon Place – No objection/No opinion</td> </tr> </table>	Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion				
Audlett Drive – No objection/No opinion	Penlon Place – No objection/No opinion						

	Jackman Close – No objection/No opinion	Quakers Court – No objection/No opinion
	Magnette Close – Support	Radley Road – No objection/No opinion
<p>At present, some cars that park on Magnette Close park dangerously close to the junction with The Vines. This makes it difficult for some pedestrians (elderly, disabled, parents with pushchairs & young children) to cross the road. I have seen people having to walk out into the road (The Vines) to get around cars park at the entrance to Magnette Close. The Vines is often busy with traffic going into Waitrose or to one of the two car parks. Pedestrians should not have to risk walking on the roadway of The Vines simply to cross Magnette Close.</p>		
(o76) Local resident, (Abingdon, Vineyard)	Audlett Drive – Partially support/concerns	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Partially support/concerns
	Magnette Close – Partially support/concerns	Radley Road – Object
<p>There are no issues, as alleged, with cars currently parking in Penlon Place and Radley Road. There is no proposal as to where these vehicles would park in future. It is likely that any prohibition will simply move the perceived problem elsewhere. I do not need to park a car on the affected roads so have no direct interest other than noting that the current arrangements are not problematic at all and this will likely create issue as as cars are forced to park elsewhere.</p>		
(o77) Local resident, (Abingdon, Vineyard)	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
<p>I have lived here for 27 years and feel this is totally unnecessary. Where are residents and visitors supposed to park? I have off street parking for my house so it won't affect me but it seems ridiculous to make a problem when</p>		

	<p>one doesn't exist. It would be better to reintroduce 2 hours free parking in the limited council car parks to ease the problem.</p> <p>Also think giving my thoughts is pointless as you will do exactly what you want anyway.</p>							
	<table border="1"> <tr> <td>Audlett Drive – Object</td><td>Penlon Place – Object</td></tr> <tr> <td>Jackman Close – Object</td><td>Quakers Court – No objection/No opinion</td></tr> <tr> <td>Magnette Close – No objection/No opinion</td><td>Radley Road – Object</td></tr> </table>	Audlett Drive – Object	Penlon Place – Object	Jackman Close – Object	Quakers Court – No objection/No opinion	Magnette Close – No objection/No opinion	Radley Road – Object	
Audlett Drive – Object	Penlon Place – Object							
Jackman Close – Object	Quakers Court – No objection/No opinion							
Magnette Close – No objection/No opinion	Radley Road – Object							
(078) Member of public, (Abingdon, Wivell Drive)	<p>I am objecting the proposals. There is a severe lack of parking in these areas with lots of properties having either none or 1 parking space. If you start penalising residents further, where are they supposed to park. There would be further knock on, where any rental properties will be harder to rent, as there wouldn't be enough parking or have to leave the car elsewhere. Not to mention there would be no parking for visitors to these properties. Again there is no need to penalise these residents further.</p> <p>Members of the public are not often parking in these areas as they are already full for residents. When I go and visit family who live in the proposed areas, the same cars are always there. Residents cars.</p> <p>At the moment with the town centre having limited shops and a dreary atmosphere, I don't know why the focus is not getting people to try and visit the town rather than penalise nearby residents.</p>							
(079) Local resident, (Abingdon, Wootton Road)	<table border="1"> <tr> <td>Audlett Drive – Support</td><td>Penlon Place – Support</td></tr> <tr> <td>Jackman Close – Support</td><td>Quakers Court – Support</td></tr> <tr> <td>Magnette Close – Support</td><td>Radley Road – Support</td></tr> </table>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Support	
Audlett Drive – Support	Penlon Place – Support							
Jackman Close – Support	Quakers Court – Support							
Magnette Close – Support	Radley Road – Support							
(080) Local resident, (Abingdon,)	<table border="1"> <tr> <td>Audlett Drive – Support</td><td>Penlon Place – Support</td></tr> </table>		Audlett Drive – Support	Penlon Place – Support				
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	<table border="1"> <tr> <td>Jackman Close – Support</td><td>Quakers Court – Support</td></tr> <tr> <td>Magnette Close – Support</td><td>Radley Road – Object</td></tr> </table>	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Object
Jackman Close – Support	Quakers Court – Support				
Magnette Close – Support	Radley Road – Object				
<p>There is a significant lack of parking within Abingdon. The multi-storey car park remains only partially open, which continues to have a significant impact on trade in the town centre.</p> <p>The parking spaces on Radley Road also serve the nearby church so removing those would impact another amenity.</p> <p>The road here is wide enough for vehicles to pass in both directions when vehicles are parked. Hence removing this parking will not improve any traffic flow, but will just inconvenience the residents of Abingdon and other visitors to the town .</p>					
(o81) Local resident, (Appleton, Park Lane)	Audlett Drive – Object				
	Jackman Close – Object				
	Magnette Close – Object				
<p>It is already difficult to park in Abingdon. The multi-storey is more than half closed and recent double yellow lines have gone down in Bath Street.</p> <p>If parking is impossible in Abingdon, no one will go there. I live in a village just outside Abingdon and need to drive and park to go to the shops, the doctor and the dentist. It is getting increasingly difficult to park. There is no bus.</p>					
(o82) Member of public, (Didcot, Plover End)	Audlett Drive – Object				
	Jackman Close – Object				
	Magnette Close – Object				
<p>My elderly parents live on Radley Road with no option for off road parking without undertaking significant work to their front garden to incorporate it. They shouldn't have to do this after living in their house for over 45 years and</p>					

	<p>being in their 80s. If there are double yellow lines on the road we would be unable to safely pick them up in a car for hospital appointments etc. They are unable to walk any significant distance to reach a car parked further away. If there is "no waiting at any time" how would any maintenance workers, emergency workers, healthcare providers, etc be able to park at their home with a large vehicle such as a van (which wouldn't fit on their front garden if they did have to convert it to off road parking). I therefore object to all the surrounding roads being no waiting at any time as how are we supposed to visit our family if we can't park anywhere near them. I have small children and it would not be safe for them to walk and cross the Radley road especially if there were no parked cars there which actually slow the traffic down. If the Radley road was free from parked cars you would get fast vehicles using it and potentially more accidents.</p>						
(o83) Member of public, (Oxford, Faulkner Street)	<table border="1" data-bbox="550 563 2059 754"> <tr> <td data-bbox="550 563 1313 627">Audlett Drive – Support</td><td data-bbox="1313 563 2059 627">Penlon Place – Support</td></tr> <tr> <td data-bbox="550 627 1313 690">Jackman Close – Support</td><td data-bbox="1313 627 2059 690">Quakers Court – Support</td></tr> <tr> <td data-bbox="550 690 1313 754">Magnette Close – Support</td><td data-bbox="1313 690 2059 754">Radley Road – Support</td></tr> </table> <p>I am a wheelchair user, I don't have a car so I use public transport and wheel myself long distances along pavements to visit my family in Abingdon. I find it extremely difficult and sometimes quite distressing trying to navigate the pavements and cross the road due to terrible parking.</p>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Support
Audlett Drive – Support	Penlon Place – Support						
Jackman Close – Support	Quakers Court – Support						
Magnette Close – Support	Radley Road – Support						
(o84) Member of public, (Radley, Lower Shrubbery)	<table border="1" data-bbox="550 960 2059 1151"> <tr> <td data-bbox="550 960 1313 1024">Audlett Drive – Support</td><td data-bbox="1313 960 2059 1024">Penlon Place – Support</td></tr> <tr> <td data-bbox="550 1024 1313 1087">Jackman Close – Support</td><td data-bbox="1313 1024 2059 1087">Quakers Court – Support</td></tr> <tr> <td data-bbox="550 1087 1313 1151">Magnette Close – Support</td><td data-bbox="1313 1087 2059 1151">Radley Road – Support</td></tr> </table> <p>To ensure improved road safety. I also recommend that the Council consider extending park free zones further along the Radley Road, particularly in the proximity of the Kingfisher and Thomas Read schools.</p>	Audlett Drive – Support	Penlon Place – Support	Jackman Close – Support	Quakers Court – Support	Magnette Close – Support	Radley Road – Support
Audlett Drive – Support	Penlon Place – Support						
Jackman Close – Support	Quakers Court – Support						
Magnette Close – Support	Radley Road – Support						
(o85) Member of public, (Wooton, Cumnor Road)	<table border="1" data-bbox="550 1310 2059 1389"> <tr> <td data-bbox="550 1310 1313 1389">Audlett Drive – Object</td><td data-bbox="1313 1310 2059 1389">Penlon Place – Object</td></tr> </table>	Audlett Drive – Object	Penlon Place – Object				
Audlett Drive – Object	Penlon Place – Object						

	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
This is not needed and yet more ideological over reach by OCC		
(o86) Local resident, (Wootton, Cumnor Road)	Audlett Drive – Object	Penlon Place – Object
	Jackman Close – Object	Quakers Court – Object
	Magnette Close – Object	Radley Road – Object
Abingdon needs more visitors and more life. It's already being strangled by slower, more frustrating journeys in due to excessively low speed limits and the cut to only 1 hour free parking. This will make it worse.		