

Central Abingdon Regeneration Framework (CARF)

CONSULTATION REPORT

A review of the feedback on the engagement and consultation undertaken to inform the CARF project

February 2023



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Note: We only report in percentages when there are more than 100 responses. When stating percentages in the analysis, we are referring to the percentage of respondents that answered the specific question, rather than the total number of responses to the overall survey. Response percentages may not add up to 100% due to rounding up over .5 and rounding down under .5.

SUMMARY

This report has been produced by council officers to analyse the comments received throughout engagement and consultation on the Central Abingdon Regeneration Framework (CARF) project.

This report is set out in two parts. The first part outlines the findings from the CARF stakeholder engagement workshop held on 4 and 5 May 2022. 38 stakeholders attended the workshop over the two days, and were shown early CARF work and suggestions, which prompted breakout sessions for the stakeholders to discuss and feedback.

The second part outlines the findings from the CARF four-week public consultation event that took place between 17 June and 15 July 2022, which included an online survey open for the four weeks, an in-person consultation event on 17 and 18 June and a student workshop on 11 July 2022. In total, 385 people responded to the online survey, 355 people attended the in-person consultation event and 20 students attended the workshop.

The feedback from all exercises has been used to inform progress on the production of the CARF.

SUMMARY OF FINDINGS

Overall, there is agreement with and support for the CARF project. Participants and respondents generally support our vision and objectives, with 61% respondents to the online consultation either strongly supporting or supporting our vision. 24% respondents who didn't support the vision suggested it needs to be less vague, and others provided specific commentary about how it could be improved.

Respondents like central Abingdon for a lot of reasons, with the most common being:

- the River
- access to green spaces, including Abbey Meadows and the playground
- the history, character and aesthetic of central Abingdon
- the Market Place, and
- the great variety of shops, particularly the independent shops

Respondents think central Abingdon could be improved by a number of interventions, including:

- providing a better retail, food and beverage offer
- addressing traffic volume and control
- improving parking and accessibility

Transport and Public Realm

- The private vehicle remains the most common main form of transport for people visiting central Abingdon
- Many people think car parking is currently good, although would wish to see the level of provision retained and an increase in the number of free parking hours

- Retention of car parking in central locations is needed for people with accessibility issues. Accessibility for everyone is key and needs to be embedded into all proposals
- Traffic needs to be addressed, particularly over Abingdon Bridge and around the one-way system
- A Park and Walk strategy would mostly be supported if it meant people would have to walk less than 15 minutes in daylight hours and 5 minutes in hours of darkness
- More people would switch to more sustainable modes of travel to help tackle the climate emergency if improvements were made to the bus, cycle and pedestrian networks in and around the area
- Existing bus provision is good but could be enhanced by new bus routes that serve key facilities and services, better timed and more reliable connections to rail services and improved reliability, timing and frequency of buses
- More people would travel to central Abingdon by bike if there were improved cycle paths with safer and better routes, more and better secure cycling facilities in the area, including secure bike storage in more central locations, better cycle lanes and cycle repair shops
- Improvements are required to elements of the public realm that encourage walking (e.g., signage, street lighting, ease of getting about, condition of pavements, street furniture and street cleanliness).
- People particularly want the public toilets to be improved as there is currently a lot of vandalism alongside a lack of cleanliness and availability

River Access and Recreation

- Lots of people use the river for many different things. However, access to the river could be improved, potentially through better cycle and pedestrian access (including a potential pedestrian bridge), improved leisure activities and facilities, and other recreational facilities
- More facilities are needed for younger people, including outdoor and indoor facilities and a youth club / centre. Activities should provide space for younger people to gather safely, including more affordable food options and facilities that encourage exercise and hobbies
- The principle of a Cultural Trail is supported and should incorporate the rich range of cultural and historical areas in central Abingdon
- People would like there to be a more diverse range of leisure and recreational services and facilities for local people, such as independent shops, art galleries and events
- The Abbey Meadows Outdoor Pool is a well-loved facility that people would like to see open for longer hours

Land Use Diversification

- The current spaces and facilities in Abingdon are good, but more could be done to improve the retail offer, including more independent and clothing shops in central locations. People are unhappy about the number of vacant shops and the current retail mix which they feel is dominated by cafes, charity shops and barbers

- There could be more food and beverage outlets, entertainment facilities and spaces for arts and cultural activities alongside a better hotel offer
- There is a lack of healthcare facilities at present and there is support for a centralised Health Hub to co-locate health services with other public services
- The library is a well-loved facility but could be improved as part of any redevelopment
- There is some objection to new housing in the centre, although those who do support new housing request that any new housing should be affordable and meet the needs of local people
- There is some uncertainty about the provision of workspaces, although there was a reasonable response to suggest that more working space (potentially co-working space) is required
- Residents and visitors like the green spaces and natural areas in central Abingdon and more could be done to incorporate and improve these through our proposals
- Abingdon is generally well regarded by residents and visitors, but more could be done to improve the attractiveness of the town to visitors and tourism
- There is a need to address and improve town centre management

Delivery Sites

- There is a high level of support for proposals at The Charter and Bury Street North, including support for demolishing the site and starting afresh with new development. However, people are particularly concerned about the proposed bus route and potential reduction of car parking in this location
- There is a high level of support for proposals at Abbey House, although generally people were more supportive of a community / health / youth hub in this location (alongside other proposed mixed uses) than a hotel
- There is a very high level of support for proposals at Upper Reaches, particularly where they include public space and leisure facilities in this location, alongside less or no housing
- There is a very high level of support for considering ways to encourage improved youth and leisure / recreational facilities at Coxeter House and The Net sites

We are now reviewing the findings and using them to inform our updated proposals for the CARF. More information on how we have and are responding to the key points raised is included on pages 16 and 77.

BACKGROUND TO THE ENGAGEMENT

Vale of White Horse District Council is carrying out a review of Abingdon town centre to identify realistic options for improving buildings, land and transport routes to help make it a thriving place in the future.

The review includes three properties the council owns in the town – The Charter area and car park, Abbey House, and the Upper Reaches Hotel – to see how they might need to change in the future to complement the wider work to enhance the town’s vitality and environment.

The work will result in producing the Central Abingdon Regeneration Framework (CARF), which will identify what future improvements are needed in the town for when an opportunity presents itself and to direct future decisions to support the vision for central Abingdon.

The CARF document will also help the council deliver on objectives set out in its Climate Action Plan, and the council aims to align its work with an Oxfordshire-wide cycling and walking project, which aim to create better connectivity between homes, town centres and business parks.

As part of the CARF project, the district council is working with Carter Jonas and Glanville to prepare the proposals and engage directly with community groups, local business and the public to help identify challenges and areas for improvement in the town.

Working together, we undertook two stages of engagement:

1. a stakeholder workshop in May 2022 with Abingdon Town Council, community groups, local businesses and other key stakeholders working within the central Abingdon study area. This workshop provided an opportunity for deeper discussion and stakeholder input on our early CARF work and key emerging topics.
2. a four-week public consultation (including an in-person event in Abingdon) in June 2022. The public consultation provided an opportunity for anyone to give their thoughts about central Abingdon and our current proposals. The consultation included our current work to inform a vision and objectives for central Abingdon and the options for key sites in the town, including the Upper Reaches, Charter Car Park and Abbey House.

This consultation report is split into two parts, Part A to report on the stakeholder workshop, and Part B to report on the public consultation. Both parts provide an account of the feedback we received, as well as our responses to the main comments, issues and suggestions raised.

Part A: Stakeholder Engagement, May 2022

ENGAGEMENT METHODOLOGY

Engagement Process

This section establishes how we undertook the stakeholder engagement to inform the CARF proposals in May 2022.

The stakeholder engagement took the form of a workshop held across two sessions on Wednesday 4 and Thursday 5 May 2022. The workshop sessions were held in the Meeting Room Suite at Abbey House, Abbey Close, Abingdon.

One session was arranged for an evening slot, and another for a day slot, to ensure they were made as accessible as possible to people who may only be able to attend at certain times of the day. The evening session took place on Wednesday 4 May between 6-8.30pm, and the day session took place on Thursday 5 May between 10am-12.30pm. Stakeholders were asked to arrive in advance of the workshop starting time.

Each session ran for a total of two and a half hours and consisted of two breakout sessions. Participants were split into four equal groups with a good spread of interest and expertise amongst groups. Each group was assigned a facilitator and note-taker from either the council or consultant project team. The facilitators led the breakout sessions, which covered four 'Core Delivery Strategies' (two in session one and two in session two):

1. Access and Public Realm Improvements (a focus on streets and spaces – including cycling, walking, public transport, driving, parking and mobility)
2. River Frontage and Green Spaces (including public open space, leisure and sports facilities along the River Thames)
3. Land Use Diversification (including business, leisure, culture, youth facilities, tourism and heritage)
4. Key Development sites (major regeneration opportunities – including built form and associated public realm)

Each workshop session followed the below format:

Timing	Content
First 15 mins	<p>Introduction</p> <ul style="list-style-type: none">• Cabinet member introduction (Cllr Andy Crawford, Vale)• housekeeping• explain the purpose of CARF, why we are engaging at this stage, some of the key themes / proposals we are considering, set out the future project timeline, including reference to future engagement• provide a clear explanation of differences between CARF and the NDP, and between CARF and the Joint Local Plan (reference separate LP engagement)• note initial assessment work and share SWOT drawing from Stage 1

Timing	Content
	<ul style="list-style-type: none"> • opportunity for initial Q&A • set out structure for workshop including introducing break out groups and four 'Core Delivery Strategies'
45 mins	First breakout group session: <ul style="list-style-type: none"> • discuss and recommend interventions / solutions for strategies 1 and 2 • four groups, each with one facilitator
15 mins	<ul style="list-style-type: none"> • group feedback – each facilitator to feedback or the group to nominate someone to feedback • feedback to be recorded in writing and/or on trace plans – advise how feedback will be captured / shared (note-taker in each group)
15 mins	Refreshment break
45 mins	Second breakout group session: <ul style="list-style-type: none"> • discuss and recommend interventions / solutions for strategies 3 and 4 • four groups, each with one facilitator
15 mins	<ul style="list-style-type: none"> • group feedback – each facilitator to feedback or the group to nominate someone to feedback • feedback to be recorded in writing and/or on trace plans – advise how feedback will be captured / shared (note-taker in each group) • questions and answers • wrap up session, summary of next steps and close

Members of the council and consultant project team with specialist expertise on the relevant topics were also available to move between groups and input into discussions as required.

Stakeholders were identified to be invited to the event by undertaking a full stakeholder mapping exercise for Abingdon and identifying which stakeholders have a key role, activity or influence within the study area. An invitation to the workshop was sent to 102 recipients on 8 April 2022, alongside council officers with responsibilities for different working areas, such as community services, economic development, equality and diversity, health, parking, parks, planning and property.

A copy of the email invitation and subsequent flyer shared with participants at the workshop are included in Appendix 1.

A copy of the workshop materials are included in Appendix 2.

Engagement Reporting

Of the stakeholders invited, a total of 38 attended over the course of the two days. Stakeholders that attended represented the following groups / organisations:

- Abbey Cinema
- Abingdon Abbey
- Abingdon and Witney College

- Abingdon Liveable Streets
- Abingdon Muslims
- Abingdon Neighbourhood Plan Steering group
- Abingdon Parkrun
- Abingdon Surgery
- Abingdon Town Council
- Friends of Abingdon Civic Society
- Gentian and Sunnyday (Bury Street Leaseholders)
- Malthouse Surgery
- One Planet Abingdon
- Oxford Bus Company
- Oxfordshire County Council (Cabinet Member)
- Oxfordshire County Council (Staff, including property, library services and transport / infrastructure)
- South Oxfordshire District Council (Cabinet members)
- Sovereign
- Sustrans
- Thames Travel
- Thames Valley Police
- Vale Access Group
- Vale of White Horse District Council (Cabinet and Ward Councillors)
- Vale of White Horse District Council (Staff, including equality and diversity, neighbourhood planning, parks and grounds maintenance, parking and public conveniences)

A summary of the comments and discussion shared at the workshop sessions is included in this report. Any personal information supplied to us that could identify anyone has been redacted and will not be shared or published in the report. Further information on data protection is available in our general consultation's privacy statement on our Vale website and in the CARF project privacy statement on the CARF webpage.

KEY FINDINGS – STAKEHOLDER WORKSHOP

The workshop was structured into two breakout sessions covering four delivery strategies. The key findings, discussion points and issues from these breakout sessions are reported below with respect to each delivery strategy, with a full breakdown of the feedback set out in Appendix 3.

Delivery Strategy 1: Access and Public Realm

Feedback given with respect to access and public realm focused on the following topics:

- vehicular movement
- parking
- wayfinding
- public transport
- cycle / pedestrian movement

The most common themes are highlighted in the below word cloud, with the size of the word reflecting how frequently it was raised in discussions regarding access and public realm.



VEHICULAR MOVEMENT

The most common issues raised for vehicular movement were regarding the safety of junctions and crossings in central Abingdon, particularly around High Street, Bridge Street, East St Helen's Street and the Market Place generally.

In addition to these comments, participants raised the potential for an improved Bath Street / Stratton Way junction, linking to movement from the back of The Charter area, with the potential to re-instate a right-hand turn or mini roundabout in this location.

Generally, the issue of traffic was raised; traffic is considered to be bad in the town centre, particularly at school and commuting times. Suggestions were made to reduce or discourage vehicles from using the town centre.

PARKING

The most common feedback regarding parking was the opportunity to improve the use of existing car parks, with potential implementation of a Park and Walk strategy at Rye Farm alongside west and north-east of the town centre (including potentially the Leisure and Tennis Centre). Nonetheless, any Park and Walk strategy should be accompanied by improved pedestrian connectivity between those locations and central Abingdon.

In addition to this, parking should be improved for disabled and blue badge holders alongside families that need to drive into central Abingdon with their children.

WAYFINDING

Generally, participants considered that more wayfinding signage is needed for pedestrian and cyclists, with particular reference to improved signage for cycle storage and parking.

PUBLIC TRANSPORT

Feedback shared at the workshop suggests that bus movement is constrained within central Abingdon. Buses should have priority (or a dedicated lane), particularly around High Street, Ock Street and Stratton Way.

Participants thought that buses are not regular enough and need to be more reliable to encourage people to use public transport instead of private vehicles. Some participants suggested a shuttle bus specifically for transporting residents to the town centre.

CYCLE / PEDESTRIAN MOVEMENT

This was the most widely discussed topic relating to access and the public realm. The most common feedback from participants was for better pedestrian links and cycle connectivity around the town. In particular, participants raised the issue of Abingdon Bridge and connectivity out towards Culham. This could be alleviated by improvements to the pedestrian and cycling environment on Abingdon Bridge, or via the development of a new pedestrian footbridge over the River Thames (albeit comments were also raised on the economic and environmental costs that may be associated with delivering this).

The second most common discussion area with regards to cycle and pedestrian movement was the Bath Street corridor. Participants considered that there could be improved connectivity between the schools in north Abingdon and the town centre, with proposals that Bath Street council be pedestrianised. Improvements to this area would also enable an improved flow of people from the bus stops on Stratton Way to the town centre, particularly if improvements are made to the junction in this location.

Improvements to east-west routes were also suggested, including a potential cycle link between Stratton Way, Bath Street, Broad Street, Bury Street and Old Station Yard. Other

feedback regarding improvements to cycling infrastructure involved a better provision of cycle parking and storage in the town centre. A cycle hub was suggested for around Coxeter House.

Nonetheless, other feedback highlighted that not everyone is able to cycle, and more should be done to improve access and mobility in central Abingdon, which is currently a general concern for many.

Delivery Strategy 2: River Access and Recreation

Feedback given with respect to river access and recreation focused on the following topics:

- youth activity and other demographics
- the river
- heritage and a cultural trail
- public spaces

The most common themes are highlighted in the below word cloud, with the size of the word reflecting how frequently it was raised in discussions regarding river access and recreation.



YOUTH ACTIVITY AND OTHER DEMOGRAPHICS

The most common comment made with respect to youth activities and other demographics was the general lack of a real youth offer for teenagers (13-18yo) and young adults (18-35yo). This was raised by all six groups.

The lack of provision for people within these age groups was considered to be because of the reduced youth space on The Net site, which is now just the open space accessed by

DAMASCUS one day a week. In addition, whilst the play facilities at Abbey Meadows are good, it only really serves younger children (3-10yo). The Skate Park at the Leisure Centre is well used by teenagers, but it isn't within the town centre.

Suggestions were made of places and facilities that could be used to provide for younger people, such as around Bury Street / The Charter and the River.

THE RIVER

The River was considered a great opportunity for enhancing recreation within the town centre. 'Blue activities' such as kayaking, steamboats, paddle boarding and open water swimming were suggested, much of which has reduced following the Covid-19 pandemic.

The River is also a key feature for the weekly ParkRun, which loops around Rye Farm Meadow, starting and ending at the Rye Farm car park. The run is very popular and could be used as a catalyst for future activity around the riverfront.

Participants considered more could be made of the Abbey Meadows, with potential festivals and opportunities to improve use and reduce anti-social behaviour.

HERITAGE AND A CULTURAL TRAIL

Participants believe the town centre should focus on heritage and build itself as a cultural destination, which could be linked to the promotion of a heritage and arts quarter.

There was positive feedback about the concept of a cultural trail, with suggestions of the areas in central Abingdon that could form part of a trail, such as linking to the Upper Reaches as a gateway / starting point.

PUBLIC SPACES

Opportunities to improve public spaces include a reduced level of parking and traffic on The Square at the end of Bath Street, which could improve outside dining opportunities in that location. Other areas include Old Station Yard, which is used for car parking, and the area around Old Abbey House, Abbey Gate and the Guildhall.

Delivery Strategy 3: Land Use Diversification

Feedback given with respect to land use diversification focused on the following topics:

- night-time economy
- public services
- retail / food and beverage
- leisure, tourism and recreation
- residential
- office / commercial

The most common themes are highlighted in the below word cloud, with the size of the word reflecting how frequently it was raised in discussions regarding land use diversification.



NIGHT-TIME ECONOMY

The most common feedback with respect to the night-time economy was regarding Ock Street. Stakeholders thought there was real potential to improve Ock Street, building upon the good offer in this location already, which includes the Brewery Tap and the newly opened gin distillery at Coxeter House.

PUBLIC SERVICES

Most groups of participants discussed the potential role of the library and tourist information centre, considering there to be opportunities to align these services into one location residents and visitors can go to. This could also include the doctor’s surgery that already exists in The Charter. In addition to the potential co-location of the library, participants raised the general importance of the library in Abingdon and the need for any proposal to consider ensuring it remains accessible for all.

Many comments were also made regarding healthcare provision in the town centre, particularly in light of increased residential development in Abingdon. Stakeholders raised the potential to expand existing facilities whilst also creating new provision, with the potential to mix different types of healthcare provision in one place, alongside potentially locating it proximate to other uses such as housing.

RETAIL / FOOD AND BEVERAGE

Stakeholders believe that there is no demand for large retail units anymore, and the retail space that is available should be protected for independent shops. The current provision is

poor, and there are opportunities to introduce more active retail on quieter streets such as Ock Street, which currently acts as a quiet, unpleasant main route into town.

There is also potential to combine retail with food and beverage uses (particularly around Bury Street and the Market Place). Whilst it is generally thought that there are enough coffee shops in Abingdon, there were some comments regarding promoting alfresco dining and the pleasant environment this creates on the Market Place.

LEISURE, TOURISM AND RECREATION

Generally, stakeholders consider that Abingdon would be a great tourist destination and potentially provides a good base for visitors to Oxfordshire. However, more needs to be done to promote Abingdon and give visitors reasons to come and stay overnight / for a whole weekend. This builds upon the popularity of day trips pre-pandemic. Nonetheless, participants thought that strengthening Abingdon as a tourist destination should come before delivering any more hotels.

With regards to leisure and recreation, there is a lack of coordination between the opening and closing times of different places, which make it hard to stay in Abingdon for extended periods. In addition, the opening hours of the Abbey Meadows Outdoor Pool were raised because participants consider them to be too short.

RESIDENTIAL

Feedback on residential uses focussed on ensuring any residential development caters to the requirements of the local community in a central location within the town, such as homes for first time buyers, more affordable homes for rent and ownership compared to the existing market (in Abingdon and Oxford), and potential homes to meet the need of Oxford, such as student accommodation. Any new housing should also cater to those with mobility issues.

There were also mixed feelings about the provision of new homes, and potential demand for it, in the town.

OFFICE / COMMERCIAL

Demand for office space remains uncertain post the Covid-19 pandemic and deliverability may be hindered due to the rise in build costs. Other concerns raised by participants were the potential for commercial use to reduce activity in the town centre during the day.

Nonetheless, there is the potential for mixed use spaces that co-locate office space with cafes, multi-purpose event space and other facilities.

Delivery Strategy 4: Delivery Sites

Feedback given with respect to delivery sites focused on the following topics:

- The Charter / Bury Street North
- Abbey House
- Upper Reaches
- Coxeter House
- The Net
- Other possible development sites

The most common themes are highlighted in each word cloud for the different sites below, with the size of the word reflecting how frequently it was raised in discussions regarding each delivery sites.

THE CHARTER / BURY STREET NORTH

The main focus with respect to The Charter and Bury Street North was the need to address safety and security. Stakeholders highlighted the high levels of anti-social behaviour at The Charter due to the partial closure of the car parks, which has reduced passive surveillance at ground level. They also suggested there is an opportunity to include active ground floor frontages and remove high level walkways to introduce more light in any proposal for this site to improve safety.

There is also the potential to re-provide the library, healthcare and public services in an integrated hub in this location. Nonetheless, expanding these services could also increase the car parking requirements.

Stakeholders also fed back that whatever is developed in this location should link The Charter and Bury Street North. Delivering these sites together would improve the offer in this location and improve the attractiveness of the area.



ABBEY HOUSE

The general consensus amongst participants was that there is an opportunity to provide mixed-use facilities at Abbey House, which could include healthcare, residential (potentially later living), a restaurant and hospitality offer, which could potentially include a hotel.



Word cloud for Abbey House featuring terms: **abbey house**, health&later living, healthcare centre, restaurants, residential use, hotel, mixed use, and hospitality.



Word cloud for Upper Reaches featuring terms: **upper reaches**, hotel, residential use, possible contamination, river access, and redevelopment.

UPPER REACHES

Feedback suggested that the potential for hotel redevelopment at Upper Reaches would be supported but should be integrated with the river and town.

COXETER HOUSE

Stakeholders highlighted Coxeter House as a potential place for livening up the night-time economy along Ock Street, linking to the popularity of the Brewery Tap. This would be supported by the opening of a gin distillery in this location, which was planned at the time and has subsequently opened.

Other comments also suggested that Coxeter House could be a good location for co-working space and other facilities, including the gym and leisure facilities currently in situ.



Word cloud for Coxeter House featuring terms: **coxeter house**, facilities, work space, evening economy, gin distillery, gym, and ock street.



Word cloud for The Net featuring terms: **the net**, youth centre, shared use, youth provision, and mobility hub.

THE NET

The majority of groups highlighted a desire to see youth provision restored and retained on The Net site, with the potential to link to a combined mobility hub and youth centre.

OTHER POSSIBLE DEVELOPMENT SITES

Stakeholders flagged three additional sites in central Abingdon that could be looked at as part of this study, including:

- Merit Tyre, Ock Street
- Royal Mail Delivery Office, Ock Street
- Sydenhams Yard, Ock Street

HOW WE HAVE USED THE WORKSHOP RESULTS

The workshop feedback was analysed and used to inform the material produced for the June consultation.

The below sets out key elements of feedback relating to each Delivery Strategy and how we responded through proposals used to inform our four-week public consultation in June and July 2022.

Delivery Strategy 1: Access and Public Realm Improvements

Stakeholders said	We did
Improve safety at junctions and crossings	<ul style="list-style-type: none"> Proposed areas for traffic calming and public realm improvements to reduce car dominance Proposed changed to the Bath Street junction to remove traffic from the one-way system Proposed traffic ban on High Street
Improve the use of existing car parks, with potential implementation of a Park and Walk strategy	<ul style="list-style-type: none"> Proposed a Park and Walk strategy, integrating key locations including Rye Farm Made suggested improvements for key car parks in town, including The Charter
Introduce more wayfinding signage for pedestrian and cyclists	<ul style="list-style-type: none"> Proposed public realm improvements to incorporate appropriate wayfinding and signage
Increase bus priority and address constrained bus movement	<ul style="list-style-type: none"> Proposed improved bus priority in locations including Broad Street and High Street Introduced the potential to divert bus services through Broad Street, bringing them closed to the town centre Proposed improvements to the environment around stops at Stratton Way
Improve pedestrian links and cycle connectivity and infrastructure	<ul style="list-style-type: none"> Proposed a mobility hub at The Charter Proposed ways to make the town centre more accessible for all user groups Proposed better pedestrian links and an improved pedestrian environment (including widened footways across Abingdon Bridge)

Stakeholders said	We did
	<ul style="list-style-type: none"> Proposed an improved crossing for cyclists on the Sustrans Route 5 (at Bridge Street / High Street / Stert Street) Proposed a potential pedestrian / cycle bridge across the River Thames

Delivery Strategy 2: River Access and Recreation

Stakeholders said	We did
Improve facilities, services and activities for young people	<ul style="list-style-type: none"> Included a question on facilities for younger people in the consultation survey and engaged with younger people to find out what types of facilities, services and activities are needed, instead of defining it ourselves
Improve use of, and access to, the river Thames for a variety of river-based activities and leisure	<ul style="list-style-type: none"> Included potential improved open space beside the river in the proposals Included questions to understand how people use the river and what they would like to see in the consultation survey Proposed uses for the Upper Reaches that build on a relationship with the river
Place a greater focus on arts, heritage and cultural events and activities, including a cultural trail	<ul style="list-style-type: none"> Proposed a cultural trail and asked for thoughts / suggestions on the route in the consultation survey
Improve public spaces and reduce / manage on-street parking	<ul style="list-style-type: none"> Introduced proposals for improvements to the public realm and the potential to remove or reduce on-street parking on Stert Street and Bath Street

Delivery Strategy 3: Land Use Diversification

Stakeholders said	We did
Introduce improvements along Ock Street to build the night-time economy	<ul style="list-style-type: none"> Incorporated proposals for The Net and Coxeter House to explore the potential for mixed-use facilities in this location

Stakeholders said	We did
Consider opportunities to align and co-locate public services, including a health hub, library and tourist information centre	<ul style="list-style-type: none"> Proposed a mixed-use scheme for The Charter and Bury Street North that co-locates a health hub with a library and tourist information centre Proposed a scheme for Abbey House that could be an alternative location for a health hub alongside other uses
Encourage more independent retail, co-locating food and beverage units with retail units and providing retail on quieter streets	<ul style="list-style-type: none"> Proposed schemes that provide a mix of retail units alongside food and beverage units Proposed improvements for The Charter and Bury Street North that would open and liven up a quieter area of the centre
Promote Abingdon as a visitor / tourist location and give visitors reasons to stay overnight	<ul style="list-style-type: none"> Proposed a scheme for Upper Reaches that incorporates a hotel to encourage visitor stays Proposed a scheme for The Charter that could potentially incorporate hospitality / a hotel Included information on a cultural trail and reference to improving central Abingdon so it becomes a more attractive place to visit
Provide any new residential use centrally and ensure it meets the needs of local people	<ul style="list-style-type: none"> Proposed schemes that could potentially include a mix of residential use (such as elderly living and affordable homes) in central locations, at The Charter and Bury Street North, Abbey House and Upper Reaches
Introduce mixed use spaces that co-locate office space with cafes, multi-purpose event space and other facilities	<ul style="list-style-type: none"> Proposed mixed use schemes that incorporate office space with cafes and other event space as a 'work hub' at Abbey House

Delivery Strategy 4: Delivery Sites

Stakeholders said	We did
Improve anti-social behaviour and safety at The Charter by introducing active frontages, a mix of uses (including public services) and	<ul style="list-style-type: none"> Proposed a scheme for The Charter / Bury Street North in accordance with the suggestions

Stakeholders said	We did
appropriate car parking. Link any development at The Charter with Bury Street North	<ul style="list-style-type: none"> Engaged with the leaseholder for Bury Street North to explore how the developments in each location could be linked / complimentary
Provide mixed-use facilities at Abbey House, which could include healthcare, residential (potentially later living), a restaurant and hospitality offer, which could potentially include a hotel	<ul style="list-style-type: none"> Proposed a scheme for Abbey House in accordance with the suggestions
Redevelop the hotel at Upper Reaches, ensuring it is integrated with the river and town	<ul style="list-style-type: none"> Proposed a scheme for Upper Reaches in accordance with the suggestions
Consider a mixed-use scheme at Coxeter House that could build upon the night-time economy	<ul style="list-style-type: none"> Suggested opportunities for mixed uses at Coxeter House, although land ownership is not in the council's control, so proposals were not developed in detail
Restore and retain youth services at The Net site, potentially linking to a mobility hub in this location	<ul style="list-style-type: none"> Suggested opportunities for a youth hub and expanded youth services in this location, alongside proposals for improving the streetscape and mobility in this location, although land ownership is not in the council's control, so proposals were not developed in detail
Consider other potential sites that represent development opportunities in central Abingdon	<ul style="list-style-type: none"> Explored the suggestions provided but discounted them for reasons such as current continued use and land ownership Included a question on other potential sites in the consultation survey

Part B: Public Consultation, June-July 2022

CONSULTATION METHODOLOGY

Consultation Process

This section establishes how we undertook the consultation on the CARF proposals in June and July 2022.

The consultation period ran from Friday 17 June 2022 to 11.59pm on Friday 15 July 2022. It was hosted online for the duration of this time via an online survey and was launched at an in-person consultation event held in Abingdon on Friday 17 and Saturday 18 June 2022.

A workshop was also held with a local school to ascertain views of younger people.

CARF IN-PERSON CONSULTATION EVENT, JUNE 2022

The council hosted the in-person consultation event at Unit 24, Bury Street (the former H Samuel shop) in Abingdon between 11am-8pm on Friday 17 June and 9.30am-1pm on Saturday 18 June 2022. The event was made available to stakeholders for a private presentation with officers at 10-11am on Friday 17 June to highlight the outcomes of the May stakeholder workshop. In the end, the doors remained open during this time and so the session was made available to the public as well as stakeholders. A combination of council and consultant staff manned the event over the course of the day and a half.

The event was advertised via email to the stakeholders who had participated or been invited to the May stakeholder workshop. Emails were sent to 38 stakeholders who attended the May workshop and 116 stakeholders who had either been invited but were unable to attend the May workshop or were identified as additional stakeholders to invite to the consultation event.

It was also advertised on the council's CARF webpage and via a press release on the news pages of the council's website. Social media posts were published in the time running up to the event and over the course of the event. The in-person event and online survey were also advertised in the South Vale Business newsletter and to Councillors via internal comms.

A flyer was also printed and distributed around central Abingdon on the days of the event.

Details and images of the different methods of communicating the event can be found in Appendix 4.

Attendance at the event was monitored by a clicker. 13 display boards were presented for attendees to view, and staff were on hand to answer questions. A copy of the boards can be found in Appendix 5. Paper copies of the survey were available to attendees to complete and return at the event or take away to complete in their own time. Laptops were also available for attendees to complete the online survey at the event, either on their own or with the assistance of a member of staff if they would otherwise have issues completing it themselves. QR codes were provided to direct people to the online survey and sign-up link for the CARF consultation database, which they could sign up to, to hear about future updates. Flyers were also available for attendees to take away with them if they preferred to view the materials or respond to the survey elsewhere in their own time.

At the end of the event, the consultation boards were moved and displayed on the shopfront windows of Unit 24 and remained in situ until the end of September 2022, for people walking down Bury Street to view at their leisure.

CARF ONLINE CONSULTATION SURVEY, 17 JUNE – 15 JULY 2022

An online survey was created, offering participants the opportunity to comment on the CARF proposals. The survey included general introductory questions alongside questions on each key theme that has emerged through the CARF project, including proposals for key opportunity sites in Abingdon. A copy of the survey can be found in Appendix 6.

The survey was linked to the council's CARF webpage, which also held a replica of all the materials made available at the in-person event, presented in an accessible webpage format instead of the display board format.

Respondents were given the opportunity to respond over a four-week consultation period between Friday 17 June and 11.59pm on Friday 15 July 2022. The consultation period length aligns with the council's requirements for documents of this nature, in accordance with the council's public engagement charter and Statement of Community Involvement (SCI)¹.

The event was advertised via email to 145 individuals either on the stakeholder list or who had signed up to the CARF consultation database. It was also sent to all individuals on the council's general consultation database, which included 1,461 email notifications alongside 299 postal notifications. A reminder email was sent to 159 individuals signed up to the CARF consultation database on 13 July 2022. Social media posts were published directing individuals to the online CARF materials and consultation survey.

Details and images of the different methods of communicating the online consultation can be found in Appendix 4.

The CARF inbox was monitored throughout the consultation and individuals were given the opportunity to respond in different formats (either via the online survey, in hard copy or free text via email / post). The consultation materials and survey were printed in hard copy and sent to one individual who was unable to access them online but wished to respond.

CARF SCHOOL WORKSHOP, 11 JULY 2022

Three workshop sessions were held with secondary school children (ages 11-16) on the afternoon of Monday 11 July 2022. 20 students attended the three sessions in total, which each lasted for approximately 30-40 minutes. The students were given an introduction to the CARF project and then split into groups to participate in identifying the strengths, opportunities, weaknesses and threats (SWOT) of central Abingdon, particularly from the perspective of younger people.

They were given a map showing the study area and key sites, alongside an aerial map of Abingdon (wider than the study area to include schools and residential areas) with coloured dots to highlight where there were good and bad existing facilities and spaces, and where there might be opportunity areas for improvements to accommodate younger people.

¹ [Consultations - Vale of White Horse District Council \(whitehorsedc.gov.uk\)](https://www.whitehorsedc.gov.uk/consultations), [Statement of Community Involvement - Vale of White Horse District Council \(whitehorsedc.gov.uk\)](https://www.whitehorsedc.gov.uk/statement-of-community-involvement)

Consultation Reporting

In total, 355 people attended the in-person event on Friday 17 and 18 June 2022. No information was recorded on the personal details or demographics of attendees.

A total of 385 responses were received to the consultation, made up of 371 responses to the survey, 364 of which were submitted online and 7 of which were submitted in hard copy. 12 free text responses were submitted via email and subsequently uploaded onto the online survey. A total of 383 responses were recorded on the online survey at the close of the consultation. 313 partial responses were recorded and none of these were included in the final consultation reporting. Including both the partial and completed responses, a total of 696 partial or completed responses were registered online. Some organisations submitted multiple responses from different individuals or teams. In these instances, all responses have been accepted and included in the consultation reporting.

One response was submitted in hard copy during the consultation period but was directed to a different area of the council, and only shared with the CARF team following the close of the consultation. This response has still been included in the consultation reporting.

Similarly, one individual rang to speak with the council during the consultation period but was connected with the wrong team. The CARF team rang them back following the consultation and spoke through their views over the phone, as they were unable to submit any other type of response. Their response has still been included in the consultation reporting.

In total, 4,310 free text comments were received. A summary of the comments made in response to the consultation is included in this report. A single comment may have related to a number of different matters, and therefore may have been separated out into individual specific comments for clear analysis. In total there were 5,342 specific comments.





Demographic information was collected on respondents who answered the online survey and is reported later in this document (page 72). Any personal information supplied to us within the comments that could identify anyone has been redacted and will not be shared or published in the report. Further information on data protection is available in our general consultation's privacy statement on our Vale website and in the CARF project privacy statement on the CARF webpage.

Some spelling, grammatical and punctual errors in the original comments raised were corrected in the main body of this report; the council retains a full list of unedited comments as a record. Some comments made were either incomprehensibly spelt, left empty, generally unclear or marked as 'no' or 'n/a'. These have been recorded as either unclear or no response.

KEY FINDINGS – INTRODUCTORY SECTIONS

The first questions in the survey asked respondents to indicate what they were responding on behalf of, followed by the name of the organisation, council or body they were representing, if applicable. These questions were included to enable an understanding of the type of consultees taking part in this consultation.

Q1. Are you responding as:

Answer Choices			Response Percent	
1	A resident		87.47%	
2	A visitor		4.27%	
3	A business/organisation		5.87%	
4	A landowner		0.00%	
5	Prefer not to say		0.00%	
6	Other (please specify):		2.40%	
			answered	375
			skipped	8

The majority of respondents (87%) said they were responding as a resident whilst others responded as a business or organisation (6%), a visitor to Abingdon (4%) or another capacity not listed (2%). Respondents that answered “Other” specified that they were responding as:

- a chair of a local group
- a local councillor
- an interested party
- a previous resident and existing landlord
- a resident of a local village
- someone who works in Abingdon

Q2. If you are responding as a business/ organisation or landowner, please provide the business name

Respondents answering on behalf of a business, organisation or landowner were responding on behalf of (multiple responses for one organisation listed in parentheses):








- Abingdon Chiropractic Clinic
- Abingdon Cuts Plastic
- Abingdon Liveable Streets (4)
- BabelQuest (2)
- Berkeley Strategic Land Limited
- Friends of Abbey Meadow Outdoor Pool
- Gentian / Sunnyday

- Jennings
- Marcham Parish Council
- Oxccarts
- Oxfordshire County Council (2)
- Oxfordshire County Council (Estates Team)
- SOAR Impact Centres
- Sustrans
- Thames Water
- The Abbey Buildings Trust
- The Abingdon DAMASCUS Youth Project

Additional questions were asked to elaborate on these introductory questions in order to understand how respondents use the central area of Abingdon.


Q3. How frequently do you visit / use central Abingdon?


The majority of respondents stated that they use central Abingdon either daily (27%), two to three times a week (40%) or once a week (17%). Other respondents use central Abingdon less frequently; 7% use it once a fortnight, 4% use it once a month, 4% rarely use it, whilst less than 1% never use it.

Answer Choices			Response Percent	
1	Daily		27.42%	
2	2-3 times per week		39.61%	
3	Once a week		17.17%	
4	Once a fortnight		7.20%	
5	Once a month		4.43%	
6	Rarely		3.88%	
7	Never		0.28%	
			answered	361
			skipped	22

Q4. When do you usually visit the town centre:

To understand whether there was a trend in whether respondents exclusively use the town centre during specific times of the day, respondents were asked when they visit. Of those respondents that do visit central Abingdon, 54% use it during the day, 46% use it during a combination of the day and evening, and 0% use it just during the evening.

Answer Choices			Response Percent
1	During the day		53.87%
2	During the evening		0.00%

3	A combination of day and evening		46.13%	
			answered	362
			skipped	21

Q5. What are the top three things you like about central Abingdon?

Respondents were asked what top three things they liked about central Abingdon. This question was asked to identify which areas in the town centre are currently serving the population well and are valued by residents, visitors and businesses.

353 respondents answered this question. They were given the opportunity to provide three answers; some respondents gave three answers whilst others gave fewer answers. There were 1,002 responses in total.

The majority of people who responded to question 5 stated that their favourite thing was the river. Aspects which relate to the river include access to the river (in particular for dog walks) and the river as a general feature. The second most common answer was the access to green spaces in particular Abbey Meadows, specifically for recreation. This was closely followed by the historic nature of the town and the general character of place.

The response breakdown for all the answers to this question is:

Answers	Response Percent
The River (frontage and access)	15%
Access to green spaces, including Abbey Meadows and playground space	15%
History / Character of Place / Aesthetic	13%
Market Place	12%
Great variety of shops and independent shops	12%
The coffee culture	7%
Great pubs and restaurants	6%
Walking routes / pedestrian areas	4%
The library and community amenities such as doctors and banks	4%
Sense of community / vibrancy / familiarity	3%
Easily accessible (via public transport in particular)	3%
Good parking	2%
County Hall / Museum	2%
It's a small town / compact	2%
Cinema	1%
Unclear response	1%
Too many coffee shops	<1%

Answers	Response Percent
The bridges	<1%

Q6. What are the top three things that need to change or could improve central Abingdon?

Respondents were then asked what three things need to change or could be improved about central Abingdon. This question was asked to identify the key things and/or areas for change that if changed, would make central Abingdon a better place for residents, visitors and businesses.

357 respondents answered this question. They were given the opportunity to provide three answers; some respondents gave three answers whilst others gave fewer answers. There were 1,035 responses in total.

The most common answer to question 6 was an improved retail and food and beverage offer, with particular reference to more independent shops with a better range of shopping services. The second most common answer was the traffic control measures in place, with specific reference to the amount of traffic which passes through Abingdon. Thirdly, many answers stated that general accessibility through Abingdon needs to improve, including facilities for cycling and electric vehicles.

The response breakdown for all the answers to this question is:

Answers	Response Percent
A better retail, food and beverage offer	25%
Address traffic volume / control	15%
Improve parking and accessibility	12%
Address empty / vacant shops	9%
Improve leisure and community facilities (incl. improving the opening hours of Abbey Meadows Outdoor Pool)	8%
Better and safer cycle ways and pedestrian routes	8%
Address Upper Reaches	4%
Improve The Charter area	4%
Improve aesthetics and the attractiveness of the town	4%
Better connection and access to the river	3%
Improve poor architecture / old buildings	2%
Address anti-social behaviour	1%
Improve pollution (in particular air pollution)	1%
Less housing	1%
Improve accessibility (in particular, better arrangements for disabled users)	1%
Increase availability and quality of green space	1%

Answers	Response Percent
Unclear response	1%
Provide more facilities for young people	1%
Make different areas safer	<1%
Provide better support for existing groups / organisations	<1%
Provide more outside seating	<1%

KEY FINDINGS – VISION AND OBJECTIVES

Respondents were asked for their views on our proposed vision and objectives to understand which elements of the vision and objectives are supported (and to what extent), and which require further refinement.







The vision we consulted on was:

“Our Vision for Abingdon town centre is based on key “themes for change” to help foster and create an attractive, lively, dynamic, sustainable and highly functional location for the benefit of residents and visitors alike. The themes are also based on the feedback we have received from local stakeholders.

The key themes for change include:

1. *Improving access and the public realm of the town centre.*
2. *Re-connecting the town centre to the River Thames and creating improved links and leisure in and around the river and local green spaces.*
3. *A strong economic base of the town centre through a diversified and attractive mix of uses to support working, shopping, living and visiting.*
4. *The redevelopment of key sites within the town centre for uses that serve local need and benefit the town as a whole.”*

Q7a. Having a vision for a place is a way to guide how the place grows, is perceived and promotes itself. We have drafted a Vision below. To what extent do you agree or disagree with the Vision?

Answer Choices			Response Percent	
1	Strongly agree		17.13%	
2	Agree		44.10%	
3	Neither agree nor disagree		18.82%	
4	Disagree		10.67%	
5	Strongly disagree		5.06%	
6	I don't know		4.21%	
			answered	356
			skipped	27

The majority of respondents either strongly agree (17%) or agree (44%) with the draft vision. Nonetheless, 19% neither agree nor disagree, 11% disagree and 5% strongly disagree. The other respondents do not know whether they agree or disagree (4%).

Q7b. If you disagree/strongly disagree, how would you change the Vision?

Respondents were given the opportunity to elaborate on their response to question 7a to tell us how they would change the vision as drafted.

104 respondents gave answers suggesting how the vision could be changed.

Additional comments relate to respondents who disagree / strongly disagree with the vision, with the majority of the respondents stating that they felt the vision was vague with reference to it being more abstract and generic. Many of the comments suggested that the proposal / vision should include less housing.

There were a few comments specifically focusing on the inclusion of cycle and bus accessibility and how this could be incorporated into the vision more, also referencing the need for the parking areas in central Abingdon with the inclusion of the multi-storey (specifically the 2 hours free parking).

The response breakdown for all the answers to this question is:

Answers	Response Percent
It is too vague as is	24%
Less housing to be included	14%
Include cycle and bus access	10%
Vision to be less focussed on car parking, with more emphasis on general accessibility	8%
Include reconnecting with the river	7%
Include commitment to protecting and enhancing the town’s historic aspects	6%
More emphasis on community	5%
Generally disagree	5%
Include more of a shopping focus	5%
Include more environmentally friendly / sustainable elements	4%
Do not agree with selling off public assets	3%
Include safe, inclusive aspects of design	2%
Include more attractions	2%
Use already existing facilities	2%
Needs more consideration of young people	2%
Suggestions for rewording	1%

Respondents were then asked for their thoughts on our proposed objectives. The objectives proposed in the consultation were:

1. Protect Abingdon's rich heritage whilst better promoting the cultural offer
2. Consolidate public parking provision and as a result free up land for development in the town centre
3. Improve walking and cycle links through the town which are currently dominated by vehicles
4. Enhance bus stops/connections and promote use of public transport, including access to Radley Station to reduce reliance on the private car
5. Provide new and co-located healthcare facilities
6. Improve the night-time leisure/hospitality offer by creating more floorspace to promote Abingdon as an evening destination for food, drink and entertainment
7. Foster and promote Abingdon's daytime independent retail and leisure offer
8. Respond to climate change objectives by cutting down pollution through reduced traffic/air pollution and generate green energy in the town centre through new developments
9. Better connect communities to the north and south of the town with the town centre as part of any improved pedestrian/cycle connections, in particular across Stratton Way and the River Thames which are physical obstacles to movement for some users, and
10. Reduce antisocial behaviour, particularly around The Charter and Upper Reaches areas of the town centre, through redevelopment and town centre management.

Q8. Having objectives will help us to work towards achieving our Vision for central Abingdon. To what extent do you agree or disagree with each of the objectives:

Answer Choices		Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	I don't know	No comment
1	Protect Abingdon's rich heritage whilst better promoting the cultural offer	53.52%	37.18%	4.79%	1.97%	1.97%	0.28%	0.28%
2	Rationalise public parking provision and as a result free up land for development in the town centre	13.73%	22.97%	15.41%	22.13%	22.41%	2.24%	1.12%
3	Improve the Sustrans and other cycle links through the town which are currently dominated by vehicles	40.34%	29.97%	10.64%	9.52%	8.68%	0.00%	0.84%
4	Enhance bus stops/connections and promote use of public transport, including access to Radley Station to reduce reliance on cars	40.17%	34.83%	11.24%	7.58%	4.21%	0.28%	1.69%
5	Provide new and rationalised healthcare facilities	27.73%	36.69%	24.93%	4.20%	2.80%	1.68%	1.96%
6	Create more space to promote Abingdon as an evening destination for food, drink and entertainment	33.15%	33.43%	22.47%	6.18%	3.09%	0.84%	0.84%
7	Foster and promote Abingdon's daytime independent retail and leisure offer	57.42%	33.61%	5.88%	1.12%	1.12%	0.56%	0.28%
8	Respond to the Council's climate change objectives by cutting down pollution through reduced traffic/air pollution and generate green energy in the town centre through new developments	35.57%	28.57%	17.37%	8.96%	7.00%	1.12%	1.40%
9	Better connect communities to the north and south of the town with the town centre through improved pedestrian/cycle connections, in particular across Stratton Way and the River Thames which are physical obstacles to movement for some users	39.11%	34.64%	13.13%	7.26%	3.91%	1.40%	0.56%
10	Reduce antisocial behaviour, particularly around The Charter area of the town centre through redevelopment	56.15%	25.42%	10.89%	1.68%	3.35%	1.68%	0.84%
							answered	358
							skipped	25

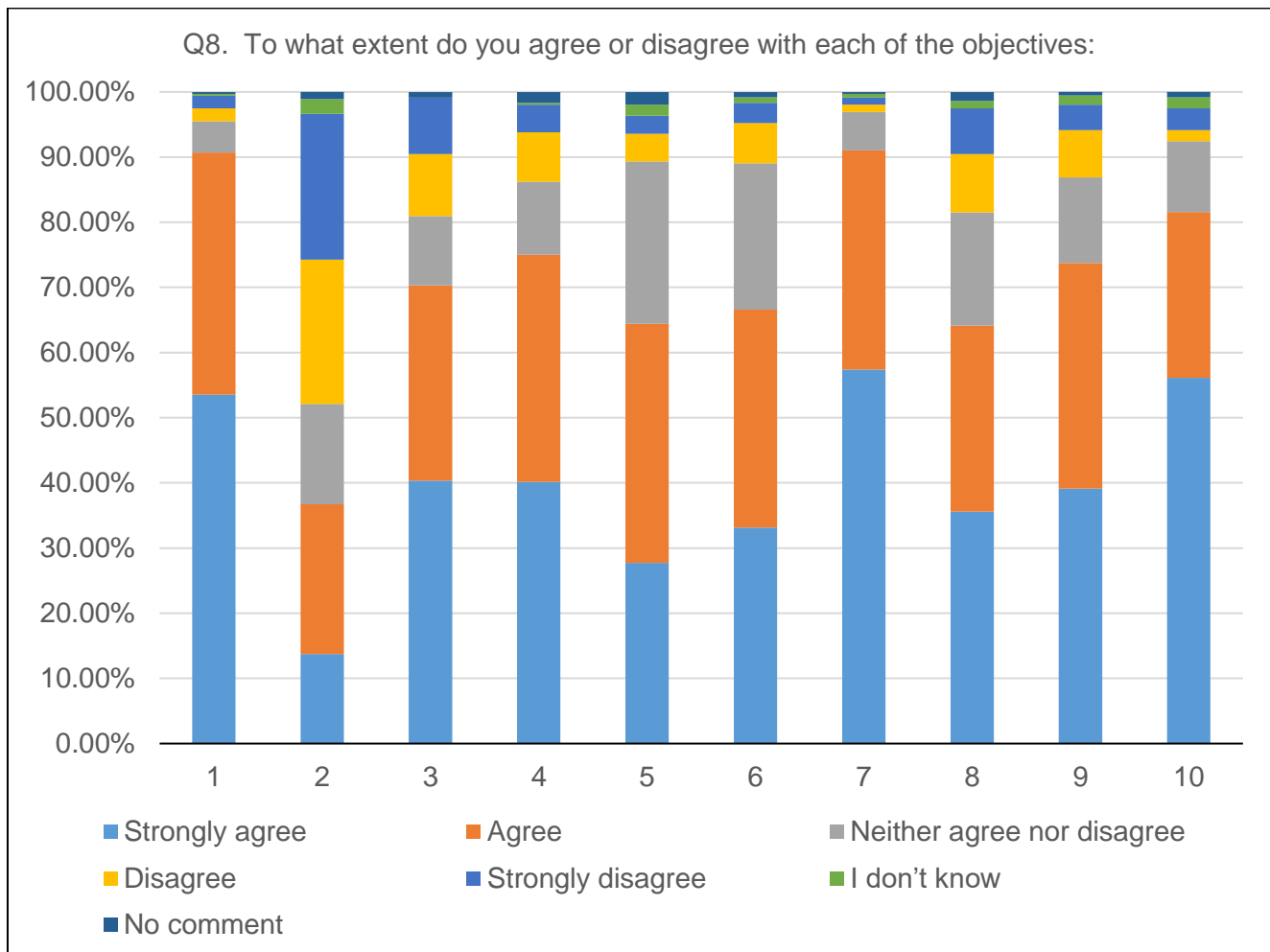
Generally, there was a high level of agreement with the proposed objectives amongst respondents, with 'strongly agree' or 'agree' being the most common responses for the majority of respondents.

Over 90% respondents either strongly agreed or agreed with objectives 1 (protect Abingdon's heritage whilst promoting culture) and 7 (foster and promote independent retail and leisure), with over 65% respondents either strongly agreeing or agreeing with all other objectives aside from objective 2 (rationalise public parking and free up land in the town centre).

There was a high level of disagreement with objective 2, with 44% respondents either disagreeing or strongly disagreeing to that objective.

There was also some disagreement (ranging between 9% to 19%) for objectives 3 (improve cycle links through the town), 4 (enhance bus stops and connections and promote public transport), 6 (create more space to promote evening activities in Abingdon), 8 (respond to climate change) and 9 (better connect communities to the town centre).





There was limited disagreement with objectives 1 (4%), 5 (provide new/rationalised healthcare facilities; 7%), 7 (2%) and 10 (reduce antisocial behaviour; 5%).



The rest of the survey was split into sections based upon a series of themes which represent locations or features in the town centre that could be improved. The themes will help inform future delivery strategies to be included in the CARF project.

Respondents were given the opportunity to select which parts of the survey they wished to comment on based on the themes. Respondents did not need to respond to all themes but could select multiple (or all). Skip logic was applied to direct respondents to whichever themes they selected.

The following percentage of respondents opted to answer the four themes and were directed to the relevant sections for each theme:






Answer Choices			Response Percent	
1	Theme 1: Town Centre Transport and Public Realm Improvements		58.49%	
2	Theme 2: River Access and Recreation Provision		51.44%	
3	Theme 3: Land Use Diversification		43.08%	
4	Theme 4: Key Development Sites		53.26%	
			answered	383
			skipped	0

KEY FINDINGS – THEME 1: TOWN CENTRE TRANSPORT AND PUBLIC REALM IMPROVEMENTS

Respondents were asked a number of questions relating to transport and public realm improvements, to help set a context for how people access and move around central Abingdon and highlight any areas that should be particularly addressed through the CARF project.



Due to the skip logic applied to enable respondents to select which parts of the survey they wished to answer, 224 respondents out of a total of 283 (58%) responded to the questions relating to this theme.

Q9. What is your main form of transport into and around central Abingdon?

Answer Choices			Response Percent
1	Private vehicle (e.g., car, van, motorbike)		36.16%
2	Taxi		0.00%
3	Bus		3.57%
4	Bicycles		19.64%
5	Walking		33.93%
6	Other (please specify):		6.70%
			answered 224
			skipped 159

Most people either drive a private vehicle (36%) or walk (34%) into central Abingdon. Those that do not drive or walk either travel by bike (20%), bus (4%) or other modes. Respondents that answered “other” confirmed that they travel via a mix of modes and not just one main mode specifically. A number of respondents would prefer to walk or cycle but often use the car for safety and/or ease (for instance, if collecting shopping or large items).

Q10. Do you drive a vehicle (e.g. car, van, motor vehicle)

Answer Choices			Response Percent
1	Yes		78.32%
2	No		21.68%
			answered 143
			skipped 240

The majority of respondents (78%) answering this question drive a vehicle of some form. Skip logic was applied to question 10, which meant that those that answered “no” skipped to question 14. Those that answered “yes” were asked subsequent questions relating to vehicle use in central Abingdon.

Q11. To reduce congestion and improve air quality, we have set out proposals including a ‘Park and Walk’ strategy. If you were to Park and Walk, how far would you be prepared to walk from your vehicle?

Answer Choices	Less than 5 mins	6-10 mins	11-15 mins	16-30 mins	More than 30 mins	I prefer not to drive	Response Percent
During daylight hours	26.18%	40.31%	17.28%	4.71 %	1.05%	10.47%	100%
During hours of darkness	60.64%	20.74%	7.98%	1.60 %	1.06%	7.98%	98%
						answered	191
						skipped	192

Respondents were asked how far they would be prepared to walk if a Park and Walk strategy was introduced. Two choices were given to differentiate between peoples’ preferences during hours of daylight and hours of darkness, as it was anticipated there would be a difference in how far people might be willing to walk at night-time. This is evident from the majority (61%) of respondents who stated they would only be willing to walk for less than 5 minutes during hours of darkness as opposed to only 26% being only willing to walk this distance in daylight hours.

By contrast, 84% respondents would be willing to walk 15 minutes or less in daylight hours, with only 1% willing to walk more than 30 minutes in both scenarios. This suggests that Park and Walk locations would most likely be used if they were within a 15 minute-walk from central Abingdon, with some closer located, or better lit, safer routes to parking required for night-time users.

Respondents were subsequently asked about the existing locations and provision for car parking and vehicles to determine if this meets needs at present.

Q12a. What do you think about the current provisions of:

Answer Choices	Very Good	Good	Average	Poor	Very poor	I don’t know	No comment
Car parking locations	10.42%	37.50%	27.60%	11.98%	7.81%	2.60%	2.08%
Car parking spaces	4.76%	25.93%	34.92%	16.40%	12.70%	3.17%	2.12%
Electric charging points	7.29%	14.06%	9.90%	8.85%	7.81%	26.04%	26.04%
Parking for other vehicles (e.g., motorbikes)	1.56%	5.73%	12.50%	8.33%	3.65%	44.79%	23.44%
Parking for other vehicles	1.57%	2.09%	9.42%	7.33%	5.24%	51.83%	22.51%

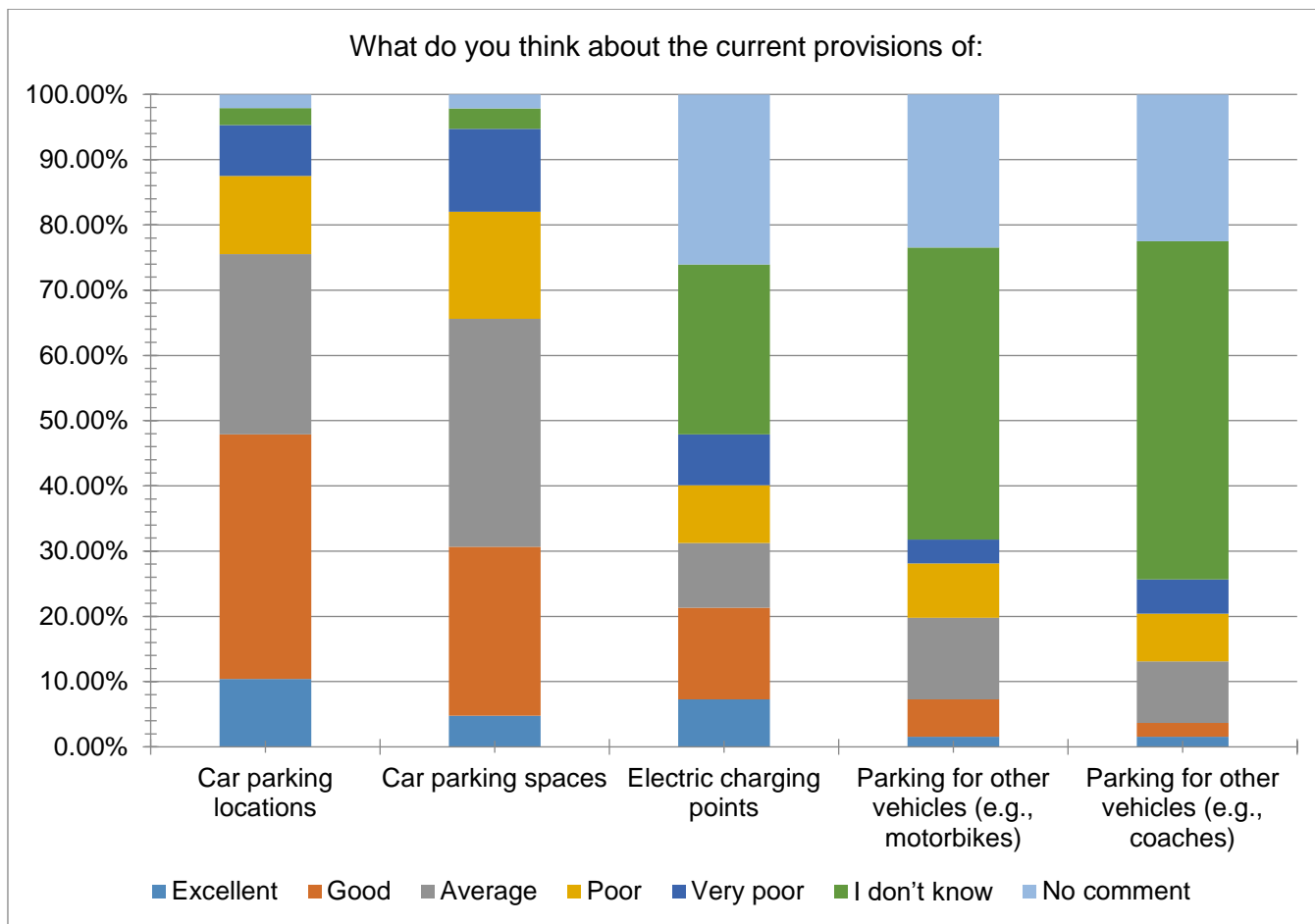
Answer Choices	Very Good	Good	Average	Poor	Very poor	I don't know	No comment
(e.g., coaches)							
					answered		192
					skipped		191

With regard to car parking locations, 48% respondents considered them to be either very good or good, and 28% considered them to be average. Only 20% considered them either poor or very poor.

For car parking spaces, 31% respondents considered them to be either very good or good, and 35% considered them to be average, with only 29% considering them to be either poor or very poor.

Only 21% respondents consider the current provision of electric charging points to be very good or good, with 10% considering them to be average and 17% considering them to be either poor or very poor. The majority (52%) respondents to this question either did not know how suitable the current provision is or provided no comment.

The majority of respondents who provided an answer on the provision of parking for other vehicles (e.g., motorbikes or coaches) either did not know how suitable it is or provided no comment (68% for motorbikes and 74% for coaches). 8% respondents considered parking for motorbikes to be very good or good, and 13% average. 4% considered coach parking to be very good or good and 9% considered it to be average, with 12% and 13% respectively considering it poor or very poor.



Respondents who answered “poor” or “very poor” were asked to elaborate on their response.

Q12b. If you selected poor or very poor for any of the above, please explain further including details of the locations that you are referring to:

Answers	Response Percent
Parking provision is poor	20%
The Charter Car Park is needed but should be safer	16%
Don't support the reduction in free parking hours	9%
More / better cycle parking is required	8%
Good parking provision which could be reduced to discourage car use	8%
Lack of central car parking, which affects retail and is needed for people with mobility issues	7%
Support for the provision of electric charging spaces	7%
Coach parking is needed	7%
Parking bays are too small	6%
Don't support the provision of electric charging spaces	6%
Traffic is a problem (including the one-way system and Abingdon Bridge)	4%

Answers	Response Percent
Unclear response	2%

90 respondents answered this question to elaborate on their response to question 12a.

The largest number of respondents answering this question consider there is a poor level of parking provision at present (20%). This is because they believe car parks are usually full, there is a poor distribution of car parks with a lack of centrally located car parks, there is a lack of provision for disabled or less able people, there is a lack of parking for residents, car parking needs to be better policed, parking spaces are too small, and you can't make people walk. Electronic car parking signs might help.

Some of these issues appear to be exacerbated by the partial closure of The Charter. Respondents believe this is the best location for a car park, but it feels unsafe, and something needs to be done to improve it – whilst not removing the parking it provides. Nonetheless, some respondents believe there is a good level of parking provision, which could be reduced to discourage car use. One person raised a potential for a Park and Ride (not walk) that was free.

Of the car parking availability, there was a balanced response in support (7%) and objection (6%) for the availability and number of electric charging spaces. 9% respondents also do not support the reduction in free parking from two hours to one and believe this is having a negative impact on the town. Respondents also raised the issue of traffic and the one-way system, and the ongoing partial closure of Abingdon Bridge.

A number of respondents (7%) raised the lack of coach parking as an issue. With respect to cycling, 8% respondents considered more cycle parking is required.

Q13. The council is committed to tackling climate change following its declaration of a Climate Emergency. What would encourage you to switch from using your car to more sustainable forms of transport like walking, cycling or using the bus?

Respondents were asked this question to identify what is required to improve and encourage sustainable transport in and around central Abingdon, particularly where it relates to reducing reliance on individual car journeys. 172 respondents answered this question.

Many respondents believe that the thing that would make them switch to more sustainable modes of transport would be an improvement to the cycling network and infrastructure (28% across different answers). For instance, safer and better routes that are separate to the main carriageway, alongside improved management of existing routes and education of safe cycling. More cycle parking is also needed in centralised locations.

13% respondents also believe an improved bus service (in time, distance, frequency, reliability etc.) would help them switch, especially if the bus travel was more affordable (11%) and there were measures in place that made people feel safer on buses since Covid-19 (1%).

An improved pedestrian environment, with widened, better lit footpaths and signage would also encourage a shift in behaviour for 5% respondents.



6% responses suggested interventions for car traffic (e.g., car share/club schemes, de-prioritising cars, traffic calming, reducing the speed limit, introducing single traffic lanes to widen footpaths, introducing zero emission zones and removing central car parks in favour of car parks further out of town) and the potential introduction of a car free zone in central Abingdon. However, a lot of respondents acknowledged the continued convenience of cars, particularly for people with disabilities and accessibility issues. For some people, using a car is the only option. In light of that, there were a number of suggestions for other means that could be adopted to tackle climate change.

12% of respondents commented that they have already shifted to more sustainable means of transport.

The breakdown of responses was as follows:

Answers	Response Percent
Improved cycle paths with safer, better routes	20%
Convenience of cars prevents a switch	16%
Improved bus service	13%
Respondents already use sustainable means or don't use the car	12%
More affordable bus travel	11%
Improved cycle parking	8%
Interventions for car traffic	6%
Improved pedestrian environment	5%
New / improved networks that avoid the town centre	3%
General objection	2%
General support	2%
Improved Covid safety on buses	1%
Adopt other means to tackle climate change	1%
Introduce a rail link in the town centre	<1%

Q14. Do you use the bus?

Answer Choices			Response Percent
1	Yes		57.14%
2	No		42.86%
			answered
			224
			skipped
			159

The majority of respondents (57%) answering this question use the bus. Skip logic was applied to question 14, which meant that those that answered “no” skipped to question 16. Those that answered “yes” were asked subsequent questions relating to bus use in central Abingdon.

Q15a. What do you think about the current provision of:

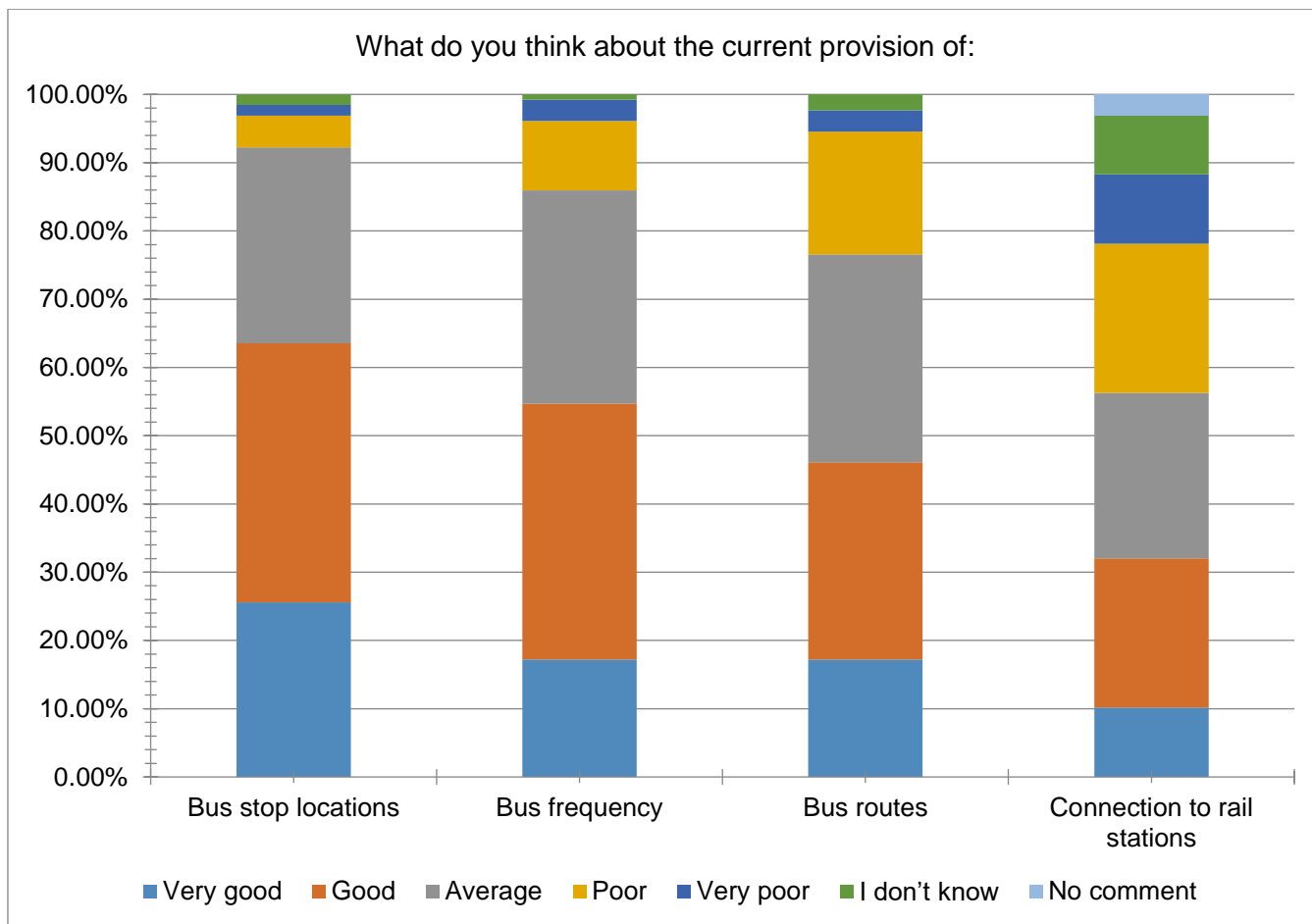
Answer Choices	Very good	Good	Average	Poor	Very poor	I don't know	No comment
Bus stop locations	25.58%	37.98%	28.68%	4.65%	1.55%	1.55%	0.00%
Bus frequency	17.19%	37.50%	31.25%	10.16%	3.13%	0.78%	0.00%
Bus routes	17.19%	28.91%	30.47%	17.97%	3.13%	2.34%	0.00%
Connection to rail stations	10.16%	21.88%	24.22%	21.88%	10.16%	8.59%	3.13%
						answered	129
						skipped	254

With regard to existing bus stop locations, the large majority (92%) of respondents considered current locations to be very good, good or average, with 64% considering them to be very good or good. Only 6% respondents considered them to be poor or very poor.

Similarly, 86% respondents considered the current frequency of buses to be very good, good or average, with 55% considering it to be very good or good, and only 13% respondents considering it to be poor or very poor.

Current bus routes are also well supported, with 77% respondents considering them to be very good, good or average, with 46% respondents responding very good or good. The balance of respondents considering bus routes to be average (30%) instead of good or very good was higher than those considering bus stop locations and frequency to be average. Many more (21%) respondents considered bus routes to be poor or very poor, compared to the responses given for bus stop locations and frequency.

Whilst the majority of respondents (56%) considered connections to rail station by bus to be very good, good or average, with the same number (32%) of respondents answering very good or good as poor or very poor. 9% respondents didn't know and 3% provided no comment.



Respondents who answered “poor” or “very poor” were asked to elaborate on their response.

Q15b. If you selected poor or very poor for any of the above, please explain further including details of the locations that you are referring to:

Answers	Response Percent
Better bus routes, including to key facilities and services	27%
Better connections to rail services	25%
Improved reliability, timing and frequency	18%
There is already good connectivity between Oxford and Abingdon	9%
Improved connectivity to new residential areas	5%
Reduce the number of stops on key services (e.g., to stations / hospital)	5%
More affordable bus travel is needed	4%
Improved bike/bus/train relationship	4%
More electric buses are needed	1%
Don't support the CARF Broad Street proposal	1%
Generally support a travel hub proposal	1%
Covid has stopped bus use	1%



61 respondents answered this question to elaborate on their response to question 15a.

Additional comments made for those elaborating on poor/very poor responses indicate that the main issue with bus provision in and around central Abingdon is the need for better routes (27%). This includes routes to peripheral residential areas of the town, including new housing development and services (shops, schools and leisure), alongside nearby villages that are currently underserved (in routes, frequency or hours of service).

In addition to this, many respondents (25%) noted the need for better connections to rail services. Oxford and Didcot are considered to be relatively well connected, but there could still be improvements to these services such as addressing timetabling issues with bus and train arrival/departure times. Radley is less well connected and a number of respondents raised the lack of connectivity by bus to Culham Station. This is considered a key opportunity area given the future new development around Culham. A number of respondents (4%) saw this as an opportunity to utilise both bus and cycle connectivity to deliver a Cycle/Bus/Train link. Bus services to these locations could be more direct in peak times with fewer stops (although this removes the connectivity with villages on route).




The affordability of bus travel was also raised as an issue and barrier to use, alongside concerns arising since Covid-19. There was equal support and objection to a new multi-modal travel hub proposed for Broad Street.

Q16. Do you use a bicycle to get around Abingdon?

Answer Choices			Response Percent
1	Yes		52.68%
2	No		47.32%
			answered
			224
			skipped
			159

The majority of respondents (53%) answering this question use a bicycle to get around Abingdon. Skip logic was applied to question 16, which meant that those that answered “no” skipped to question 18. Those that answered “yes” were asked subsequent questions relating to bicycle use in central Abingdon.

Q17a. Do you feel there are enough cycling facilities (e.g., storage, repair stations etc) in central Abingdon?

Answer Choices			Response Percent
1	Yes		21.93%
2	No		69.30%
3	I don't know		8.77%
			answered
			114
			skipped
			269

The majority of respondents (68%) believe there are not enough cycling facilities in Central Abingdon. Respondents who answered “no” were asked to elaborate on their response.

Q17b. If no, what facilities would you like to see and where would the best location for them?

Answers	Response Percent
Secure bike facilities (particularly in central locations)	68%
Better cycle lanes	16%
In need of cycle repair shops and associated shops for bikes	11%
Rental bikes	2%
There are already good bike shops	1%
Unclear response	1%

80 respondents answered this question to elaborate on their response to question 17a.

Additional comments for those who selected that they felt there are not enough cycling facilities most commonly (68%) referred to the lack of secure bike facilities, particularly in central locations such as the Market Place. Many people feel that there needs to be CCTV and covered areas for the storage of bikes which allow for different types of cycles, where there are separate bays for mobility scooters.

Secondly, 16% respondents stated that they feel there needs to be better cycle lanes (and more of them) which are two-way. There is mention of Abbey Grounds needing a cycle path as well as the areas which are located near to schools, with comments on the existing cycle lanes on the main routes into the town not being fit for purpose. There is also discussion around the need for cycle repair shops and associated shops for bikes.

Respondents were then asked their views on general elements of the public realm in central Abingdon. All respondents who selected to respond to Theme 1 had an opportunity to answer the following questions.

Q18a. How would you rate the following:

Answer Choices	Very good	Good	Average	Poor	Very poor	I don't know	No comment
Signage	2.71%	29.86%	45.70%	10.86%	4.98%	3.62%	2.26%
Street lighting	3.60%	39.19%	41.44%	9.91%	1.35%	2.70%	1.80%
Ease of getting about	4.52%	25.34%	46.15%	14.48%	7.24%	0.45%	1.81%
Street furniture (e.g., bins, benches)	3.14%	26.46%	41.70%	19.28%	5.83%	2.69%	0.90%
Public toilets	0.45%	3.60%	13.96%	31.08%	40.54%	9.01%	1.35%
Condition of pavements	0.00%	10.36%	42.79%	31.08%	13.06%	2.25%	0.45%

Street cleanliness and maintenance of public spaces	2.25%	25.23%	51.35%	11.71%	7.66%	1.35%	0.45%
						answered	224
						skipped	159

Very few respondents generally thought any of the identified elements of the public realm were very good, with the highest “very good” response rate at 5% for ease of getting about. The most common response for all elements of the public realm was average in all categories aside from public toilets.

With regards to signage, the majority of respondents (76%) considered existing signage to be good or average, with 46% answering average and 16% considering it to be poor or very poor.

Likewise, 81% respondents consider existing street lighting to be good (39%) or average (42%), with only 11% considering it to be poor or very poor.

71% respondents consider the ease of getting about to be good (25%) or average (46%), with 22% considering it poor or very poor.

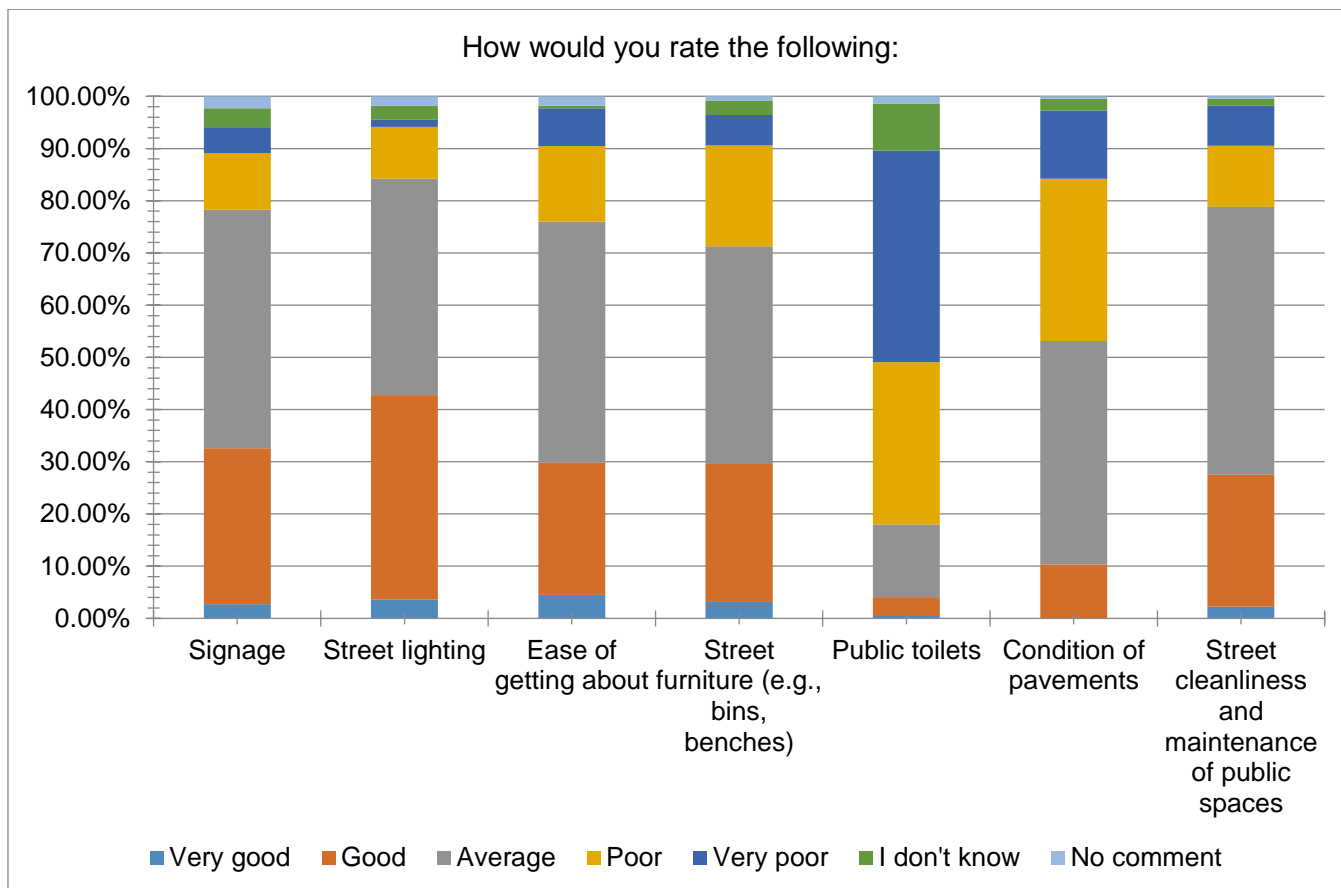
Again for street furniture, 68% respondents consider it to be good (26%) or average (42%), with 25% considering it poor or very poor.

Only 16% respondents consider the public toilets to be good (4%) or average (14%), with 72% considering them to be poor or very poor (of which, 41% considered them to be very poor). This question also received the highest response amongst all elements of the public realm for the option “I don’t know”, at 9%.

No respondents considered the condition of the pavements to be very good, whilst 53% responded either good (10%) or average (43%). 44% respondents considered the condition on pavements to be poor or very poor.

77% respondents consider the street cleanliness and maintenance of public spaces to be good (25%) or average (51%), with 19% considering it to be poor or very poor.

Very few respondents (less than 2% for each element respectively) had no comment on the condition of these elements of the public realm.



Respondents who answered “poor” or “very poor” were asked to elaborate on their response.

Q18b. If you selected poor or very poor for any of the above, please explain further including details of the locations that you are referring to:

Answers	Response Percent
Public toilet (vandalism, cleanliness and a general lack of availability)	46%
Pavements are not maintained, littered and not safe	21%
Litter bins are always full and/or not enough bins	17%
Lack of public seating	7%
Signage is not clear and is not good for wayfinding	4%
Accessibility is poor (traffic congestion and general accessibility getting around town by bike and foot)	2%
Street lighting needs improving, particularly to improve safety	1%
Roads are narrow	1%
Road lines are fading	1%
Overgrown vegetation	<1%
Abingdon could be better generally	<1%

154 respondents answered this question to elaborate on their response to question 18a.

Additional comments from those who selected poor or very poor in response to question 18 mainly (46%) discussed the cleanliness and poor maintenance of the public toilets and the lack of them.

Respondents stated they feel the roads are too narrow making it difficult for pedestrians, car users and cyclists, an issue worsened for people with wheelchairs and prams. Pavements are also described by many (21%) to be poorly maintained, littered and generally not safe.

A few respondents (4%) stated that they felt signage around Abingdon is not clear, which is not good for general wayfinding. 7% answers also related to the lack of public seating and street furniture around Abingdon, specifically referencing by the river, Abbey grounds and precinct.

Respondents were then asked a general open text question to ascertain if there was anything we had missed from our proposals for Theme 1.

Q19. If there is anything we have missed from our proposals for this theme, or you have any other comments please provide them below.

Answers	Response Percent
Cycle infrastructure needs to be improved	15%
The pedestrian environment needs to be improved	11%
Parking needs to be retained but improved, potentially with new strategies	9%
Traffic and congestion are bad and should be addressed / rediverted	8%
Improved facilities and street furniture	7%
Improve the attractiveness of town	7%
Abingdon Bridge needs to be dealt with and/or a new bridge is needed	6%
Improvements to accessibility for people with disabilities	6%
Improve the leisure provision	5%
More amenities and retail / food and beverage facilities	5%
Improve cleanliness	4%
More green space	4%
General support	3%
General objection	3%
Improve existing bus service	3%
Improved cinema and/or a new music venue	2%
New housing will result in more cars and necessary infrastructure	2%
Unclear response	1%

85 respondents answered this question.

Additional comments (15%) were made relating to the need for improved cycle infrastructure, such as improved cycle lanes, safer cycling routes, including connections to nearby villages, opportunities for e-bike charging in central locations and the need to consider Abingdon as a whole, and not just the central area.

Equally, 11% comments made related to improving the pedestrian environment, such as pavements, crossings, signage and potential opportunities to pedestrianise areas. 9% comments picked up on the need to retain some centralised parking that is better enforced, with availability for residents.

Traffic is an issue, including the issues regarding Abingdon Bridge, which respondents felt should be addressed. There was some support for Park and Walk and other parking innovations such as car-pool clubs.

Respondents believe the existing bus service should be improved. These improvements need to enable accessibility for disabled people.

The town attractiveness should be improved to boost tourism and make the town nicer for residents and visitors. This includes addressing anti-social behaviour, improving cleanliness and providing more green space.




Facilities could also be improved, such as public toilets and street furniture. In addition, there could be an improved leisure and retail provision, including more facilities at Abbey Meadows, more shops, restaurants and central healthcare facilities and an improved cinema and music venue.

KEY FINDINGS – THEME 2: RIVER ACCESS AND RECREATION PROVISION

Respondents were asked a number of questions relating to river access and recreation provision in central Abingdon, to help understand how people use the river and existing facilities in and around central Abingdon, and highlight any areas that should be particularly addressed through the CARF project.







Due to the skip logic applied to enable respondents to select which parts of the survey they wished to answer, 197 respondents out of a total of 283 (51%) responded to the questions relating to this theme.

Q20. Do you use or access the River Thames?

Answer Choices			Response Percent	
1	Yes		62.94%	
2	Sometimes		28.93%	
3	No		8.12%	
			answered	197
			skipped	186

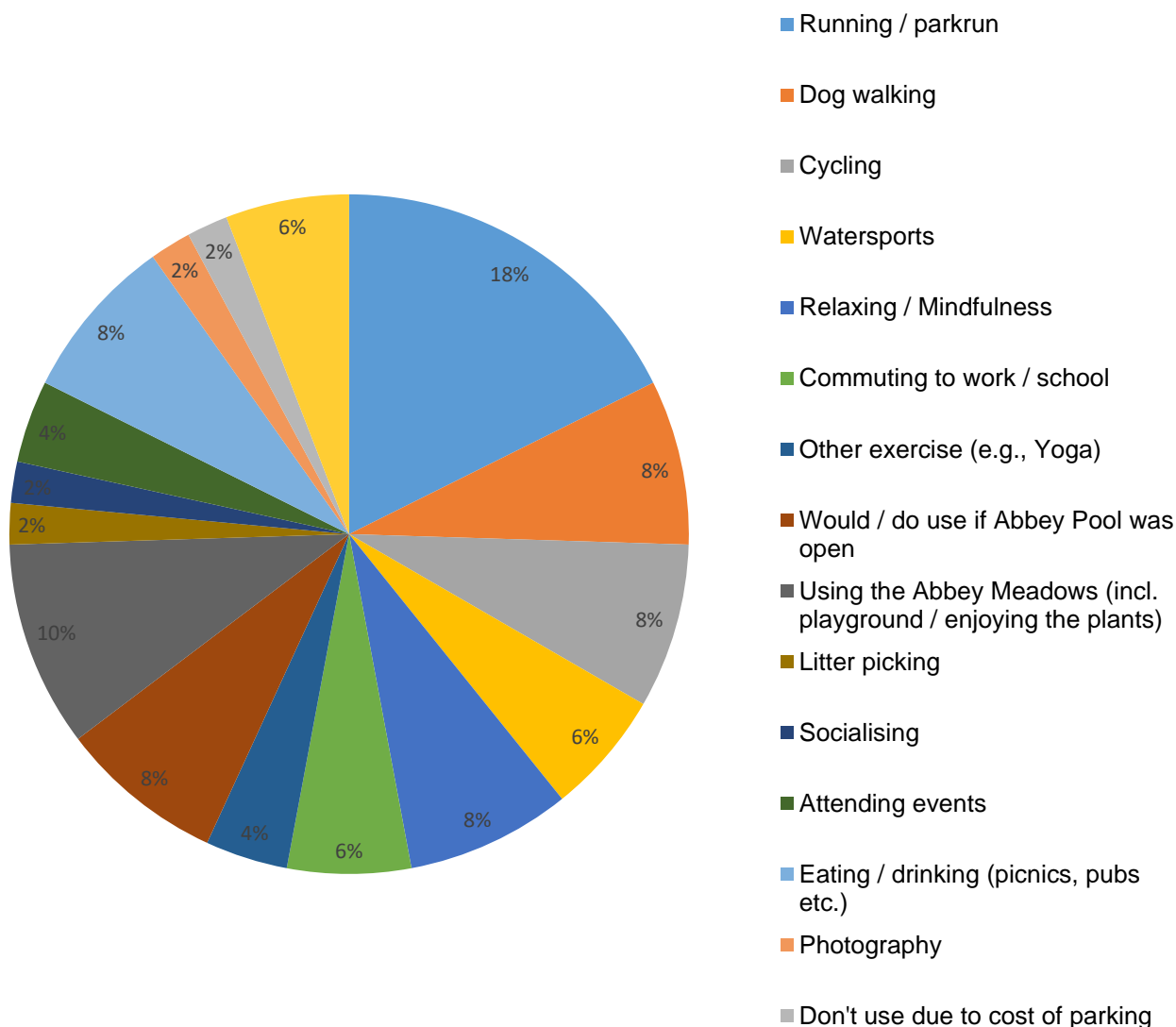
Respondents were first asked whether they use or access the River Thames. 63% respondents do use the river, with 29% sometimes using it. Only 8% respondents do not use or access the river.

Q21. What are you accessing and using the River Thames for? Tick all that apply.

Answer Choices			Response Percent	
1	Sightseeing		45.15%	
2	Walking		90.67%	
3	Fishing		3.73%	
4	Bird watching		16.42%	
5	Activities (boating, swimming, rowing, etc.)		27.99%	
6	Other (please specify):		16.79%	
			answered	268
			skipped	115

Respondents were given the opportunity to select more than one answer. The most common use of the river was walking (91%), whilst 45% use it for sightseeing, 28% use it for activities such as boating, swimming and rowing, and others use it for bird watching (16%) and fishing (4%). Respondents were given the opportunity to specify other ways in which they use the river. Respondents that selected “other” (17%) specified that they use the river for:



Other river uses



Answers	Response Percent
Running / ParkRun	18%
Using the Abbey Meadows (incl. playground / enjoying the plants)	10%
Dog walking	8%
Cycling	8%
Relaxing / Mindfulness	8%
Would / do use if Abbey Meadows Outdoor Pool was open	8%
Eating / drinking (picnics, pubs etc.)	8%
Watersports	6%

Answers	Response Percent
Commuting to work / school	6%
Unclear response	6%
Other exercise (e.g., Yoga)	4%
Attending events	4%
Litter picking	2%
Socialising	2%
Photography	2%
Don't use due to cost of parking	2%

22a. Do you think access to the river could be improved?

Answer Choices			Response Percent
1	Yes		64.81%
2	No		35.19%
			answered
			270
			skipped
			113

The majority of respondents (65%) believe that access to the river could be improved, whilst 35% believe it either couldn't or does not need to be improved.

Respondents that answered "yes" were asked to elaborate on their response.

Q22b. If yes, please explain why and how:

Answers	Response Percent
Better cycle and pedestrian access	43%
Introduce more leisure activities and facilities	10%
Provide café / catering facilities near the river	7%
Provide a designated swimming section of the river	6%
Focus on the Abbey Meadows in particular (and a potential bridge access at this point)	6%
Disabled access to the river needs to be improved	5%
Improve general maintenance	4%
Couldn't be improved	3%
Need for more parking / docking where canoes can be dismantled	3%
Reduce traffic (incl. parking on Wilsham Road)	3%
Lighting needs to be improved	2%
Improve / increase street furniture	2%

Answers	Response Percent
Improve the Upper Reaches site (including conversion of the hotel)	2%
Unclear response	2%
Improve watersports	1%
Provide better seating near the river	1%
Prevent cyclists from using the footpath	1%
No improvements needed	1%
Improve residential mooring opportunities	1%

162 respondents answered this question to elaborate on their response to question 22a.

Additional comments made by those who think the access to the river could be improved mainly referred to improving the cycle and pedestrian access, with many comments mentioning the need for improvement of the pathways for pedestrian access whereby clear signage is also needed.

A few respondents mentioned the need for a pedestrian bridge to improve access, with specific reference to a bridge to link from the Nag's Head and via the Old Gaol garden. People raised the concern that access to the river for disabled people needs to be improved. There was discussion around introducing facilities (such as cafés and catering) and activities (river, boat trips) by / on the river which would bring people to this area.

Some respondents mentioned a designated swimming section in the river and the need to focus on the river area at Abbey Meadows, where a bridge could connect to Rye Farm Meadows on the other side.

Q23. We have identified a need for more recreational facilities and spaces for younger people (11 to 17-year-olds) in central Abingdon. What sort of facilities and spaces do you think are needed?

Answers	Response Percent
Outdoor facilities	22%
Indoor facilities	21%
Club / Youth Club	14%
Ask younger people what they want	9%
Need a designated meeting space	8%
Improve access to the Abbey Meadows Outdoor Pool	6%
Don't know	6%
Link with existing services	3%
Events / specific activities for younger people	2%
There isn't a need for more	2%
General support	2%

Answers	Response Percent
Whatever is provided needs to be well maintained and managed / worth the money / fit for everyone	2%
Provide more funding for existing youth services	1%
A culture shift is needed	1%
Places needed for residents and visitors	1%
More places for people with SEN	1%

Respondents were asked for their thoughts on facilities and spaces for younger people following our identification that additional facilities are required to support them. 198 respondents answered this question.

Overall, the comments highlighted that there is an acknowledged need for more facilities and spaces for younger people. Suggestions for types of spaces were split between indoor and outdoor facilities.

Suggestions for indoor facilities included bowling, arts spaces, pool, board games cafes, a climbing wall, escape rooms, table tennis, a water sports centre, a library with bookable rooms and a makerspace, an entertainment centre, band/gig area where people could perform or practice, a gym for younger people, places to eat including a coffee shop/food hall with different food options, technology spaces including coding clubs, a centrally located leisure centre, better shops for younger people, a night club and evening spaces and laser tag.

Responses for outdoor spaces included a playground for older kids, skate park, bike park, football, basketball area, re-instated pitch and put/crazy golf, watersports areas on the river, and also just generally more access to the river, a boating club, marked walks, communal gardens, vegetable gardens and external food areas near the Abbey Meadows.

Outdoor facilities should be well lit and people should acknowledge that younger people will gather in groups - antisocial behaviour should be limited but facilities shouldn't prevent people from gathering.

In fact, a large number of responses highlighted the need for a designated meeting space (outdoors and indoors), with many people suggesting this could be a Youth Club and/or a greater provision of different types of clubs.

A number of responses highlighted the need for spaces to be well maintained and managed, properly funded and fit for everyone (residents and visitors), including people with special educational needs.

More events for younger people could be put on, including art events, events by the river, comedy nights, author talks and career talks. Events and facilities could be linked to the local science bases.




Generally, there was a desire from respondents to link in with existing services, including the facilities at The Net (although there was some confusion over what operates here now, if anything) and Damascus.

Existing services should be properly funded, and in some cases respondents thought this would be sufficient without any additional spaces or facilities being required.

9% of respondents indicated that they wouldn't know what younger people want as they are not in that demographic, with many of those respondents stating that there is a need to consult with younger people directly.

As part of the CARF consultation, a workshop was held with secondary school children to discuss this topic. More details on the workshop are included in the 'KEY FINDINGS – SCHOOL WORKSHOP' section on page 75 of this report.

Q24a. Abingdon has a rich heritage and cultural history that we want to celebrate with a walk that links up key historical features, buildings and locations. Do you support the principle of a “Cultural Trail”?

Answer Choices			Response Percent
1	Yes		73.76%
2	No		4.18%
3	Unsure		22.05%
			answered
			263
			skipped
			120

Work to date has indicated that some form of cultural trail would be valuable to connect and highlight Abingdon’s rich heritage and cultural history. The majority of respondents (74%) supported this proposal, whilst 22% were unsure if they supported it. 4% respondents did not support the principle of a cultural trail.

Respondents that answered “yes” were asked for their thoughts on our proposed route, which was included on the figure for ‘Delivery Strategy 1: Town Centre Access and Public Realm Improvements’ on consultation board 6 (Stakeholder Workshop Outputs) and page 4 of the council’s consultation website.

Q24b. If yes, what do you think about the proposed route?

Answers	Response Percent
General support	25%
Can't see the route in the proposals	23%
Incorporate Old Gaol, Upper Reaches, Market Place (incl. County Hall and the old Corn Exchange)	7%
Incorporate signage	6%
Incorporate St Helens and the Alms Houses, East St Helen's Street, the River Ock and Thameside	6%
Incorporate Old Abbey buildings, Abbey Meadows and the Lock/River	6%
Build on existing routes / information	4%

Answers	Response Percent
Support but needs to be accessible for all	3%
Long term management key	3%
Will be good to promote Abingdon / attractive to tourists	3%
Link to Brewery Heritage	3%
Link to historic industries (railway, MG, leatherwork)	3%
There are other more important things to address	2%
Comments on length	2%
Incorporate Stert Street (incl. tunnels)	1%
Base the route upon old town centre boundary	1%
May not be used	1%
Don't add information boards	1%
Don't route through new houses	1%
Unclear response	1%

117 respondents answered this question to elaborate on their response to question 24a.

25% comments made supported the principle of a cultural route through the town, with some remarking that it would be good to promote Abingdon's rich heritage and attract tourists.

Key areas and cultural / historical elements of Abingdon to incorporate on a route were the area around Market Place (including the County Hall and the old Corn Exchange), Stert Street (and the tunnels underneath), the Old Gaol and Upper Reaches, the Abbey Buildings and Meadow (including St Nicholas' Church and Abbey Gate, the old Abbey markings, Trendell's Folly) linking through to the Lock/River Thames, St Helens and the Alms Houses, East St Helen's Street, the River Ock and Thameside.

A number of comments highlighted the principle of linking with the main historic industries of Abingdon, including the Brewery heritage and old Brewery (with a link to the new Brewery), the old MG industry, the old Rail industry and the old Leatherwork industry.

4% of comments highlighted existing information and routes / walks that should be considered and built upon (including the emerging Arts and Heritage Quarter). Highlighting the route with signage was an important factor, with responses including the need for information boards (although one comment did not want information boards), a line on the ground demarking the route, recommendations for shops and restaurants, an indication of time length to complete with different options for route lengths, highlighting viewpoints and marking the route by a timeline.

The condition of any route will be key; it should be accessible for all with good quality paths and an approach for long-term management and maintenance. There should be shorter route options for those that cannot go on longer walks, with loops in the route so you can easily return on yourself.

A number of responses indicated that there are more important things to focus on than a route, which may not be used or may only be used by a small number of people.

23% respondents could not find or did not see the route proposals in the consultation materials.

Respondents were then asked a general open text question to ascertain if there was anything we had missed from our proposals for Theme 2.

Q25. If there is anything we have missed from our proposals for this theme, or if you have any other comments, please provide them below.

Answers	Response Percent
Increase opening hours for Abbey Meadows Outdoor Pool	13%
More shops and partnerships with organisations	13%
A footbridge / cycle path across the River Thames	12%
No additional comments	9%
Include art galleries, cultural facilities and events	7%
Include more parking in the centre	6%
Improve accessibility of facilities	4%
Further promotion of Abingdon's history and heritage	4%
Improve the quality of Abingdon's food and drink offer	3%
Provision for younger children / people	3%
Clear platform for information in Abingdon	3%
Improvements to the bridge	3%
Good quality design of spaces / buildings	3%
Incorporate sustainability features	3%
Link the river to Oxford	3%
Objection to rerouting buses via Broad Street	1%
Inclusion of local services such as doctors	1%
Reduce the reference to new housing	1%
Concern regarding residential boat moorings	1%
General support	1%
General objection	1%

63 respondents answered this question.

Additional comments made for those who think that things have been missed from the proposals / have additional comments included, opening the swimming pool at Abbey Meadows for the whole of summer (as it currently operated with reduced hours / days) and

opening more shops, which could be done by re-purposing the many shops which are vacant (a key theme which keeps appearing throughout the consultation feedback).

12% of comments relate to a footbridge and/or cycle path across the River Thames, and in general there is reference to the cycle access to be improved. There was additional reference to the suggestion of 'walking tours'. A few people indicated support for cultural activities and the inclusion of an art gallery.

KEY FINDINGS – THEME 3: LAND USE DIVERSIFICATION

Respondents were asked a number of questions relating to potential opportunities for land use diversification in central Abingdon to help understand what people think about current uses and highlight any areas that should be particularly addressed through the CARF project.

Due to the skip logic applied to enable respondents to select which parts of the survey they wished to answer, 165 respondents out of a total of 283 (43%) responded to the questions relating to this theme.

Q26a. What do you think of the following in Abingdon town centre?

Answer Choices		Very good	Good	Average	Poor	Very poor	I don't know	No comment
1	Independent retail	4.29%	15.34%	31.29%	27.61%	19.63%	0.61%	1.23%
2	Food and beverage	9.82%	40.49%	36.81%	9.20%	3.07%	0.00%	0.61%
3	Office use / working spaces	0.62%	11.73%	24.07%	7.41%	5.56%	35.80%	14.81%
4	Hotel provision	1.84%	14.11%	31.90%	25.15%	12.27%	11.04%	3.68%
5	Healthcare facilities	3.73%	25.47%	40.99%	14.29%	4.35%	8.07%	3.11%
6	Library provision	12.88%	39.88%	30.67%	6.13%	1.23%	6.13%	3.07%
7	Housing in the town centre	5.52%	15.95%	36.20%	6.13%	3.68%	22.70%	9.82%
8	Cultural/ heritage facilities	5.63%	37.50%	35.63%	11.88%	3.75%	3.75%	1.88%
9	Entertainment, cinema, etc.	9.20%	30.06%	36.81%	18.40%	3.07%	1.23%	1.23%
10	Green spaces	23.46%	46.91%	19.75%	4.94%	3.70%	0.62%	0.62%
						answered		164
						skipped		219

Overall, the majority of respondents considered that current food and beverage uses, library provision and green spaces were good, with 87%, 83% and 90% respondents responding positively or neutrally (very good, good or average) for each of these uses respectively.

The majority of respondents also answered positively or neutrally on the whole for other uses including independent retail (51%), healthcare facilities (70%), housing in the town centre (58%), cultural and heritage facilities (79%) and entertainment / cinema facilities (76%).

A large number of respondents were unclear on the current quality of office use / working spaces in central Abingdon, with 36% who did not know and 15% who had no comment. 24% considered office and working space to be average, with less than 1% considering it very good.

Similarly, a large number of respondents (32%) considered hotel provision to be average, with only 16% answering good or very good (of whom only 2% answered very good). 12% considered it to be very poor, and 15% either did not know or did not comment.

A bar chart visualising the responses is included on page 59.

Respondents who answered “poor” or “very poor” were asked to elaborate on their response.

Q26b. If you selected poor or very poor for any of the above, please explain further:

Answers	Response Percent
Limited shops (independent shops)	28%
Limited hotels	26%
Lack of entertainment facilities	10%
More investment in cultural activities	6%
Lack of healthcare facilities / limited services	5%
Too much housing	5%
Library to be modernised, brighter and more accessible	5%
Vacant buildings	4%
Need for affordable homes	2%
More housing needed	2%
Lack of upkeep of buildings	2%
Accessibility is limited	2%
Need for sports facilities	1%
There are too few workspaces	1%
No need for more of the same food vendors	1%
Focus on green spaces and biodiversity	1%

95 respondents answered this question to elaborate on their response to question 26a.

28% of respondents detailed that there are limited shops and a need for independent shops in Abingdon, especially where shops are vacant and/or run down. This was closely followed by the fact there are limited hotels.

The responses reference the need to improve the shopping experience for people, however there are contrasting views as some people feel that there are many independent shops which are expensive alongside too many hotels.

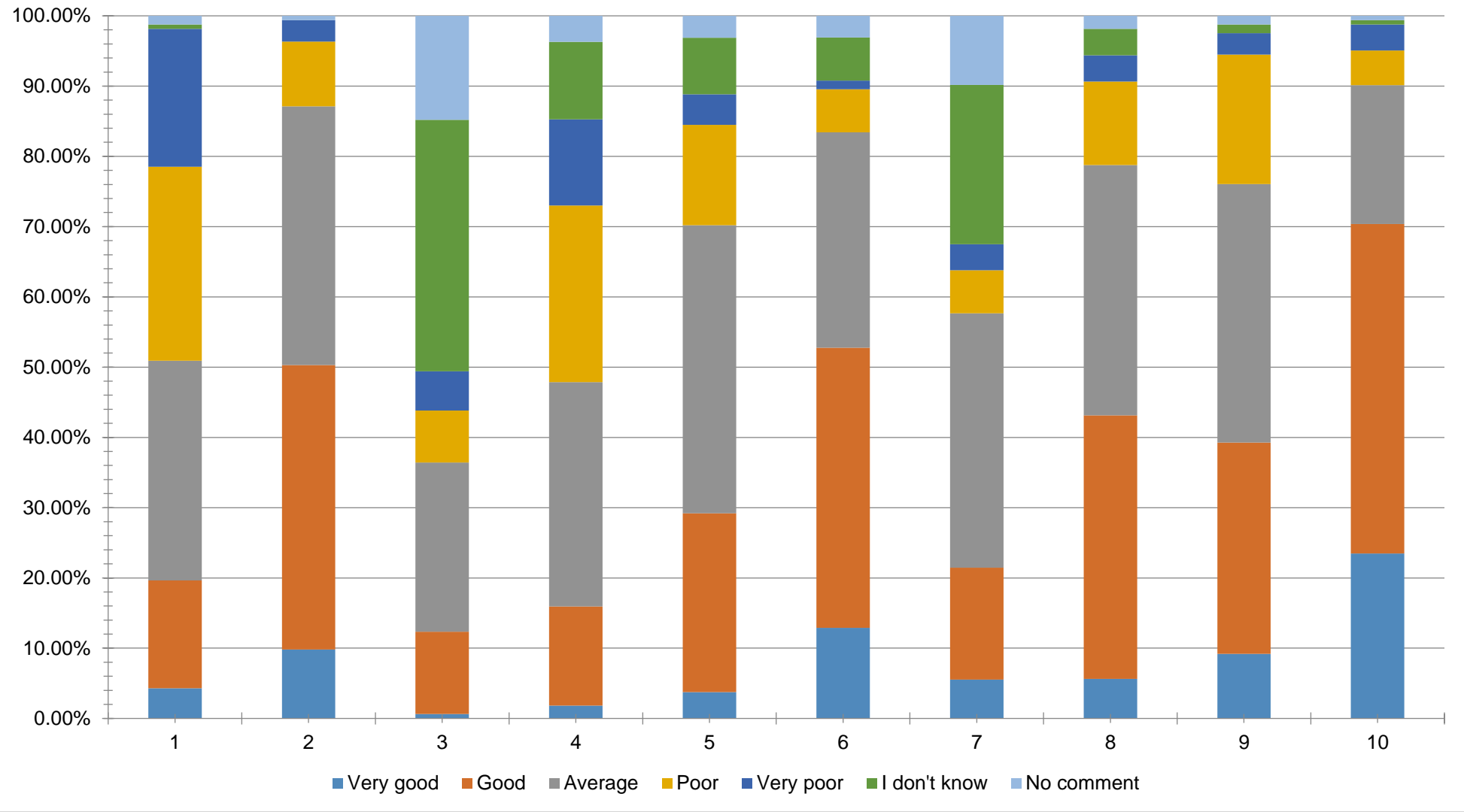
10% respondents feel there is a lack of entertainment facilities in Abingdon, specifically for young people. More investment is needed in cultural activities.

There was a relative balance in the responses stating there are too many houses, versus the combined responses stating more housing, particularly affordable housing, is needed.

Generally, vacant buildings are seen as an issue, with responses suggesting these be filled with more valuable uses, or at the very least, upkept.

Respondents were then asked whether there were any other land uses and services they would like to see in central Abingdon.

What do you think of the following in Abingdon town centre:



Q27. Are there other uses and services you would like to see offered in the town centre?

Answers	Response Percent
Shops (independent and better in general)	16%
Park, nature and leisure (including Abbey Meadows Outdoor Pool)	16%
Improved arts and cultural facilities	12%
Shops (chain stores)	8%
Restaurants and food vendors	8%
Retention and/or improvement of the library	5%
Entertainment facilities	5%
Toilet facilities	4%
Improved sustainable transport offering (that is cheaper)	4%
Youth facilities	3%
Improved general appearance	3%
Enterprise hub / co-working space	3%
Car parking and traffic improvements	2%
Tourist office and town promotion	2%
Exhibition and event space	2%
No specific suggestions	2%
Community centre / hub	2%
Better accessibility for all	1%
Visitor accommodation	1%
More connection to the river	1%
New medical uses	1%
Spa	1%

96 respondents answered this question.

Additional comments relating to other uses and services respondents would like to see in the town centre include parks and green spaces. Specific comments relate to the inclusion of nature as well as outdoor leisure facilities.

Many responses stated they feel that the outdoor pool should be opened for longer in order for it to be utilised more.

There is support for the arts and culture sector, and suggestions relate to the inclusion of an arts centre, and enhanced theatre and cinema offer, with an aim to involve young people.

Other comments note that there needs to be better shopping facilities with more range which include more independent shops. Some respondents referred to the need for an enterprise hub and co-working space which would work to seek and support new entrepreneurs, this was somewhat echoed by respondents who feel that there needs to be a community / central hub to attract and support locals.

Respondents were then asked a general open text question to ascertain if there was anything we had missed from our proposals for Theme 3.

Q28. If there is anything we have missed from our proposals for this theme, or if you have any other comments, please provide them below.

Answers	Response Percent
Address business rates and support independents	10%
Limit the development of housing	10%
Something needs to be done now	10%
More shopping and general facilities (reuse the empty shops)	8%
Aesthetics (including signage, public art and displays)	8%
Primary care provision and schools, medical facilities will need to be included if housing is proposed	6%
Abbey Meadows Outdoor Pool needs to be opened for longer	6%
Unclear response	6%
Do something with Upper Reaches (including conversion of the hotel)	4%
Improve public toilets	4%
Traffic reduction needed	4%
Improve provision for young people	4%
Create safe spaces	4%
Make use and include (prospect of additional) events on market square	4%
Provide retirement and social housing	2%
Concern over increased building heights	2%
Keep the library	2%
Need more detail on the vision	2%
Regular free electric Hail and Ride float / minibus / 'shuttle' from residential areas	2%
Introduce rentable and/or shared spaces for start-up or established businesses	2%
Clean the rivers	2%
Promote active lifestyles	2%

45 respondents answered this question.

Additional answers in response to whether anything has been missed from the proposals included the need to limit the amount of housing provision, there was however some support for social housing for locals.

10% responses highlighted the need to support independent retailers, potentially by reducing businesses rates. Responses also highlighted the need to include more shopping facilities which made reference to reusing the vacant shops.

Several comments made reference to the outdoor pool and the need for this to be opened for longer periods.

KEY FINDINGS – THEME 4: KEY DEVELOPMENT SITES

Respondents were asked a number of questions relating to the key development sites identified in central Abingdon to help understand what people think about the site specific proposals and highlight any areas that should be considered through the CARF project.

Due to the skip logic applied to enable respondents to select which parts of the survey they wished to answer, 204 respondents out of a total of 283 (53%) responded to the questions relating to this theme.

Q29. To what extent do you agree or disagree with our proposals for each of the following sites?

Answer Choices	Strongly support	Support	Neither support nor don't support	Don't support	Strongly don't support	I don't know	No comment
The Charter/ Bury Street (North)	21.26%	37.93%	17.24%	12.07%	4.60%	5.17%	1.72%
Abbey House	17.82%	36.78%	21.84%	9.77%	4.60%	6.32%	2.87%
Upper Reaches	39.08%	30.46%	12.64%	5.17%	3.45%	6.90%	2.30%
Coxeter House/ The Net	15.88%	34.71%	28.82%	5.88%	1.76%	8.24%	4.71%
					answered		176
					skipped		207

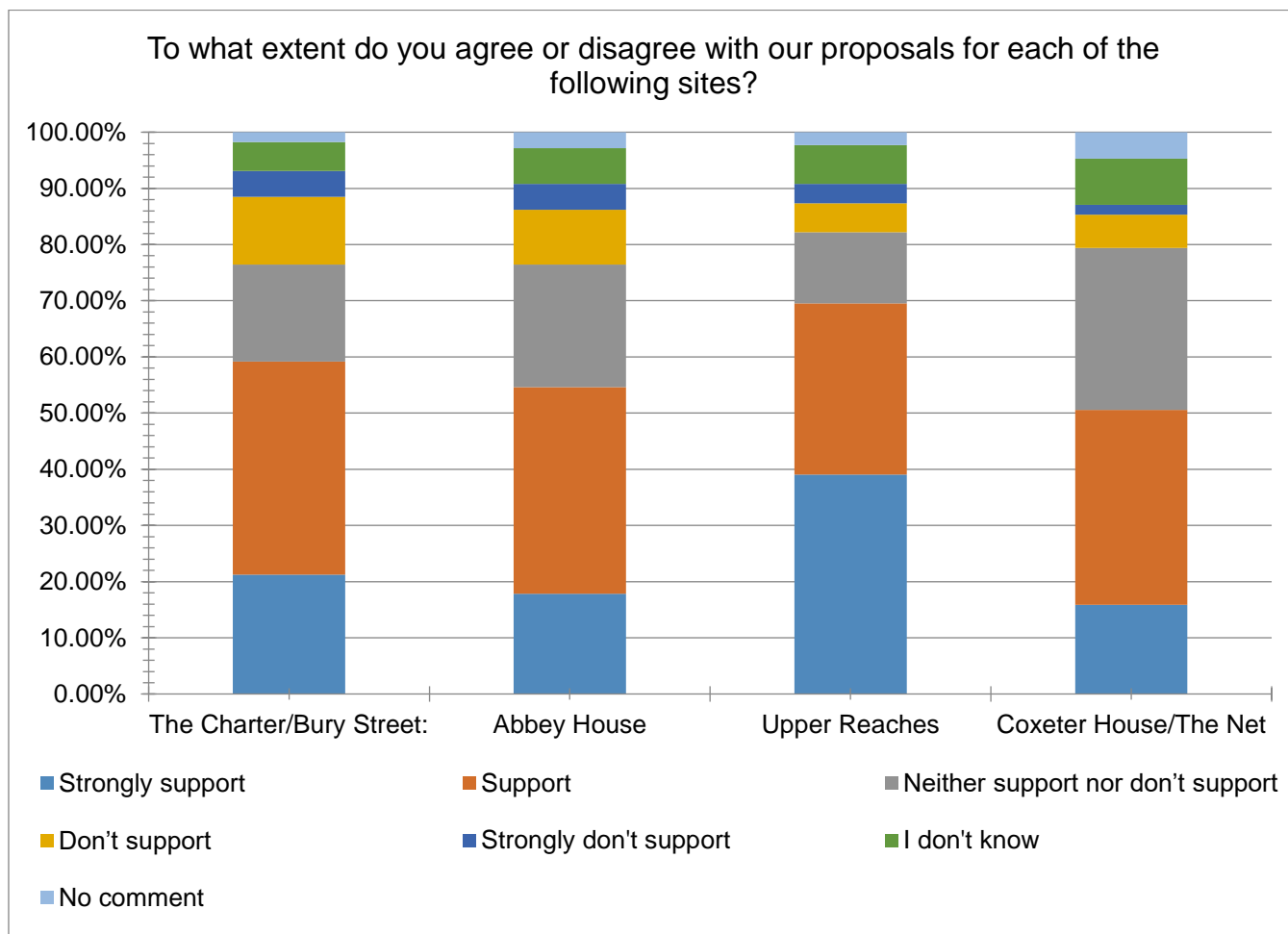
On the whole there was overwhelming support for all of the site proposals included in the consultation, with the majority of respondents either strongly supporting or supporting all of the sites.

With regards to The Charter and Bury Street (North), the majority (59%) respondents strongly support or support the proposal, with only 17% not supporting or strongly not supporting the proposals. 17% neither support nor don't support, and 7% either do not know or did not provide any comment.

The majority of respondents (55%) either strongly support or support the proposals for Abbey House, with only 14% not supporting or strongly not supporting the proposals. 22% neither support nor don't support, and 9% either do not know or did not provide any comment.

70% respondents either strongly support or support the proposals for Upper Reaches, with only 9% either not supporting or strongly not supporting the proposals. 13% neither support nor don't support, and 9% either do not know or did not provide any comment.

51% respondents either strongly support or support the proposals for Coxeter House and The Net, with only 8% either not supporting or strongly not supporting the proposals. 29% neither support nor don't support, and 13% either do not know or did not provide any comment.



Q30. If you don't support any of the proposals for the sites above, please let us know which one(s) and what you would prefer to see instead.

Answers	Response Percent
The Charter / Bury Street North	
Concern over the bus route – keep area pedestrianised	6%
Disagree with getting rid of parking	3%
No housing required in the centre on the Charter site	2%
Health facility and Library need to be retained in the Charter area	2%
Don't agree with a health hub	1%
The area requires general maintenance	1%
Abbey House	
Community health hub (doctors) or a Youth Hub rather than a hotel at Abbey House	5%
Disagree with the hotel proposal at Abbey House	3%

Answers	Response Percent
Avoid demolishing Abbey House	3%
Abbey House should include space for activities (such as cinema, mini golf)	2%
Repurpose Abbey house as the Library	2%
Utilise office space here	2%
No change needed - focus attention elsewhere	1%
Abbey House should include catering facilities	1%
No need to reduce car parking at Abbey House	1%
Disagree with housing at this location	1%
Upper Reaches	
Increase public space and add leisure facilities	7%
Do not agree with housing at this location (specifically high-rise flats)	6%
Keep riverside elements	2%
General Comments	
No more housing	16%
Unclear on the proposals	12%
Support educational and youth facilities in Coxeter House / the Net	5%
More independent shops	2%
Do not agree with hotel facilities in the town centre	2%
Library to be retained	2%
Coxeter House should be a transport hub rather than Broad / Bury St	1%
Existing facilities are not utilised	1%
Concern over loss of identity	1%
Need for more green open spaces	1%
Need to include more environmental / sustainability measures	1%

70 respondents answered this question to elaborate on their response to question 29.

Additional comments made for those who don't support any of the proposals indicate the main issues with the proposals are as follows:

The Charter / Bury Street North: many people disagree with getting rid of parking here. There are several concerns over the re-routing of buses through Broad Street. Suggestions were made for retaining the health facility and library.

Abbey House: many people disagree with the proposal for housing and hotel provision at Abbey House. There are several suggestions for the 'House' to become a community health

hub or facility for young people. Many suggestions also refer to there being office space in this location. This is also reflected in some of the previous answers relating to Abbey House.

Upper Reaches: many people disagree with housing on the Upper Reaches site. There are several suggestions to increase the public space and focus on leisure and community facilities rather than focusing on private spaces. There is also reference to connecting to the river at this location and incorporating the river's connection with any proposal.

Respondents were then asked whether there were any other sites in central Abingdon that were missed from the consultation proposals.

Q31. Are there any other sites that should be included as part of this study?

Answers	Response Percent
Abbey Meadows Outdoor Pool and Abbey grounds	25%
Empty shops and the general shopping area	21%
South Abingdon (incl. business parks)	9%
Stert Street	8%
Stratton Way	8%
Unclear / no response	8%
Improve "tired" buildings and appearance	4%
Lodge Hill	4%
The Charter car park	4%
Queen Street	4%
Coxeter House	2%
Abingdon Bridge	2%
Old Gaol (include retail use)	2%
Sailing club	2%
The Old Maltings building	<1%

47 respondents answered this question.

Additional comments made for those who think additional sites should be included within the proposal, include Abbey Meadows Outdoor Pool / the grounds in general which has the potential to be renovated and include modern facilities with the addition of cafes and food stalls. This was followed by the empty and vacant shops within Abingdon, with reference to the general shopping area.

Individuals were also asked this question via the exhibition boards at the public consultation and asked to mark up an aerial map of the central Abingdon study area with a sticker where they considered there to be an opportunity site. Stickers were placed on the following locations:

- Abbey Meadows Outdoor Pool

- Bath Street (southern end)
- Bury Street (southern end)
- Bury Street service yard
- Old Station Yard
- St Helen's Wharf
- The Guildhall
- The Square
- Trinity Church

Q32. If you have any additional comments you would like to make, please provide them in the comment box below.

Respondents were asked a general open text question to ascertain if there was anything we had missed from our proposals for Theme 4.

154 respondents answered this question. Comments in this section related to a lot of different matters and included longer responses received by email and added onto the survey to enable a complete analysis. Comments were arranged into five general groups as set out below, which were coded into 402 specific points.

Answers	Response Percent
General responses	61%
Transport	25%
The Charter / Bury Street North	6%
Abbey House	3%
Upper Reaches	5%

Specific comments within these groups are set out in further detail below.

GENERAL RESPONSES

Answers	Response Percent
Encourage new shops and centrally located shops	19%
General support	9%
Improve / provide more community and cultural facilities and events	9%
Encourage council action and investment	9%
Celebrate the quality of Abingdon by building on existing services	6%
Improve Abbey Meadows Outdoor Pool offer	5%
No more housing	4%
Improve leisure facilities	4%
Incorporate environmental measures, address sustainability and tackle climate change	3%

Answers	Response Percent
Lack of consultation	3%
Proposals unclear / more detail required	3%
Improve Abbey Meadows offer (including the sprinklers and food and beverage offer)	3%
Embed nature into the proposals	2%
Abingdon is losing its identity	2%
Older people aren't considered in proposals	2%
Safety measures need to be introduced near the river	2%
Disabled people aren't considered in proposals	2%
Provide more places to eat (including more affordable places)	2%
Build on heritage and make use of old / abandoned buildings	2%
Incorporate town centre management	2%
High quality services and development is required	2%
Unclear response	1%
Provide working and coworking space	1%
Need to be mindful of flood risk (general and with regards to Abbey Meadow proposals / the foot bridge location)	1%
The focus should be on other towns	1%
Need to consider utilities and associated infrastructure	<1%
General support for housing (but it needs to be appropriate with a good mix, well located and supported with necessary infrastructure)	<1%
Support continued youth services at The Net	<1%

244 specific points were made within the general comments for question 32, representing 61% of the total response for this question. Of these responses, the most common theme was the need to encourage new shops into central Abingdon to attract visitors and create a new experience. Suggestions were made for reducing rents and business rates and diversifying the independent retail offer.

Other common responses included the need to improve and provide more community and cultural facilities and events, including the provision of a library, community hub and spaces for young people. Comments also referred to well-used and loved existing facilities such as the cinema and museum.

Indeed, many respondents highlighted how much Abingdon has going for it, particularly with regards to its culture and heritage, and suggested that improvements made to the town should build upon this.

There was a common theme of general support for the proposals and work being undertaken to look at ways to regenerate central Abingdon. Equally, respondents encouraged the council

to not stop with this work, and to do what they can to progress appropriate action and investment to ensure momentum is retained and the proposals are delivered.

TRANSPORT

Answers	Response Percent
Consider parking and traffic control solutions	20%
Parking needs to be improved	11%
Improve bus service	9%
Improve cycle network	9%
Improve cycling facilities	8%
Improve pedestrian areas, including pedestrianised spaces	7%
Abingdon Bridge	6%
Some people need to drive	6%
Lodge Hill	4%
Encourage sustainable transport and a change to travel patterns	4%
New vehicular / cycle river crossing needed	4%
New foot bridge needed (although the location needs to be carefully considered – the proposed location is not necessarily the best)	4%
More EV charging	2%
Loading is required on Stert Street and shouldn't be removed	2%
Evidence is needed to support transport proposals	1%
Enforcement is required	1%
Support new junction proposals	1%
Parking for other vehicles is needed (e.g., motorhomes)	1%

100 specific points were made within the transport comments for question 32, representing 25% of the total response for this question. Of these responses, the most common theme was the need to consider parking and traffic solutions. Comments referenced the current issues with traffic around Abingdon, particularly around the one-way system, along Stratton Way and over Abingdon Bridge. Different solutions were proposed to address traffic, including reduced speed limits, changed traffic light controls and amended junction movements.

In addition to this, many respondents flagged the need for improvements to parking, including the re-instatement of two hours free parking or other ticketing methods (for instance, payment on departure), enforcement of parking and parking permits. Respondents considered that improving parking would in turn improve the usage of town centre facilities in both the day- and night-time.

Other common responses included the need for an improved bus service, such as prioritising use, taking stops off the main carriageway to reduce the traffic impact, improving bus service efficiencies and reducing (or removing) the cost. Respondents also highlighted the need to improve other sustainable means of transport, including the cycle network and cycling facilities.

The pedestrian environment was also raised, with comments highlighting a need to improve pedestrian spaces, introduce more pedestrian only areas, including enforcing the pedestrian area in Bury Street (which is frequently used by cyclists and other push / electric vehicles).

Comments were received from Oxfordshire County Council and Abingdon Liveable Streets, highlighting ongoing work in Abingdon and the need to continue to work together. Detailed observations were made on the proposals and how they align with, could be informed by or could inform the other workstreams. Further evidence and dialogue is encouraged.

THE CHARTER / BURY STREET NORTH

Answers	Response Percent
The area is unsightly, soulless and needs to be demolished	36%
Anti-social behaviour is a problem	12%
Don't support a bus route	12%
Car park needs attention	12%
Support mobility hub	8%
Wrong location for a tourist centre	4%
Need for shops in this location	4%
Support mixed-use	4%
Retain car parking provision	4%
Support library provision / colocation with other services	4%

25 specific points were made within The Charter comments for question 32, representing 6% of the total response for this question. Of these responses, the most common theme was that The Charter area is unsightly, soulless and needs to be demolished / redeveloped. Part of the issue with the current site is the high level of anti-social behaviour, which predominantly takes place outside the library, under the undercroft and around the car park.

Additional comments regarding the current state of The Charter included the need to address the car parking situation; both in terms of the current closure and overall level of provision. Respondents considered the current closure is putting pressure on other services, and that any new development will need associated parking to not exacerbate this issue. This was also highlighted by the 4% respondents who commented on the need to retain the car parking provision, reiterating the comments of those respondents who answered the same to question 30.

12% responses also raised issues with the proposed bus route through Broad Street, highlighting that it was unclear how opening up a southbound bus route along Broad Street would relieve congestion on Stert Street. There was reference to keeping the area pedestrianised as highlighted in question 30. Nonetheless, there was support (8%) for a mobility hub in this location, which could build upon or stand alone from the bus service.

Additional comments built upon previous comments regarding the need for a mixed-use development in this area which incorporates the library and other uses, including retail, food and beverage, community space, healthcare and residential.

ABBEY HOUSE

Answers	Response Percent
Support reuse over redevelopment	18%
Support coworking here	18%
Support housing here	18%
No housing here	9%
Potential health centre	9%
Potential library	9%
Ground floor commercial uses	9%
Do not support Abbey House redevelopment	9%

11 specific points were made within Abbey House comments for question 32, representing 3% of the total response for this question. Of these responses, the most common themes were support for the re-use of the existing building as opposed to any redevelopment, support for co-working space and support for some form of housing in this location, albeit there is also some objection to housing. Whatever the use, respondents were keen to see some commercial use in the building, particularly on the ground floor.

UPPER REACHES

Answers	Response Percent
Redevelopment is keenly needed as the current site is unacceptable	32%
Redevelopment should be attractive	23%
Do not support housing (particularly in light of Old Gaol development)	18%
Suggestion for alternative use	14%
Understand land ownership constraints	9%
Support hotel use	5%

22 specific points were made within Upper Reaches comments for question 32, representing 5% of the total response for this question. Of these responses, the most common theme was the general need for redevelopment due to the current state of the site. The site is in a key location entering central Abingdon from the south and it is currently an eyesore. Any redevelopment should therefore be attractive.






Other respondents do not support housing in this location, particularly in light of the Old Gaol development, which respondents consider removed a key community facility and now limits their access to the river. Suggestions were made for alternative uses, including a high-end hotel, youth hostel, bike café, leisure area or science park. 5% respondents to this question support hotel use on the site.

The other respondents highlighted the land ownership constraints on the site and understood the limitations of the council on controlling what happens with the site at present.

KEY FINDINGS – DEMOGRAPHICS AND OUR COMMITMENT TO EQUAL ACCESS









The following questions were asked to understand the demographics of the respondents and how their relationships with central Abingdon may differ on this basis. This information also allows us to understand the reach of our consultation and identify where there may have been any gaps.

Q33. Which of the following describes how you identify yourself?

Answer Choices			Response Percent	
1	Male		35.10%	
2	Female		57.10%	
3	Neither of the above (specify below if you would like to)		0.28%	
4	Prefer not to say		5.85%	
5	I identify as:		1.67%	
			answered	359
			skipped	24

Respondents who provided additional information to the option “I identify as” confirmed they were either responding as a couple instead of submitting an individual response or other.




Q34. How old are you?

Answer Choices			Response Percent	
1	17 and under		0.84%	
2	18-24		1.68%	
3	25-34		9.52%	
4	35-44		18.77%	
5	45-54		19.89%	
6	55-64		22.97%	
7	65 and over		19.61%	
8	Prefer not to say		6.72%	
			answered	357
			skipped	26

Q35. Please enter the start of your postcode (e.g. OX14)

Answers	Response Percent
OX14	87%
OX13	6%
OX12	2%
OX11	1%
OX1	1%
OX2	<1%
OX10	<1%
OX44	<1%
RG8	<1%
SO18	<1%
SO19	<1%
MK18	<1%
BS1	<1%
SG3	<1%

Q36. Are your day to day activities limited because of a health problem or disability which has lasted or is expected to last 12 months or more?












Answer Choices			Response Percent
1	Yes		12.35%
2	No		79.71%
3	Prefer not to say		7.94%
			answered 340
			skipped 43

Respondents who answered yes to this question specified that their activities were limited for reasons including:

- physical health
- mental health
- general mobility issues
- general issues associated with old age

Q37. What is your ethnic group? (Please tick ONE box only)

Answer Choices	Response Percent
White	

Answer Choices			Response Percent	
1	English, Welsh, Scottish, Northern Irish, British		88.32%	
2	Irish		0.85%	
3	Gypsy or Irish Traveller		0.00%	
4	Any other white background		5.98%	
Asian or Asian British				
5	Indian		0.28%	
6	Pakistani		0.28%	
7	Bangladeshi		0.00%	
8	Chinese		0.00%	
9	Any other Asian background		0.28%	
Black or Black British				
10	Caribbean		0.00%	
11	African		0.28%	
12	Any other black background		0.00%	
Mixed or Multiple Ethnic Groups				
13	White and Black Caribbean		0.28%	
14	White and Black African		0.00%	
15	White and Asian		0.28%	
16	Any other mixed background		0.28%	
Other Ethnic Group				
17	Arab		0.00%	
18	Other (please specify):		2.85%	
			answered	351
			skipped	32

Respondents who answered “Other” specified that they prefer not to say, do not see the relevance of ethnicity to the study or were answering on behalf of an organisation.

KEY FINDINGS – SCHOOL WORKSHOP

The school workshop explored what younger people consider to be the strengths, weaknesses and opportunities in central Abingdon. The key findings from the workshop are set out below, with full details of the workshop findings set out in Appendix 7.

Strengths

There were many locations that younger people identified as good, including Abbey Meadows (the outdoor pool, sprinklers, meadow area and area by the river). They also thought the Abbey Cinema, Albert Park, playing fields by Abingdon School, Poundland, Skate Park by the leisure centre and Stert Street were good.

The main reasons for marking these areas were because they enjoy using them to meet family and friends, including for activities such as sports, recreation and eating / drinking.

They also consider that central Abingdon has a number of other strengths, including the library, museum, shops and market. Some participants like how close and accessible Abingdon is to their home.

Weaknesses

Students marked up the 'weak' (bad) areas, or areas they considered needing improvement. These areas included many areas other students thought were good (e.g., Abbey Meadows, Albert Park and the playing fields by Abingdon School), with views of these locations differing based on things like the people that go there, how proximate they are to students' homes and not necessarily enjoying participating in the activities that happen there. There were other locations considered to be bad, including Bury Street, Abbey House and Abingdon Bridge. Participants also marked up Abingdon and Witney College and Fitzharrys School.

Other weaknesses raised of central Abingdon included it generally being boring, feeling unsafe, being kicked out or moved along from places, a general lack of spaces and facilities for them to use, and the attractiveness of other places to visit instead of Abingdon. Participants also raised the traffic and inconvenience of travelling to Abingdon if they live further away, including the expense of buses.

Students raised in particular the area around The Charter as feeling unsafe. Some participants flagged how they liked facilities in that area (such as the shops, the library and the access to services such as the toilets), but they refrain from using the space because they do not feel comfortable.

Opportunities

Key opportunity areas included Abingdon weir and lock, the sprinklers at Abbey Meadows, the playing fields by Abingdon School, Poundland, and Bury Street and The Charter.

In terms of what facilities or spaces the students would like to see in central Abingdon, the most popular response was a football pitch. The need for more outdoor games areas was raised, in particular for facilities such as basketball courts, tennis courts, paintballing and a more centrally located skate park. In addition, many students flagged the desire for internal games areas such as arcades, bowling and a trampoline park.

There was much consensus that more and a better range of shops are needed, including sweet shops, clothes shops (particularly men’s clothes and a bigger range of women’s clothes shops than exists at present), games shops, toy shops and sports shops. In addition, many students suggested different food vendors that they would like to see in central Abingdon, including fast food restaurants, all you can eat buffets and generally more affordable food options.

This links to the desire to have somewhere that young people can go to sit and chill out safely with their friends, in a defined space for their use. They also identified opportunities for other demographics too, including more events in town, general improved bike storage (including centrally in town and at Abbey Meadow), more homes for older, disabled and homeless people, and shelter for people outside (including homeless people).

The most common themes are highlighted in the below word cloud, with the size of the word reflecting how frequently it was raised in the school workshop discussions regarding youth provision.



HOW WE HAVE USED THE CONSULTATION RESULTS

Thank you to all the respondents who took the time to let us know their thoughts on our proposals. We are really encouraged by the response level and appreciate all the valuable feedback we have received. We have analysed the consultation results and will use them to inform the final CARF document. The below sets out the key responses relating to the vision and objectives and each theme, alongside how we have responded in the final CARF proposals.

Vision and Objectives

You said	We did / are doing
<p>On the whole, you agree with the Vision proposed, but it could be less vague and generic, with a reduced reference to housing and increased reference to movement and accessibility (including cycling and bus access and parking). More specific comments and suggestions for wording changes were also made</p>	<ul style="list-style-type: none"> • Reviewed all the comments and modified the Vision and relevant CARF wording accordingly
<p>On the whole, you support the objectives proposed but had particular concerns about reducing parking in the centre (objective 2)</p>	<ul style="list-style-type: none"> • Reviewed the comments and kept the majority of wording for the objectives unchanged, although we have addressed parking concerns through the rest of the CARF document

Theme 1: Town Centre Transport and Public Realm Improvements

You said	We did / are doing
<p>As part of a Park and Walk strategy, you would walk 15 minutes or less in daylight hours, and five minutes or less in hours of darkness</p>	<ul style="list-style-type: none"> • Proposed Park and Walk locations that are within a five-minute walk from the Market Place, and suggested improvements to the walking routes between these locations
<p>Whilst you mostly believe current car parking provision and spaces are good, you think there could be some improvements to the existing car parks (number of spaces, location and accessibility) and the number of free parking hours. You also think there could be more resident parking and better parking enforcement</p>	<ul style="list-style-type: none"> • Fed back your comments to council colleagues who manage car parks and Cabinet members • Incorporated proposals that look to retain some level of parking for those that need it in centralised locations (including at The Charter site) • Proposed a Park and Walk strategy that provides enough parking within a

You said	We did / are doing
	<p>reasonable walking distance from the town centre, for those able to walk</p>
<p>That there could be more done to improve the provision for electric car charging in central Abingdon</p>	<ul style="list-style-type: none"> • Fed back your comments to council colleagues who manage car parks and Cabinet members • Embedded sustainability and sustainable travel into our CARF proposals • Proposed electric charging points for different vehicle types within the key sites
<p>You weren't sure about the provision for parking for other vehicles, such as motorbikes and coaches, but there were suggestions that coach parking is needed</p>	<ul style="list-style-type: none"> • Suggested improvements to the coach parking provision as part of our proposals
<p>You would be encouraged to switch to more sustainable transport if the cycling network and infrastructure, bus service and pedestrian environment in and around Abingdon was improved. You also suggested interventions for car traffic, although parking would need to be retained in central locations for people that need it</p>	<ul style="list-style-type: none"> • Incorporated improvements to the cycle, bus and pedestrian networks in and around central Abingdon in our proposals • Looked at ways car traffic might be improved in key areas of central Abingdon • Retained parking for those that need it in central locations within the site proposals
<p>That current bus locations, frequency and routes are good, although there could be better links to key facilities, locations and services, including rail services, alongside improved reliability, timing and frequency. You also said more affordable bus travel is needed</p>	<ul style="list-style-type: none"> • Considered how the bus service might link to facilities in the centre of town and have made a number of proposals for the way in which bus movement and accessibility could be improved
<p>There are not enough cycling facilities in central Abingdon, and that secure bike facilities in central locations, better cycle lanes and cycle repair shops are needed</p>	<ul style="list-style-type: none"> • Proposed improved cycling facilities on key development sites and areas of the public realm in central Abingdon
<p>That public toilets and the condition of pavements are poor, and that there is also a lack of litter bins and public seating. Signage could also be better, which would improve wayfinding</p>	<ul style="list-style-type: none"> • Fed back your comments to council colleagues who manage public toilets and spaces and Cabinet members • Proposed improvements to the public realm and signage • Highlighted the need for more robust town centre management

Theme 2: River Access and Recreation

You said	We did / are doing
<p>You think access to the river could be improved, potentially through better cycle and pedestrian access (including a potential pedestrian bridge), improved leisure activities and facilities, and other recreational facilities near or on the river</p>	<ul style="list-style-type: none"> • Proposed improved access around the river for pedestrians and cyclists, including highlighting the need for an improved crossing on the Sustrans route to make it easier to access the river • Proposed a pedestrian river crossing to enhance connectivity between the north and south of the river • Incorporated improved leisure facilities and river access (including moorings) at the Upper Reaches site
<p>More facilities are needed for younger people, including outdoor and indoor facilities such as a youth club / centre</p>	<ul style="list-style-type: none"> • Incorporated facilities for younger people in proposals for The Net and The Charter • Highlighted opportunities for improved outdoor spaces for younger people
<p>You support the principle of a Cultural Trail and made suggestions for a modified route to incorporate the rich range of cultural and historical areas in Abingdon</p>	<ul style="list-style-type: none"> • Updated the proposed Cultural Trail route to incorporate comments and suggestions
<p>We need to consider the opening hours of the Abbey Meadows Outdoor Pool and do more to provide a better service and facilities (including shops, art galleries and events) for local people</p>	<ul style="list-style-type: none"> • Fed back your comments to council colleagues who manage leisure facilities and Cabinet members • Highlighted opportunities and spaces for shops, art and events

Theme 3: Land Use Diversification

You said	We did / are doing
<p>You think the current spaces and facilities in Abingdon are good, but more could be done to improve the retail offer, including more independent shops and food and beverage outlets, the hotel offer, entertainment facilities and spaces for arts and cultural activities</p>	<ul style="list-style-type: none"> • Incorporated an improved retail, food and beverage offer into proposals for The Charter / Bury Street North site • Proposed potential locations for a new hotel at The Charter, Abbey House and Upper Reaches sites • Proposed space for entertainment facilities and other cultural activities

You said	We did / are doing
There is a lack of healthcare facilities, and an improved library is required	<ul style="list-style-type: none"> Proposed potential options for a Health Hub at either The Charter or Abbey House Proposed an improved library at The Charter
There is too much housing, but any new housing should be affordable and meet the needs of local people	<ul style="list-style-type: none"> Maintained some level of housing provision for those that need it but specified the need for different types of housing Focused on the town centre where a need for additional types of housing has been identified
You weren't sure about the provision of workspaces, with those that were sure highlighting there is a need for more working space	<ul style="list-style-type: none"> Proposed different types of working space at The Charter / Bury Street North, Abbey House and Upper Reaches, including co-working space and conferencing facilities
You want us to incorporate parks, nature and leisure into our proposals	<ul style="list-style-type: none"> Highlighted the importance of green spaces within the development sites and proposed opportunities to enhance these spaces
Something needs to be done now to improve areas in central Abingdon, including improving the aesthetic and promotion of the area	<ul style="list-style-type: none"> Highlighted where there may be opportunities for short- and medium-term interventions Progressed the CARF project to identify opportunities for regeneration that will improve the aesthetic of central Abingdon and make it a more attractive destination for visitors and tourists Highlighted the need for more robust town centre management Fed back your comments to council colleagues who work on economic development and Cabinet members

Theme 4: Key Development Sites

You said	We did / are doing
You support the proposal for The Charter / Bury Street North but are particularly concerned about the proposed bus route and	<ul style="list-style-type: none"> Suggested potential options that either incorporate the bus route within the site or

You said	We did / are doing
potential reduction of car parking in this location	<p>enhance connectivity with the existing bus stops on Stratton Way</p> <ul style="list-style-type: none"> Proposed car parking to meet the requirements of the site alongside parking in a central location for disabled people and those with accessibility requirements
You support the proposals for Abbey House, although some suggested a community / health hub or a youth hub would be better in this location than a hotel	<ul style="list-style-type: none"> Suggested potential options that could include a health hub
You support the proposals for Upper Reaches although would like to see more public space and leisure facilities in this location, and fewer or no houses	<ul style="list-style-type: none"> Suggested potential mixed-use options that could either be hotel or residential led to support additional public space and leisure facilities on the Upper Reaches site
You support the proposals for The Net and Coxeter House and would like to see an improved youth provision in this location	<ul style="list-style-type: none"> Included The Net in our proposals and suggested opportunities for the site subject to OCC's existing and future statutory requirements Not progressed proposals for Coxeter House at this time due to no engagement from the landowner
We should also be looking at improving the Abbey Meadows Outdoor Pool and Abbey Meadows, alongside generally addressing vacant shops and the main shopping area	<ul style="list-style-type: none"> Fed back your comments to council colleagues who manage leisure facilities and Cabinet members Incorporated reference to the Abbey Meadows Outdoor Pool and the range of leisure opportunities at Abbey Meadows in the CARF proposals Incorporated detail on the need for a better range of shops, independent retailers and an improved main shopping area
You would encourage and like to see council action and investment to deliver the CARF proposals and future change in Abingdon	<ul style="list-style-type: none"> Progressed CARF to establish a framework to guide future investment and regeneration Worked with other local stakeholders, including groups preparing policy documents for the town, to align priorities and establish a shared vision that encourages investment and delivery

FURTHER INFORMATION

For information about the consultation or the results presented in this report, please contact:

Consultation and Community Engagement Team
South Oxfordshire/ Vale of White Horse District Council
01235 422125
haveyoursay@southandvale.gov.uk

To enquire about the council's work on CARF, please contact:

Eliot Ward / Aileen David
Interim Masterplanning Lead / Principal Place Officer
Vale of White Horse District Council
CARF@whitehorsedc.gov.uk

Appendices

APPENDIX 1 – STAKEHOLDER WORKSHOP COMMUNICATIONS

Stakeholder email invitation

The email invitation was sent on Friday 8 April 2022. Personalised email invitations were also sent at the same time to specific stakeholders such as Vale of White Horse Cabinet members, District Councillors, Abingdon Town Council and Neighbourhood Plan Steering Group.

From: Central Abingdon Regeneration Framework project.
Sent: 08 April 2022 13:42
Cc: Central Abingdon Regeneration Framework project.
Subject: Invitation: Central Abingdon Regeneration Framework (CARF) Stakeholder Workshop, May 2022

Hello,

Vale of White Horse District Council is currently working on a regeneration review for central Abingdon, called the Central Abingdon Regeneration Framework (CARF). The project will include a review of the town centre to identify realistic options for improving buildings, spaces and movement to help make central Abingdon a thriving place in the future. More information about the review is available [here](#).

As part of the project, we will be running an engagement workshop for key stakeholders. We would welcome your attendance and input to provide your views and help inform the progression of the CARF. In particular, the workshop will be covering topics including:

1. Access and Public Realm Improvements (a focus on streets and spaces – including cycling, walking, public transport, driving, parking and mobility)
2. River Frontage and Green Spaces (including public open space, leisure and sports facilities along the River Thames)
3. Land Use Diversification (including business, leisure, culture, youth facilities, tourism and heritage)
4. Key Development Sites (major regeneration opportunities – including built form and associated public realm)

To make the workshop available to as many people as possible, we are running the workshop at two times, although the content and format of each will be the same, so you'll only need to attend one. Workshops are due to take place at Abbey House, Abbey Close, OX14 3JD (with a possibility of moving to video link) on:

- Wednesday 4 May 2022, 18.00 – 20.30 (arrival from 17.30)
- Thursday 5 May 2022, 10.00 – 12.30 (arrival from 09.30)

Pay and display parking is available adjacent to Abbey House. For Blue Badge holders, parking is free with no time limits. There are 10 spaces available for disabled use at Abbey Close car park and the Civic car park, both adjacent to Abbey House.

If you wish to attend, please can you respond to this email (to CARF@whitehorsedc.gov.uk) confirming who will attend on behalf of your organisation, contact information of the individual, including email address, and date of the workshop they would like to attend. Please note, space and numbers may be limited depending on responses.

I look forward to hearing from you by 17.00 on Friday 22 April 2022.

Regards,
Cllr Andrew Crawford

Cabinet Member for Finance and Corporate Assets, Vale of White Horse District Council
Visit us at www.whitehorsedc.gov.uk. Our privacy policy is available [here](#).

Workshop flyer

The following flyer was circulated to attendees at the stakeholder workshop.

Central Abingdon Regeneration Framework (CARF)
Stakeholder Engagement Workshops
4th and 5th May 2022

Purpose of today's engagement event:

- To enable stakeholders to be more familiar with the CARF
- To provide a forum for stakeholders to help influence the emerging proposals
- To share ideas and potential solutions to identified issues and challenges in the town centre

Listen 

Engage

Act 

Deliver





APPENDIX 2 – STAKEHOLDER WORKSHOP MATERIALS

Introductory presentation

**Central Abingdon
Regeneration Framework (CARF)
Stakeholder Engagement Workshop**

6pm on 4th May 2022
10am on 5th May 2022
Meeting Rooms, Abbey House, Abingdon

Vale of White Horse District Council
Carter Jonas
Glanville

Central Abingdon Regeneration Framework | Stakeholder Workshop

Welcome and Introduction



**Councillor Andy
Crawford**

Cabinet Member for Finance
and Corporate Assets



Central Abingdon Regeneration Framework | Stakeholder Workshop

The Consultant Team



Steven Sensecall

Head of Planning &
Development
South and West

Carter Jonas



Johnny Clayton

Head of Masterplanning
& Urban Design

Carter Jonas



Tim Foxall

Managing Director
Highways and Transport

Glanville



Emma Jewson

Planning & Development
Partner South and West

Carter Jonas



Glen Richardson

Associate Partner
Masterplanning &
Urban Design

Carter Jonas



Eilanne Vos

Urban Designer
Masterplanning &
Urban Design

Carter Jonas

Running Order

Part 1: Project Background

Part 2: CARF Study Area Evaluation

Part 3: Vision and Delivery

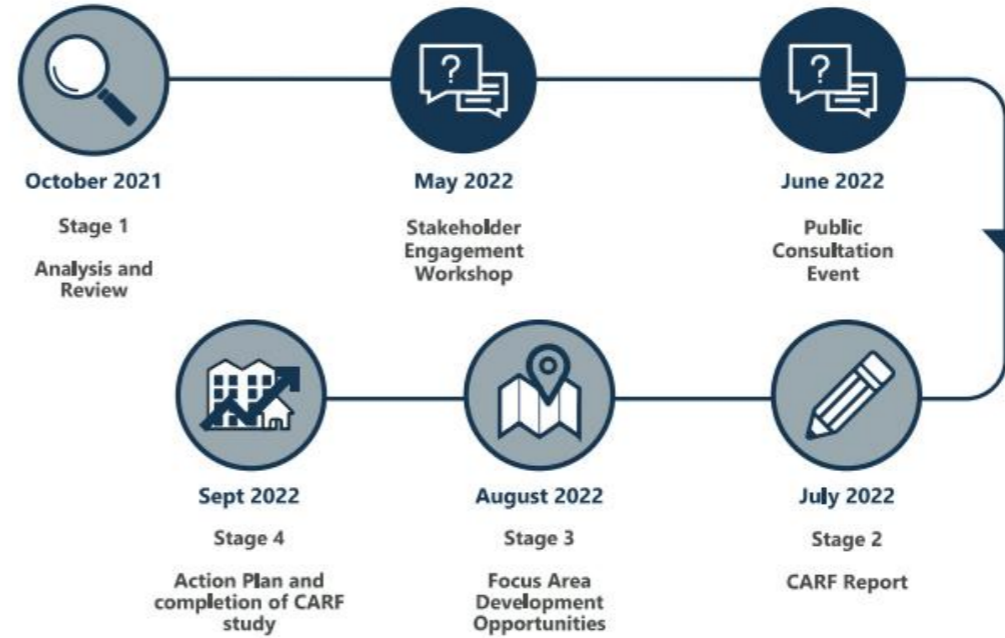
Two Workshop Sessions

Purpose of today's engagement event

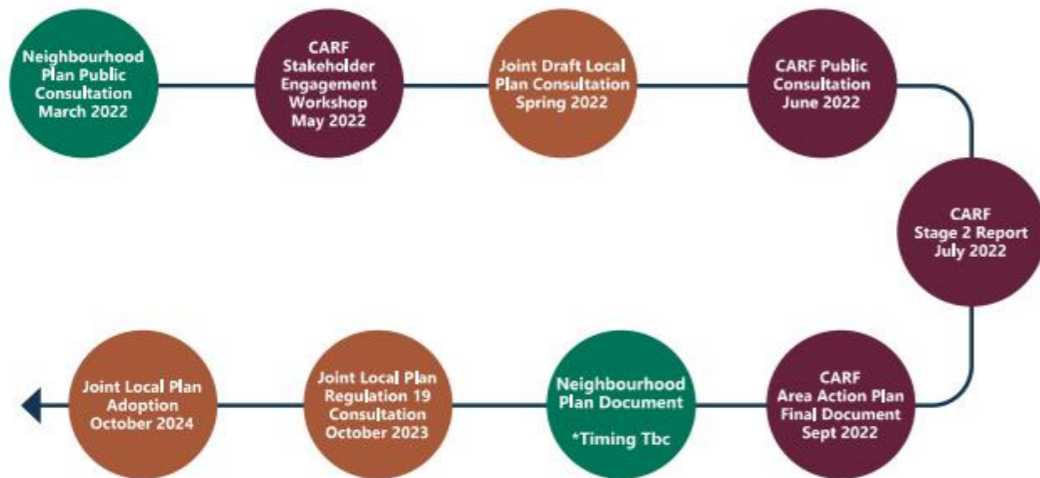
- To enable stakeholders to be more familiar with the CARF
- To provide a forum for stakeholders to help influence the emerging proposals
- To share ideas and potential solutions to identified issues and challenges in the town centre



CARF Timeline

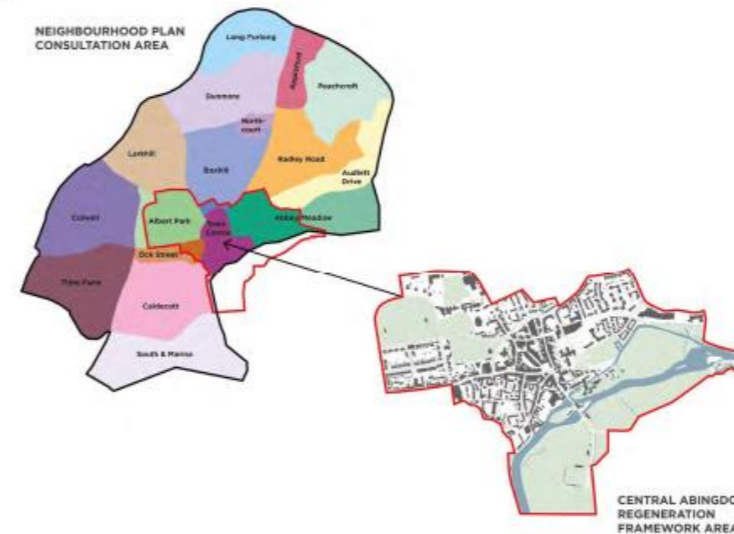


Other Studies Timeline



CARF and the Neighbourhood Plan (NP)

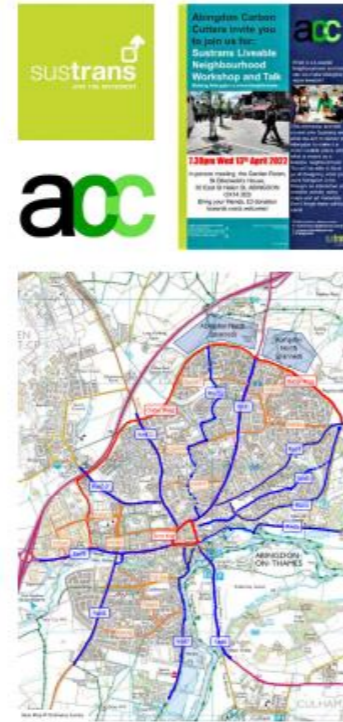
- Neighbourhood Plan Area - 10 km²
- CARF Area - 1.13 km²
- The NP study area includes all residential and suburban areas of Abingdon whereas the CARF focuses on the town centre area, and its immediate surroundings only
- The CARF focuses on redevelopment, regeneration, transport and area/site specific opportunities in the town centre
- The NP focuses on a wider range of planning and environmental matters across the whole of the town/parish boundary
- The CARF is due to be completed in September 2022; the NP is due to be completed and approved by referendum later in 2022/23



Supporting Transport Studies

At the heart of the CARF Study Area lies the busy gyratory system formed by Stert Street, Stratton Way, Ock Street and High Street, where private vehicle trips dominate.

- 'Local Transport and Connectivity Plan (LTCP) Part 1' contains ambitious targets for reductions in private vehicle trips.
- 'Draft Active and Healthy Travel Strategy (AHTS)' is a supporting strategy for the LTCP.
- 'Local Transport and Connectivity Plan (LTCP) Part 2 – Area Strategies' is only just commencing, but will seek to develop a holistic transport strategy for the town centre.
- 'Local Cycling and Walking Infrastructure Plan' (LCWIP) being progressed by the County Council seeks to shift the emphasis towards more sustainable modes of travel.
- **Abingdon Carbon Cutters** work on Abingdon Liveable Streets is a pro-active step towards a locally devised LCWIP in the form of the Abingdon Cycling and Walking Network Plan.
- **Sustrans** – 'Abingdon National Cycle Network Missing Link Community Engagement, Client Summary for the LCWIP3 Scheme Development in Abingdon' examines improvements to the junction of Stert Street, Bridge Street, High Street and Market Place / East St Helen Street.



The Study Area

The CARF covers a 1.13km² study area around Abingdon town centre. This includes land to the south of the River Thames that lies within South Oxfordshire district.

The study is looking at sites that provide potential opportunities for redevelopment, including three council owned sites.

1. The Charter
2. Abbey House
3. Upper Reaches
4. Bury Street (North)*
5. The 'Net youth Centre' Site*
6. The Coxter Site*

*Third Party ownership

- Study area boundary
- Abingdon Town Centre boundary
- Potential development opportunity sites identified
- Vale of White Horse/South Oxfordshire District boundary



Climate Change Agenda



Promoting walking and cycling within the town centre



Improve links into and through the town centre from the rest of Abingdon



Finding opportunities for 'Sustainable Development' and assessing the redevelopment of existing buildings



Reducing air pollution within the town centre



Improving the management of parking and vehicular movement



Enhancing biodiversity in central Abingdon



Promoting access to public transport

Part 2 CARF Study Area Evaluation

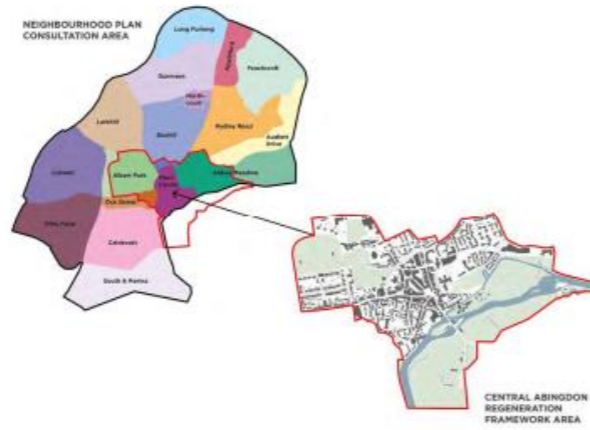
Neighbourhood Plan Summary

A series of key themes have been consulted on, culminating in a consultation event which we attended on 3rd March 2022 at the Guildhall, hosted by the Town Centre Steering Group and expert consultants Feria Urban Design:

The consultation themes included:

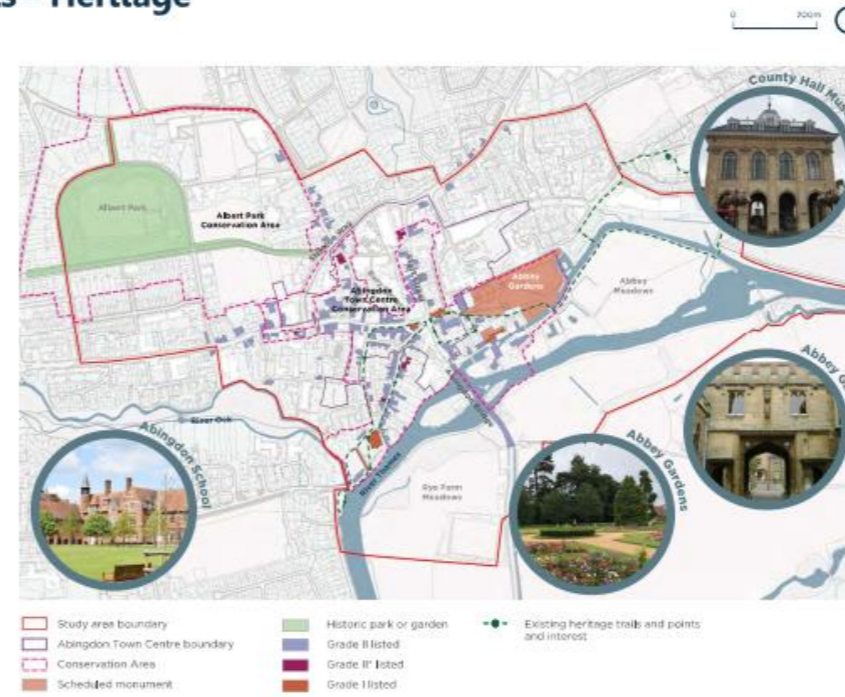
- Public Realm Opportunities
- Pedestrian Connections
- Redevelopment Opportunities
- Cultural Corridor
- Routes to the River

The CARF study seeks to work alongside and feed into this work.



Baseline Analysis - Heritage

- There are two conservation areas that overlap the framework boundary, the Albert Park Conservation Area and the Abingdon Town Centre Conservation Area
- Historic buildings in Abingdon are predominantly Grade II and Grade II* listed
- Old Abbey House is listed and the gardens are a National Scheduled Monument
- There is a Grade II listed building adjacent to The Charter site
- Part of the building on the Council owned Upper Reaches site is Grade II* listed
- The Upper Reaches and Abbey House sites fall within the Abingdon Town Centre Conservation Area, and the Charter Site lies adjacent



Baseline Analysis - Pedestrian/Cyclist Movement

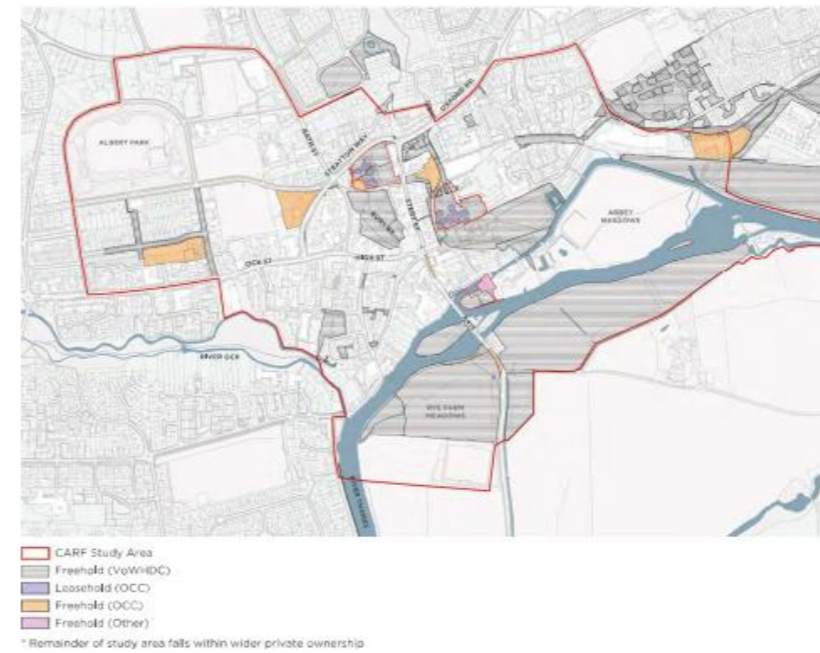
- There is excellent access to recreational green spaces within a 5-10 minute walk of the town centre
- The southern part of the National Cycle Network route is a shared route with the public highway
- The only fully pedestrianised street in the town is Bury Street, however only the southern part is successful
- There is opportunity to improve north-south and east-west pedestrian links through the town

- Opportunity sites (under VoWHDC ownership)
- Abingdon Town Centre boundary
- Sustrans National Cycle Network - Route 5
- Primary pedestrian routes
- Noctrons
- Pedestrianised zones
- Parking locations



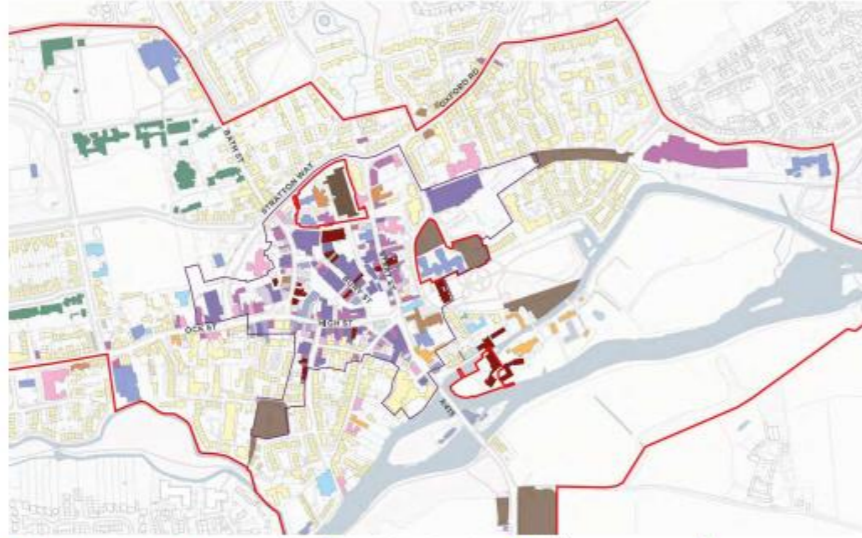
Baseline Analysis - Land Ownership

- VoWHDC and OCC owned sites can play a major role in the vision and delivery plan for the town centre, given the desire for their redevelopment and prominence within the town
- It is important that these sites are not viewed as development opportunities in isolation, but as part of a broader vision for Abingdon which considers all landholdings within the Study Area in order to ensure a comprehensive approach is taken



Baseline Analysis - Daytime Land Use

- There are several vacant buildings to the north along Stert Street and Bury Street
- The town centre is dominated by retail led uses with low rise residential housing around the perimeter
- There is an opportunity to diversify uses in the town centre
- There is an opportunity to build upon the cafe culture and independent retail offering which is popular during the day
- The County Hall is an important building at the heart of Abingdon town centre which is under the custodianship of English Heritage, however the town council operates the museum and the two organisations maintain the building

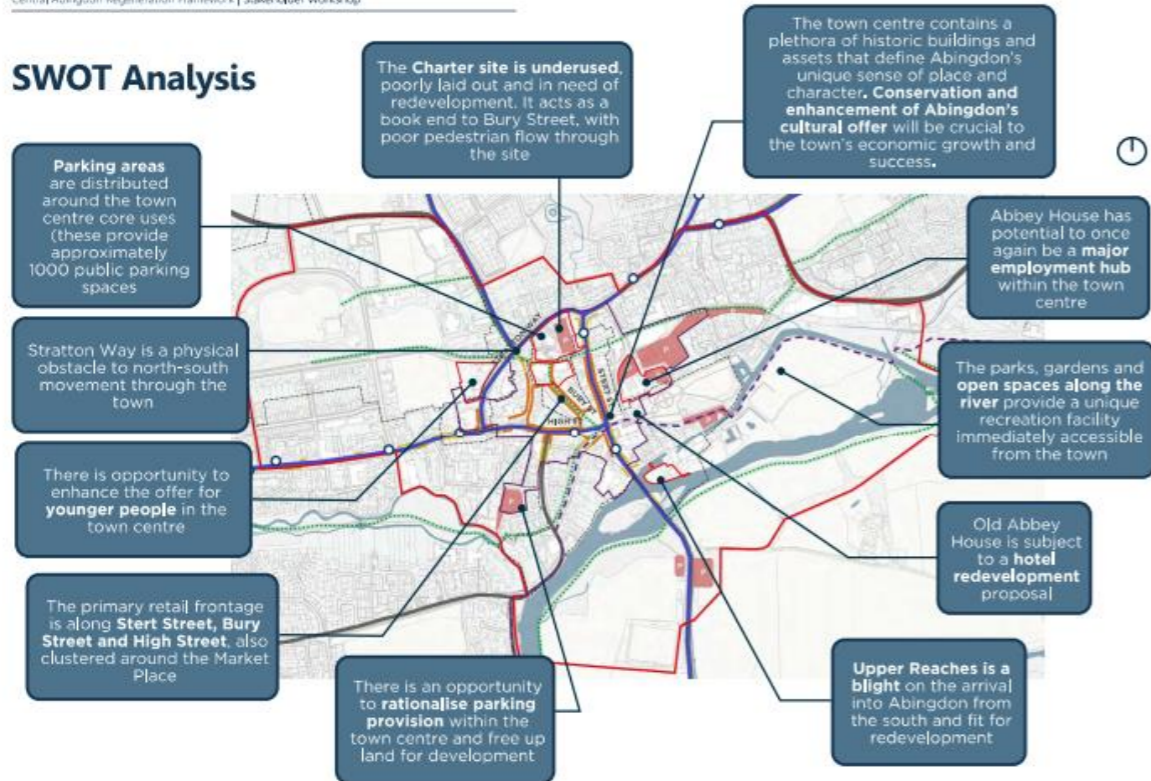


Baseline Analysis - Evening Land Use

- There is no dedicated area for nighttime and evening economy uses in Abingdon town centre although there is a concentration of these uses around High Street/Bath Street
- More emphasis could be given to arts and culture as part of the night-time economy offer, including Amy Theatre, Unicorn Theatre and The Abbey Cinema
- There is potential to create a more active and vibrant evening economy within the town which builds upon the current High Street/Bath Street offering to attract more evening and weekend visitors into Abingdon town centre
- There may be merit in exploring whether more pubs, bars or restaurants could be located along the river in order to compliment the various hotels that have tended to congregate in this location



SWOT Analysis



Part 3 Vision and Delivery

Summary of Opportunities



Concept Framework



Breakout session slides

CARF Workshops

Workshop 1 - 45 mins

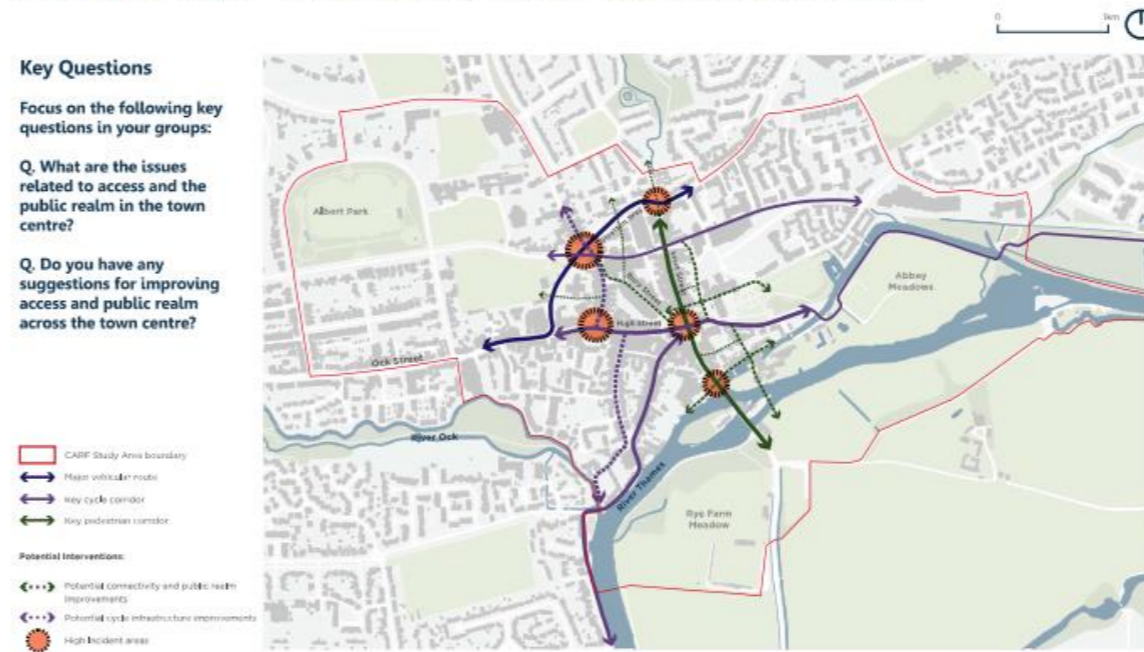
- Delivery Strategy 1 - Town Centre Access and Public Realm Improvements
- Delivery Strategy 2 - River Access and Recreation Provision

Break

Workshop 2 - 45 mins

- Delivery Strategy 3 - Land Use Diversification
- Delivery Strategy 4 - Key Development Sites

Delivery Strategy 1 - Town Centre Access and Public Realm Improvements



Delivery Strategy 2 - River Access and Recreation Provision

Key Questions

Focus on the following key questions in your groups:

Q. There are inherent restrictions with some parts of the river frontage in relation to flooding, non-development zones and safety

Q. Do you have any suggestions for improving river frontage areas and green spaces/recreation offering in the town centre?

- ▭ CARF Study Area boundary
- ▭ Conservation area boundary
- Key pedestrian movement
- Leisure/recreation routes
- Open space
- Water body
- ⊙ Potential improved open space identified



- Potential Interventions/Improvements:**
1. The 'Net' youth centre' Site
 2. Bath/Oak Street 'The Square'
 3. Bath/Bury Street entrance
 4. OX1 Station Yard
 5. Abingdon Town Square/Market Place
 6. Northern Riverfront/Thames Street
 7. Upper Reaches Site
 8. St Helens Wharf/Margaret Brown Gardens

Delivery Strategy 3 - Land Use Diversification

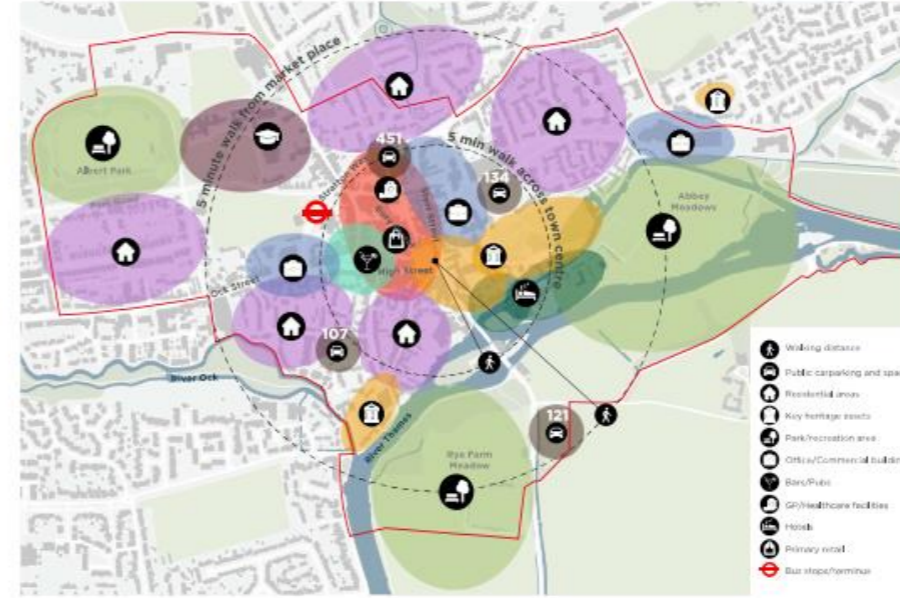
Key Questions

Focus on the following key questions in your groups:

Q. We are seeking ideas for how the town centre can be successful and sustainable long-term as well as active 7-days per week during day and evening hours

Q. Do you have any ideas for improving the diversity of land uses, activities and the appeal of the town centre to benefit all age groups?

- ▭ CARF Study Area boundary
- Retail core
- Education
- Office/commercial
- Night time economy
- Residential
- Heritage/culture core
- Hotel
- Green/open space



- Walking distance
- Public car parking and spaces
- Residential areas
- Key heritage assets
- Park/recreation area
- Office/Commercial buildings
- Bars/Pubs
- GP/Healthcare facilities
- Hotels
- Primary school
- Bus stops/terminus

Delivery Strategy 4 - Key Development Sites

Key Questions

Focus on the following key questions in your groups:

Q. Do you have any ideas for potential land uses and improving the character and appearance of each of these sites?

- ▭ CARF Study Area boundary
- ▭ Town Centre boundary
- ▭ Potential opportunity sites
- ▭ Vale of White Horse/South Oxfordshire boundary



1. The Charter
2. Bury Street North
3. Abbey House
4. Upper Reaches
5. 'The Net Youth Centre' Site
6. 'Coxeter' Site

APPENDIX 3 – STAKEHOLDER WORKSHOP FEEDBACK

Comment frequency relates to how many groups raised the comment (e.g., X4 = four groups). There were six groups in total.

Delivery Strategy 1: Access and Public Realm

Topics	Comment Frequency
Vehicular movement	
<ul style="list-style-type: none"> • There is a lack of formal crossings on High Street around Market Place; • Existing crossing locations are not accessible or disabled friendly • Junction is not safe for both pedestrians and cyclists • Additional crossings needed from Marketplace to St Helens St along High St • Could speed be reduced further across the town centre particularly around the county hall museum e.g. speed bumps or shared surface 	X4
<ul style="list-style-type: none"> • Traffic is terrible in the TC • There is issue around school traffic in the morning towards the North End of the town centre, both school buses and private vehicles • Should look to discourage vehicles from the town centre 	X3
<ul style="list-style-type: none"> • Charter/Bath St/Stratton Way junction, potential to reinstate right hand turn or mini roundabout? 	X3
<ul style="list-style-type: none"> • There should be alternative options for vehicles to avoid the town centre going out of Abingdon • The proposed bypass is not a solution to a localised vehicular issue around the town centre • New residential in Abingdon North will put pressure on existing road infrastructure 	X2
<ul style="list-style-type: none"> • The town has an ageing population and access from wider residential neighbourhoods into the town centre is difficult without private vehicles 	x2
<ul style="list-style-type: none"> • Clear demarcations of cycle lane and vehicular lanes 	X2
<ul style="list-style-type: none"> • Temporary traffic lights at Abingdon Bridge could become permanent 	X1
<ul style="list-style-type: none"> • How are sports and recreational facilities to the South accessed? Is this mostly via Abingdon Bridge? 	X1
<ul style="list-style-type: none"> • Wilsham Road could be improved as currently free parking, cars parked along river. 	X1
Parking	
<ul style="list-style-type: none"> • Better use of Rye Farm carpark on weekends. Park and walk strategy could be better encouraged if there is improved pedestrian connectivity. 	X4

Topics	Comment Frequency
<ul style="list-style-type: none"> • Park and Walk location opportunities could be expanded to west of Abingdon TC and north-east • Currently constrained to the west • Could there be a park and walk from the Leisure and Tennis Centre into the town 	X3
<ul style="list-style-type: none"> • The town centre needs disabled/blue badge parking • often families need to drive in with their children • More drop kerbs and blue badge parking areas across town centre 	X3
<ul style="list-style-type: none"> • Would EV charging encourage more vehicles in the town centre? • Consensus around needing less cars in the town centre. • How would EV infrastructure be implemented? 	X2
• Library and Shopping centre needs customer convenience of private cars	X2
• Closing of the Charter carparking has negatively affected library use	X1
• Car ownership is increasing in young people	X1
• West St Helen St Carpark is often used for overflow of evening economy activities near Ock St e.g. near the Brewery Tap Pub	X1
• Potential to improve street parking along Wilsham Drive along river	X1
Wayfinding	
<ul style="list-style-type: none"> • More wayfinding signage for pedestrians/cyclists • Signage for cycle storage/parking needed 	X2
• Existing signage is inaccurate and not frequent enough at key locations	X1
• Could have a 'string of pearls' approach which links pockets of interactions/public spaces	X1
Public Transport	
<ul style="list-style-type: none"> • Bus movement is constrained particularly coming from the South. • There is a bottleneck • Town centre layout restricts movement 	X2
• Bus services are not regular enough. They need to be reliable to encourage people to use public transport and not private vehicles.	X2
<ul style="list-style-type: none"> • Buses should have priority/dedicated lane especially out towards Ock St • Bus priority on the roads especially out west along High St/Ock St and from south 	X2
• Could there be a council shuttle service for residents to the town centre	X2
• Lack of train station is limiting factor	X1

Topics	Comment Frequency
<ul style="list-style-type: none"> • Bus hub on Stratton Way is not convenient and safety concerns at night as not well lit 	X1
<ul style="list-style-type: none"> • Potential for bus stops along broad street to relieve congestion on Stratton Way 	X1
<ul style="list-style-type: none"> • Potential for a central mobility hub where people can rent bikes, scooters and/or EV charging hub generally well received 	X1
Cycle / Pedestrian Movement	
<ul style="list-style-type: none"> • Need for better pedestrian links from south • Providing new infrastructure across the river where Abingdon Bridge is, would help pedestrian/cycle connectivity. • Potential for direct cycle route heading south towards Culham for commuters • Concerns that new infrastructure would have high economic and environmental costs to implement • Positive response to suggestion of pedestrian footbridge to river crossing South of town centre • New bridge proposed near Culham – too far from town centre 	X5
<ul style="list-style-type: none"> • Strong desire line from north Abingdon where schools are to Bury Street • Potential for Bath Street to be pedestrianised • Need to improve flow of people from bus stops into town centre • Crossings on Stratton Way need to improve links to north Abingdon 	X4
<ul style="list-style-type: none"> • No dedicated location for cycle parking in town centre. • Needs secure cycle storage in town centre • Cycle hub/repair located behind Coxeter building • Cycle parking in basement of the town hall, difficult to access 	X3
<ul style="list-style-type: none"> • Promote existing east to west cycle routes • Possibility of cycle link east to west across Station Yard, and Broad St • Potential for Bath Street east-west connection to Stratton Way/Bury St 	X3
<ul style="list-style-type: none"> • Mobility issues are a concern in general • not everyone can cycle 	X3
<ul style="list-style-type: none"> • Cycle routes do not extend far enough and existing infrastructure does not link up well e.g. change of surface, on and off road, lack of dedicated cycle lane 	X2
<ul style="list-style-type: none"> • Delineation between pedestrian/cycle/vehicle spaces. • Issue with cars using cycles lanes • Clash of vehicles and cycles at top of Bridge Street 	X2
<ul style="list-style-type: none"> • Poor access to riverfront • Lack of interaction with the river 	X2

Topics	Comment Frequency
• Town centre is a leisure destination, not for weekly shopping	X2
• Conflict between cyclists/scooters and pedestrians	X1
• Potential for a cycle route an Ock St, perhaps this could form part of a dedicated bus lane.	X1

Delivery Strategy 2: River Access and Recreation

Topics	Comment Frequency
Youth Activity and Other Demographics	
• No real youth offer for teenagers (13-18) and young adults (18-35)	X6
• The 'Net' Site no longer used for youth activity, not well used • DAMASCUS Youth Project Organisation use open space on the 'Net' site one day a week	X3
• Playground in Abbey Meadow has good facilities and is well used by 3-10 year olds. • Could be expanded	X2
• Skate park by Leisure Centre well used by youths, but not within town centre/within study area	X2
• River could be used to provide recreational facilities targeted at youths	X1
• Potential for Charter/Bury St to accommodate some activities • Kids want light and open spaces	X1
• Provision for 'faith groups' prayer/contemplation, older people	X1
River	
• Suggested 'blue activities' on River such as kayaking, steam boats, paddle boarding, open water swimming • Recreational boat trips pre pandemic haven't started up again	X2
• 5k Park run every week around Rye Farm meadow starts and ends at carpark. • Could be used as a catalyst for future activity around the riverfront	X2
• Abbey Meadows is a hot spot for trouble • Needs a better use for it – festivals?	X2
• Could use some pop up food stalls/independent traders on weekends along riverfront.	X1
• No incentive for anyone to come to Abingdon, TC and river lacks identity	X1
• Integration of water activities with Upper Reaches redevelopment	X1

Topics	Comment Frequency
<ul style="list-style-type: none"> • Is Abingdon Town Football Club south of river still operating? 	X1
<ul style="list-style-type: none"> • River footpaths along southern bank not accessible • Abbey Weir/lock is hazardous needs ramp access 	X1
Heritage and Cultural Trail	
<ul style="list-style-type: none"> • Promote heritage and arts quarter • TC should focus on heritage and culture destination 	X2
<ul style="list-style-type: none"> • Positive feedback about cultural walk concept • Upper Reaches site could be good gateway/starting point 	X1
Public Spaces	
<ul style="list-style-type: none"> • 'The Square' on Bath St has potential for Alfresco dining opportunities, currently surrounded by traffic, not a pleasant space 	X1
<ul style="list-style-type: none"> • Station Yard – too many cars parked 	X1
<ul style="list-style-type: none"> • Dark spot/ASB around Old Abbey House, Cinema and Abbey Gate, experience could be improved. 	X1
<ul style="list-style-type: none"> • Abbey Gardens is well used 	X1

Delivery Strategy 3: Land Use Diversification

Topics	Comment Frequency
Night-time Economy	
<ul style="list-style-type: none"> • Brewery Tap Pub along Ock Street is popular in the evening 	X2
<ul style="list-style-type: none"> • Coxeter House could be occupied by the gin distillery in near future 	X1
Public Services	
<ul style="list-style-type: none"> • Currently no tourist information centre. • Opportunity to link tourist information with library and doctors surgery? I.e. one stop shop for public services? • Library is important. It is the second largest in Oxfordshire and needs to be accessible for all 	X4
<ul style="list-style-type: none"> • Abingdon North development will put pressure on existing GP services • Existing spaces for GP services needs to expand alongside new provision of healthcare facilities • Should be a mix of public and private healthcare facilities • New GP Surgeries should be combined with new housing 	X3
Retail/F&B	

Topics	Comment Frequency
<ul style="list-style-type: none"> • No demand for large retail units anymore • Should protect retail space for independent shops 	X3
<ul style="list-style-type: none"> • Potential for Ock street to be part of retail core. • Transition from retail to residential important • It is a main route into the town centre, not a good first impression • Currently not trees or greenery and not pleasant to walk down, problems with listed buildings 	X2
<ul style="list-style-type: none"> • Current provision of retail poor 	X2
<ul style="list-style-type: none"> • Potential for more Retail and F&B uses around Bury Street/Market Place 	X2
<ul style="list-style-type: none"> • Enough coffee shops in Abingdon 	X2
<ul style="list-style-type: none"> • Café Culture – good use of alfresco dining and Market Place. 	X1
<ul style="list-style-type: none"> • Active retail or commercial at ground level 	X1
Leisure, Tourism and Recreation	
<ul style="list-style-type: none"> • Pre-pandemic, visitors would come to Abingdon for the day on coaches • No desire to stay overnight or spend the weekend, need more reasons to come to Abingdon • Is there demand for more hotels? Strengthen TC offer first. • Abingdon has potential to be a good base for visitors from Oxford/wider Oxfordshire – less expensive? 	X4
<ul style="list-style-type: none"> • Lack of coordination of opening and closing times of different offers • Open air pool hours too short 	X2
<ul style="list-style-type: none"> • Tourism should be a priority 	X1
<ul style="list-style-type: none"> • Cinema used by locals, people do not travel in from outer Abingdon 	X1
<ul style="list-style-type: none"> • Planning application for Sports Field at Tilsley Park? There is a lot of outdoor facilities already 	X1
Residential	
<ul style="list-style-type: none"> • Is there an unmet need for student accommodation outside of Oxford? 	X1
<ul style="list-style-type: none"> • Residential should cater to first time buyers in town centre 	X1
<ul style="list-style-type: none"> • Is there is demand for new housing? Mixed feelings 	X1
<ul style="list-style-type: none"> • Affordability of built to rent and mixed use tenures compared to Oxford 	X1
<ul style="list-style-type: none"> • New housing should cater to those with mobility issues 	X1
Office/Commercial	
<ul style="list-style-type: none"> • Difficult to justify cost of building offices currently – is there demand post Covid? 	X1

Topics	Comment Frequency
• Commercial use could lead to non-active town centre during the day	X1
• Potential for mixed use co-working, cafés, shared multipurpose event space	X1

Delivery Strategy 4: Delivery Sites

Topics	Comment Frequency
The Charter/Bury St North	
<ul style="list-style-type: none"> • Currently high levels of ASB around the Charter due to activity on upper floors only, no passive surveillance at ground level. • Remove high level walkways, lack of light • New development should have active ground floor frontage 	X3
<ul style="list-style-type: none"> • Potential to reprovide library, GP surgery and public services as an integrated hub within the charter development • Expansion of GP services could increase carparking requirement 	X3
<ul style="list-style-type: none"> • Opportunity to link Charter and Bury St North offer • Currently the 'buzz' dies down towards the north end of Bury St 	X2
• Potential to improve access, permeability	X1
• Building height around 4-5 storeys generally welcome in theory	X1
• Potential for restaurant rooftop opportunities with views south of the town/river	X1
• More out of hour activity on Charter Site if residential or office use	X1
• Could the Charter provide some youth offer	X1
• Keen to see fewer carparking spaces than maximum capacity of 450	X1
Abbey House	
• Would be a good location for healthcare centre	X3
• Desirable location for residential use. Health and later living good combination?	X2
<ul style="list-style-type: none"> • Could be hotel use • Old Abbey house does not provide restaurant/hospitality offer 	X2
• Should be mixed use	X1
Upper Reaches	
• Potential for hotel redevelopment supported, however needs to be integrated with river access and town	X2

Topics	Comment Frequency
• Old Gas works, possible contamination of the land may constrain redevelopment	X1
• Potential for residential use with access to the river	X1
Coxeter House	
• Potential gin distillery in near future • could be linked with other evening economy uses along Ock St/Bath St and popularity of the Brewery Tap pub	X2
• Potential for co-working space, gyms and other facilities	X1
The Net	
• Desire to see youth provision restored/retained on the Net site	X4
• Potential mobility hub and youth centre combination	X2
Other Possible Development Sites	
• Merit Tyre Site, Ock Street	
• Royal Mail Site, Ock Street	
• Sydenhams Site, Ock Street	

APPENDIX 4 – PUBLIC CONSULTATION COMMUNICATIONS

Invitations for the in-person event and online survey (email, letter and post)

EMAIL INVITATION TO STAKEHOLDERS – IN-PERSON EVENT

From: Central Abingdon Regeneration Framework project.
Sent: 13 June 2022 18:08
To: Central Abingdon Regeneration Framework project.
Subject: Invitation: Central Abingdon Regeneration Framework (CARF) - June Consultation Event

Hello,

Vale of White Horse District Council ran a stakeholder workshop for the CARF project at the start of May. Whilst you were not able to attend the event, we wanted to let you know that we have taken away the information shared with us at the event and used it to inform the next stage of our CARF work.

As part of this next stage, we'll be hosting an in-person consultation event in Abingdon on Friday 17 and Saturday 18 June 2022. At the event you'll be able see our current work to inform a vision and objectives for central Abingdon and view the options for key sites in the town, including the Upper Reaches, Charter Car Park and Abbey House.

The event will take place at Unit 24, Bury Street precinct (the former H Samuel shop) on

- Friday 17 June from 11am-8pm
- Saturday 18 June from 9.30am-1pm

We will also be hosting a private session for stakeholders at 10-11am on Friday 17 June in the same location, so we can update you on how we have responded to the outputs from the May event. We would really welcome your involvement at this hour session, or at the public event on the rest of the Friday or Saturday if you are unable to attend in the morning.

We'll also be gathering your thoughts via an online consultation survey which we're aiming to launch on Friday 17 June to coincide with the in-person consultation event. We'll send more information on the survey via a separate email once it has launched.

The [CARF webpage](#) will also be kept up to date with the latest information.

If you no longer wish to be contacted about the CARF project, please let us know by emailing CARF@whitehorsedc.gov.uk.

If you want further information on how we will use and store your personal information, please see our [privacy notice](#).

Kind Regards,
The CARF project team

Vale of White Horse District Council

Visit us at www.whitehorsedc.gov.uk/CARF. The council's general privacy policy is available [here](#). Our CARF privacy statement is available [here](#).

Above is the generic email sent to stakeholders inviting them to the in-person event. Emails were tailored depending on whether they attended the stakeholder workshop or did not. In cases where consent was required for future communications, some emails circulated also included an opt-in link to comply with GDPR.

EMAIL INVITATION TO THE CARF CONSULTATION DATABASE – IN-PERSON EVENT

From: Central Abingdon Regeneration Framework project.
Sent: 13 June 2022 18:08
To: Central Abingdon Regeneration Framework project.
Subject: Invitation: Central Abingdon Regeneration Framework (CARF) - June Consultation Event

Hello,

Vale of White Horse District Council is currently working on a regeneration review for central Abingdon, called the Central Abingdon Regeneration Framework (CARF). The project will include a review of the town centre to identify realistic options for improving buildings, spaces and movement to help make central Abingdon a thriving place in the future. More information about the review is available on our [CARF webpage](#).

As part of the CARF project, we'll be hosting an in-person consultation event in Abingdon on Friday 17 and Saturday 18 June 2022. At the event you'll be able to see our current work to inform a vision and objectives for central Abingdon and view the options for key sites in the town, including the Upper Reaches, Charter Car Park and Abbey House.

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The CARF project team

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EMAIL INVITATION TO THE CARF CONSULTATION DATABASE – ONLINE SURVEY

From: Central Abingdon Regeneration Framework project.
Sent: 21 June 2022 16:06
To: Central Abingdon Regeneration Framework project.
Subject: Have your say on the Central Abingdon Regeneration Framework (CARF)

Hello,

Vale of White Horse District Council is currently working on a regeneration review for central Abingdon, called the Central Abingdon Regeneration Framework (CARF). The project will include a review of the town centre to identify realistic options for improving buildings, spaces and movement to help make central Abingdon a thriving place in the future.

As part of its review, the district council is working with Carter Jonas – an organisation with expertise in ‘regeneration’ – to engage directly with community groups, local business and more widely with the public to help identify challenges and areas for improvement in the town.

We would like to hear from you to inform our work on the CARF project. We are hosting a four-week online consultation event between **Friday 17 June to 11.59pm on Friday 15 July 2022**.

Thank you to those of you who were able to attend our in-person consultation event on Friday 17 and Saturday 18 June 2022. You can view our current proposals, which include all the details from the event, on our [consultation webpage](#). The in-person materials will also be displayed throughout the consultation period in the windows of Unit 24, Bury Street (the former H Samuel shop) in Abingdon.

How to take part

The quickest and easiest way to comment is via our [online survey](#).

Comments can also be made by:

- Emailing: carf@whitehorsedc.gov.uk
- Writing to us: CARF project team, Vale of White Horse District Councils and post to ‘Freepost SOUTH AND VALE CONSULTATIONS’ (no other address information or stamp is needed).

What happens next

We greatly value your feedback and will review all of the comments raised before finalising the CARF later this year. Your comments will help us to identify what future improvements are needed in the town for when an opportunity presents itself, and to direct future decisions to support the vision for central Abingdon. A report detailing the consultation outcomes and how we’ve responded to them will be published on our website.

We look forward to hearing your views.

Kind regards,

The CARF project team

Vale of White Horse District Council

If you have any questions about this consultation or require it in an alternative format (for example: large print, Braille, audio, email, Easy Read or alternative languages) please email

carf@whitehorsedc.gov.uk or call 07557 428136.

Opt out: If you do not wish to receive further emails like this from us, please email carf@whitehorsedc.gov.uk.

Data protection: Please refer to our [Privacy Notice](#) regarding how your personal data is used for this consultation. If you would like to know more about the council's data protection registration and general [Privacy Notice](#), or to find out about your personal data, please visit [our website](#).

An email was also sent on 13 July 2022 to individuals on the CARF consultation database reminding them of the deadline to complete the survey by 15 July 2022.

EMAIL INVITATION TO THE GENERAL CONSULTATION DATABASE – ONLINE SURVEY

From: Have your say <haveyoursay@southandvale.gov.uk>

Sent: 21 June 2022 15:56

To: Wilmshurst, Jessica <Jessica.Wilmshurst@southandvale.gov.uk>

Subject: Have your say on the Central Abingdon Regeneration Framework (CARF)

Dear John Smith

Vale of White Horse District Council is currently working on a regeneration review for central Abingdon, called the Central Abingdon Regeneration Framework (CARF). The project will include a review of the town centre to identify realistic options for improving buildings, spaces and movement to help make central Abingdon a thriving place in the future.

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The CARF project team
Vale of White Horse District Council

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Please complete our [opt-in form](#) if you would like updates on our CARF project.

Opt out: If you do not wish to receive further emails like this from us, please [click here](#) and you will be removed from our consultation mailing list. Please note, we may still need to contact you for certain consultations if we have a legal obligation to do so.

Data protection: Please refer to our [Privacy Notice](#) regarding how your personal data is used for this consultation. The council's general [Privacy Notice](#) If you would like to know more about the council's data protection registration or to find out about your personal data, please visit [our website](#).

QR LINK TO ONLINE SURVEY DISPLAYED AT IN-PERSON EVENT

Central Abingdon Regeneration Framework (CARF)

Online Consultation Survey

Please scan the QR code below if you'd like to complete our online consultation survey for the Central Abingdon Regeneration Framework (CARF) project.



The survey is also available via this link:
https://survey.southandvale.gov.uk/s/CARF_Consultation_June2022/

You can access this survey any time during our four-week online consultation event, which will run from:

Friday 17 June to 11.59pm on Friday 15 July 2022.

www.whitehorsedc.gov.uk/CARF

CARF@whitehorsedc.gov.uk

Development and Corporate Landlord

HEAD OF SERVICE: James Carpenter



Name
Address

CARF Project Team
carf@whitehorsedc.gov
Tel: 07557 4281

Textphone users add 18001 before you dial

17 June 2022

Dear Name

Have your say on the Central Abingdon Regeneration Framework (CARF)

Vale of White Horse District Council is currently working on a regeneration review for central Abingdon, called the Central Abingdon Regeneration Framework (CARF). The project will include a review of the town centre to identify realistic options for improving buildings, spaces and movement to help make central Abingdon a thriving place in the future.

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How to take part

The quickest and easiest way to comment is via our online survey: survey.southandvale.gov.uk/s/CARF_Consultation_June2022/

You can also use this QR code to link directly to our online survey.



Comments can also be made by:

Vale of White Horse District Councils, 135 Eastern Avenue, Milton Park, Milton, Oxfordshire OX14 4SB
www.whitehorsedc.gov.uk



- Emailing: carf@whitehorsedc.gov.uk
- Writing to us: CARF project team, Vale of White Horse District Councils and post to '**Freepost SOUTH AND VALE CONSULTATIONS**' (no other address information or stamp is needed).

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We greatly value your feedback and will review all of the comments raised before finalising the CARF later this year. Your comments will help us to identify what future improvements are needed in the town for when an opportunity presents itself, and to direct future decisions to support the vision for central Abingdon. A report detailing the consultation outcomes and how we've responded to them will be published on our website.

We look forward to hearing your views.

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Vale of White Horse District Council

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Please complete our opt-in form if you would like updates on our CARF project: survey.southandvale.gov.uk/s/CARF_SignUp2022/.

Opt out: If you do not wish to receive further letters like this from us, please email haveyoursay@southandvale.gov.uk or call **01235 422425** and you will be removed from our consultation mailing list. Please note, we may still need to contact you for certain consultations if we have a legal obligation to do so.

Data protection: Please refer to our Privacy Notice regarding how your personal data is used for this consultation: whitehorsedc.gov.uk/carf. The council's general Privacy Notice is available on our websites at southoxon.gov.uk/haveyoursay or whitehorsedc.gov.uk/haveyoursay. If you would like to know more about the council's data protection registration or to find out about your personal data, please visit: southoxon.gov.uk/dataprotection or whitehorsedc.gov.uk/dataprotection.

Going online or trying to save paper?

Following the Coronavirus (Covid-19) pandemic we are using online and social media more than ever and trying to reduce printing as part of our commitment to tackle the Climate Emergency. Perhaps Covid-19 has prompted changes for your online habits too, or you are interested in reducing your impact on the environment by going paper free? If you wish to change your contact preference from post to email, please email haveyoursay@southandvale.gov.uk or call us on **01235 422425** and we will update this for you.

Communications and social media

PRESS RELEASE PROMOTING THE IN-PERSON EVENT

The below press release was published on the council's website on 14 June 2022. [Follow this link to view the press release on the website.](#)

Chance to help improve central Abingdon

People will soon have the chance to help shape how central Abingdon could be revitalised.

Vale of White Horse District Council is working with Carter Jonas – an organisation with expertise in regeneration – to help identify parts of the market town that have seen better days and consider how they could have brighter futures.

Working together, they are launching a consultation so that residents, businesses and visitors alike can give their views on how to help make central Abingdon a thriving place in the future.

In-person consultation events will take place in Abingdon on Friday 17 and Saturday 18 June 2022. At the event people will be able to see the council's current work to inform a vision and objectives for central Abingdon and view the options for key sites in the town, including the Upper Reaches, Charter Car Park and Abbey House.

The events will take place at Unit 24, Bury Street precinct (the former H Samuel shop) on

- Friday 17 June from 11am-8pm
- Saturday 18 June from 9.30am-1pm

For those unable to attend, the council is also aiming to launch a four-week online consultation starting on Friday 17 June.

The responses will be used in creating the Central Abingdon Regeneration Framework (CARF), which will identify realistic options for improving buildings, land and transport routes.

Cllr Andy Crawford, Cabinet Member for Corporate Assets at the Vale, said: "We're excited about looking at ways we can potentially breathe new life into central Abingdon and know our communities will have plenty of ideas of how we can achieve this.

"I hope as many as possible take part in the survey so the CARF can really reflect the people who know it best.

"The final framework also fits into our Corporate Plan by building strong communities and making the best use of our properties."


The CARF will include three properties the council owns in the town – the Charter area and car park, Abbey House, and the Upper Reaches Hotel – to see how they might need to change in the future to complement the wider work to enhance the town's vitality and environment.

To find out more, visit our [CARF webpage](#).


Anyone who would like to opt-in for updates on our CARF project can complete this [opt-in survey](#). To view further information on how the council will use and store personal information, please see its [privacy notice](#).


SOCIAL MEDIA POSTS PROMOTING THE IN-PERSON EVENT AND ONLINE SURVEY

The following posts were published on Facebook, with a mirror of the content published on Twitter at the same time.

 Vale of White Horse District Council
14 June · 🌐

We'll be discussing the future of central Abingdon at a special event in Bury Street this Friday from 11am-8pm. Come along and give us your thoughts! Find out more: <https://www.whitehorsedc.gov.uk/.../chance-to-help-to.../>



 3 3 comments 3 shares

 Vale of White Horse District Council
16 June · 🌐

In Abingdon tomorrow? Come say hello and give your views on the future of the town centre. We'll be at Unit 24, Bury Street precinct (the former H Samuel shop) from 11am-8pm. More info: <https://www.whitehorsedc.gov.uk/central-abingdon.../>



 🤔 4 8 comments 4 shares



Vale of White Horse District Council

17 June · 🌐



We're talking about the future of central Abingdon at the former H-Samuel store in Bury St today until 8pm and tomorrow from 9.30am-1pm. Come along and give us your views! You can also view the materials and have your say via our webpage: <https://www.whitehorsedc.gov.uk/.../central-abingdon.../>



7

19 comments 29 shares



Vale of White Horse District Council

1 July · 🌐



Hundreds came and told us their views on the future of Abingdon town centre. But don't worry if you didn't make it! You can still have your say. Find out more: <https://www.whitehorsedc.gov.uk/.../hundreds-give-their.../>



6

4 comments 16 shares

PRESS RELEASE REPORTING ON THE IN-PERSON EVENT AND PROMOTING THE ONLINE SURVEY

The below press release was published on the council's website on 30 June 2022. [Follow this link to view the press release on the website.](#)

Hundreds give their view on future of central Abingdon

Hundreds of people have given their views on the future of central Abingdon and there is still time for others to do so.

Vale of White Horse District Council is carrying out a review of the market town centre to identify realistic options for improving buildings, land and transport routes to help make it a thriving place in the future.

As part of its review, the district council is working with Carter Jonas – an organisation with expertise in regeneration – to engage directly with community groups and local business to help identify challenges and areas for improvement in the town, and then more widely with the public.

The council held two in-person consultation events in the former H Samuel store in Bury St on 17 and 18 June.

More than 350 attended over the two days and gave valuable feedback on their thoughts about central Abingdon and our current proposals.

Councillor Andrew Crawford, Cabinet Member for Corporate Assets at the Vale, said: “It was great to see so many people engaging with us and telling us their thoughts on what Abingdon town centre should look like in the future.

“For those who missed out, you can still see the consultation materials in the window of the unit until Friday 15 July and learn about the options for key sites in the town, including the Upper Reaches, The Charter car park and Abbey House.

“The materials are also available online on [the Vale of White Horse District Council website](#) and I'd encourage everyone to give their views via the online survey.”

Anyone unable to access the online materials and survey can call 01235 422425.

The consultation responses will help in producing the [Central Abingdon Regeneration Framework \(CARF\)](#), which will identify what future improvements are needed in the town, for when an investment or development opportunity presents itself, and to direct future decisions to support the vision for central Abingdon. The new CARF document will also help the council deliver on objectives set out in its Climate Action Plan by encouraging cycling, walking or using public transport to get to, from and around the town centre.

Central Abingdon Regeneration Framework (CARF) Public Consultation Event



Friday 17th June 2022 - 11am-8pm
Saturday 18th June 2022 - 9:30am-1pm
Unit 24 (formerly H Samuel - see map below)
Bury Street, Abingdon, OX14 3QT



Please join the Council's project team at either of the in-person events to discuss regeneration proposals for central Abingdon, including the key sites identified.



Carter Jonas 

APPENDIX 5 – CARF EXHIBITION BOARDS

The exhibition boards are included below. [A more accessible version of the CARF consultation material is on the council's CARF webpage.](#)

INTRODUCTION AND SUMMARY



Thank you for taking the time to visit our exhibition on the emerging Central Abingdon Regeneration Framework (CARF).

This exhibition will be held over two days:

**Friday 17th June - 11am - 8pm
Saturday 18th June - 9:30am - 1pm**

About the CARF

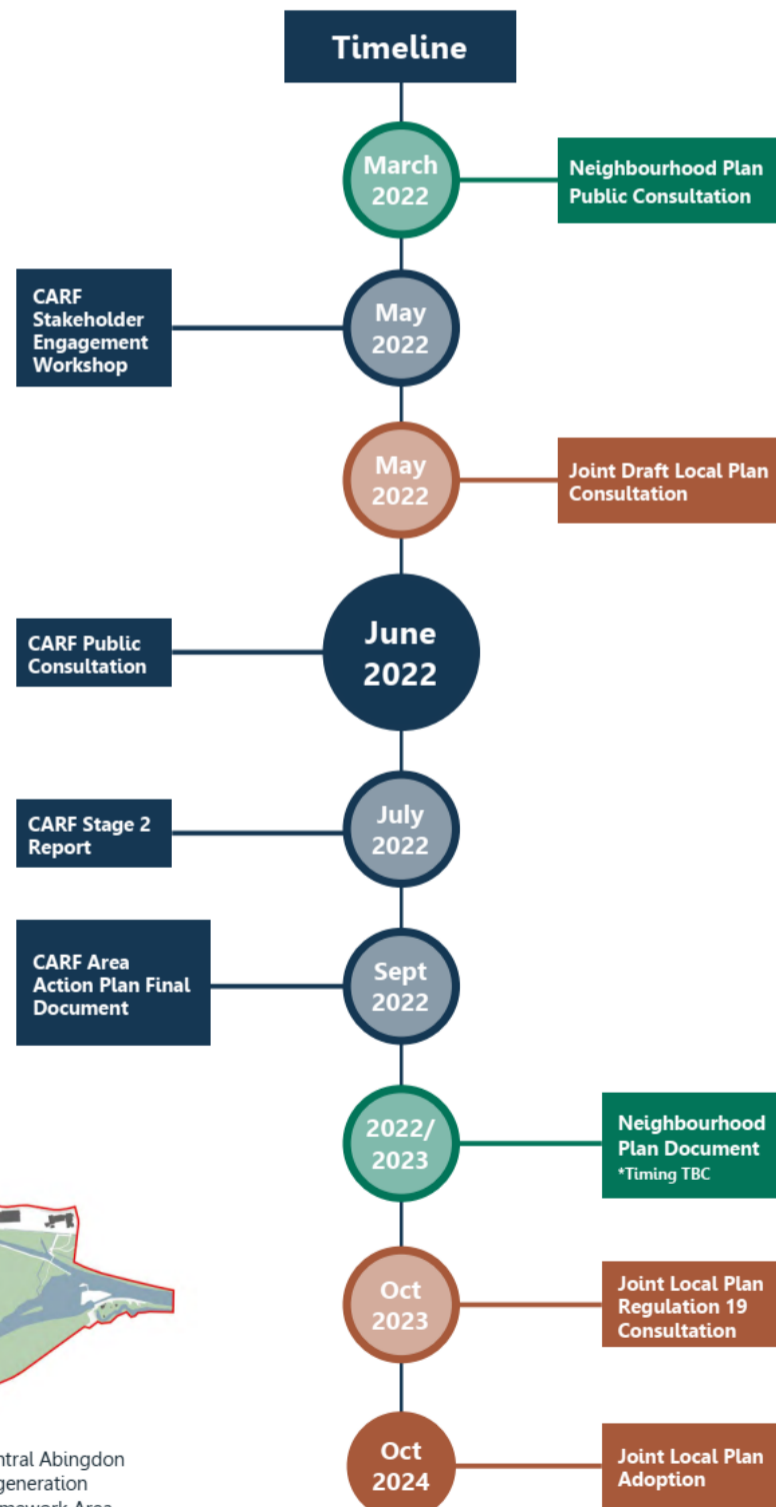
"CARF" stands for Central Abingdon Regeneration Framework. The purpose of the CARF is to create a strategy for change in Abingdon town centre to help guide future development, transport projects and interventions over the next 20 years or so. The CARF has a defined study area which includes the historic town centre as well as parts of neighbourhoods immediately surrounding the town centre. The project is being led by Vale of White Horse District Council (VoWHDC) and it is intended that the CARF will be approved by the Council later in 2022. The proposals presented at this exhibition have been informed by local stakeholders.



Time frame of Other Studies

Other town centre projects are being undertaken at the same time as the CARF. These include the Abingdon Neighbourhood Plan being prepared by the Town Council and the Joint Local Plan being undertaken by Vale of White Horse District Council (VoWHDC) and South Oxfordshire District Council (SODC). The Neighbourhood Plan (NP) will provide a development plan for the area of the town which includes the traditional parish boundary. In addition, VoWHDC and SODC have come together to work on a new Joint Local Plan which will guide new housing and jobs needed in the area, and set planning policy, informing planning application decisions for the districts.

The timeline below sets out the key milestones for these projects. At the same time, there are also several transport-focused projects on-going such as the Local Transport and Connectivity Plan (or LTCP) and the 'Local Cycling and Walking Infrastructure Plan' (LCWIP), both being led by Oxfordshire County Council (OCC). In addition, Abingdon Carbon Cutters and Abingdon Liveable Streets are preparing their own locally devised LCWIP in the form of the Abingdon Cycling and Walking Network Plan and Sustrans are working on the 'Abingdon National Cycle Network Missing Link'. Sustrans are an organisation responsible for creating and managing the National Cycle Network, prioritising walking and cycling across the country.



THE STUDY AREA



Study Area Sites

The CARF covers a 1.13km² study area around Abingdon town centre. This includes land to the south of the River Thames that lies within South Oxfordshire district.

A key part of the study is to look at sites that provide potential opportunities for redevelopment, including three VoWHDC owned sites.

1. The Charter
2. Bury Street North
3. Abbey House
4. Upper Reaches
5. The Net Youth Centre
6. Coxeter House

*Sites outside of VoWHDC ownership

- Study area boundary
- Abingdon Town Centre boundary (as defined by Planning Policy)
- Potential development opportunity sites identified
- Vale of White Horse/South Oxfordshire District boundary

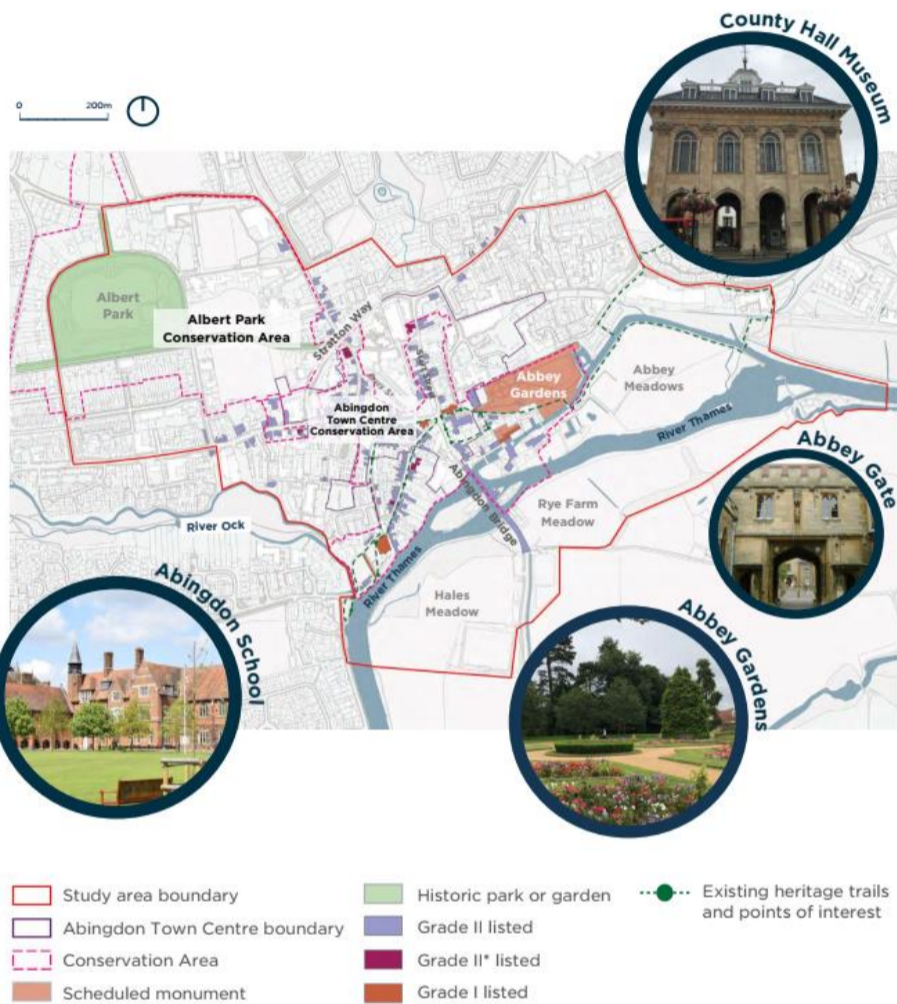


CENTRAL ABINGDON ANALYSIS



Heritage & Conservation

Historic buildings in Abingdon are predominantly Grade II and Grade II* listed. Old Abbey House is Grade II listed and the gardens are a National Scheduled Monument. There is a Grade II listed building adjacent to The Charter site. Part of the building on the Council owned Upper Reaches site is Grade II* listed. The Upper Reaches and Abbey House sites fall within the Abingdon Town Centre Conservation Area. The Charter site lies adjacent to this Conservation Area.



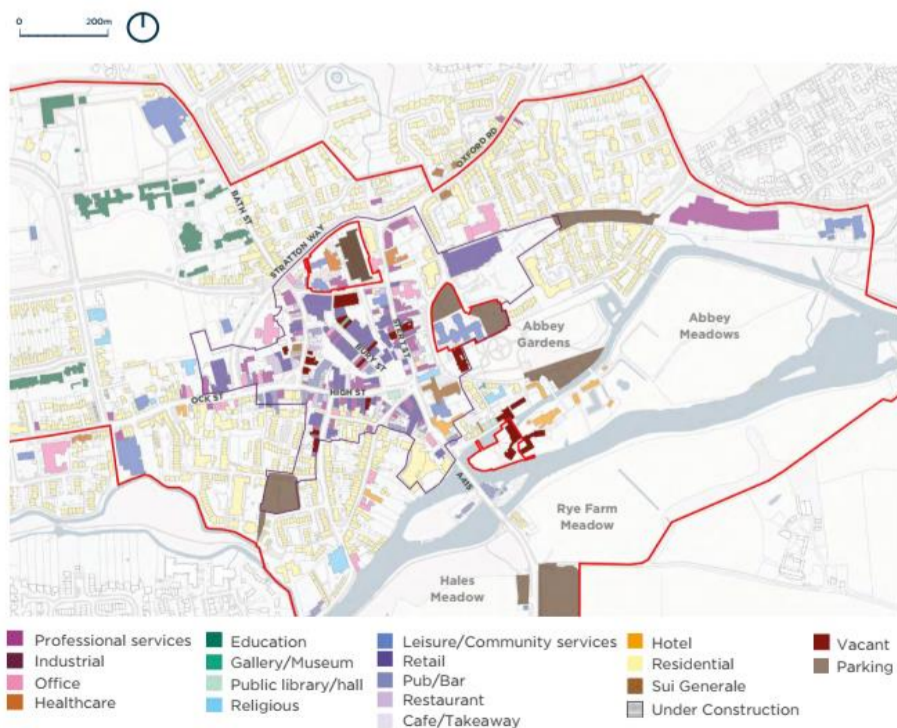
Pedestrian and Cyclist Movement

The plan shows key pedestrian routes and infrastructure within the town centre. Key findings from the CARF Stage 1 analysis have identified Stratton Way as a major barrier restricting movement to the north and west from the town centre, while the junction between Stert Street, High Street and Bridge Street is unsafe for pedestrians and cyclists and could be improved. The LCWIP study found that fully pedestrianised areas are limited in the town centre to Bury Street and Market Place, with the southern part of Bury Street and the area around Market Place benefiting from greater footfall than the northern end.



Daytime Land Uses

The map below illustrates the existing land uses within the CARF area. The town centre is dominated by retail led uses, with low rise residential housing around the perimeter and limited residential development within the town centre itself. Several vacant buildings to the north along Stert Street and Bury Street highlight an opportunity to diversify uses in the town centre. This could include new homes, offices and healthcare facilities, building upon the cafe culture and independent retail offering which is popular during the day.

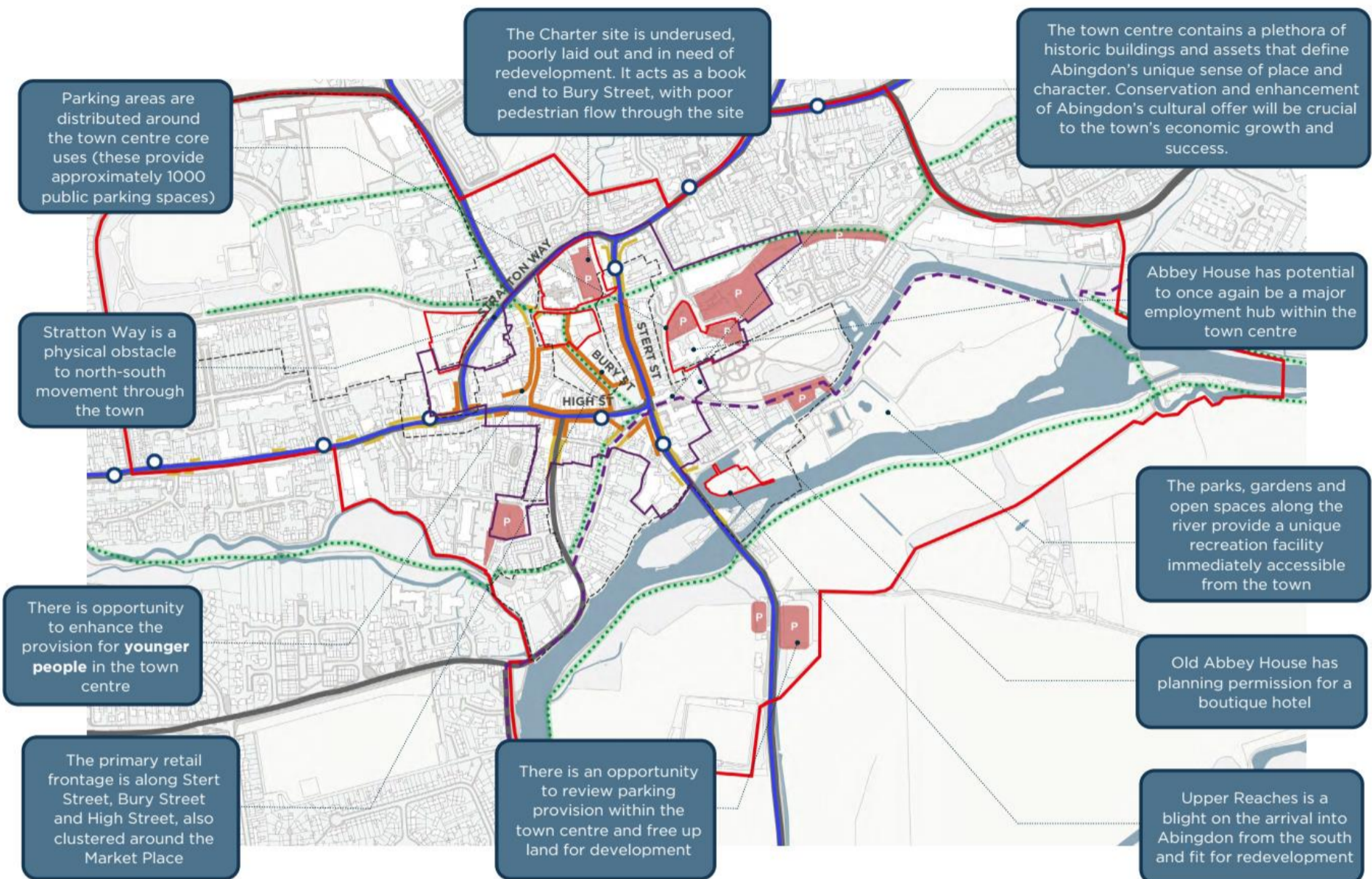


Nighttime Uses

The plan illustrates existing land uses within the CARF area that function as part of Abingdon's night-time and evening economy, and key streets that link these evening uses together. Although there is no dedicated area for these uses in Abingdon town centre, there is a large concentration around High Street/Bath Street. There is potential to build upon this current provision to attract more evening and weekend visitors and place more emphasis on arts and culture as part of what Abingdon has to offer. There may be merit in exploring whether more pubs, bars or restaurants could be located along the river including the Upper Reaches site to compliment the various hotels that are located around this area.



ANALYSIS SUMMARY



SWOT Analysis Summary

Strengths

- Heritage (but this can also limit the amount of change)
- Attractive riverside setting
- Compact and walkable town centre
- Ample parking provision
- Good bus connections and access to the national cycle network
- Excellent access to green and recreational space
- Strong employment in healthcare, education and retail sectors
- Contained retail core
- Immediate access to key services in under 15 minutes on foot

Weaknesses

- No train station immediately located in the town centre
- Retail and leisure competition from Oxford
- Confusing parking, signage and wayfinding
- Key footfall drivers are located outside of the town centre i.e. schools, retail / leisure uses on Fairacres Retail Park and employment uses on Abingdon Business Park
- One way traffic system / traffic over Abingdon Bridge
- Antisocial behaviour in parts of town centre, e.g. Upper Reaches and the Charter

Opportunities

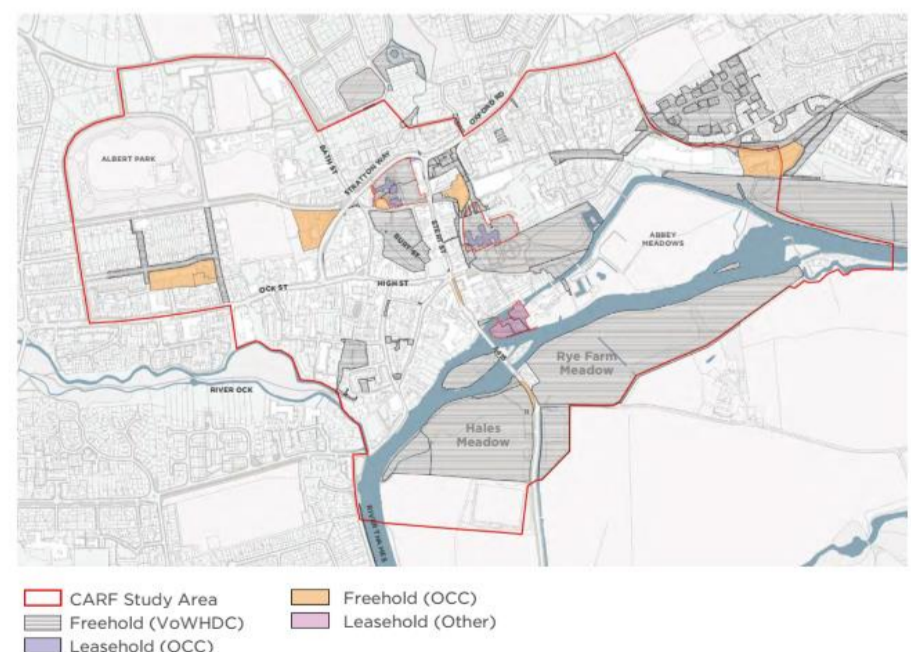
- Improved library and council services
- Consolidation of car parking
- Diversify the uses within the town centre
- Improved pedestrian safety
- Provision of night time economy uses
- Reduction of air pollution and response to climate change through provision of new sustainable development and implementation of Electric Vehicle infrastructure in the town centre
- Opportunity to better connect with existing and proposed communities to the north of Abingdon

Threats

- Heritage (which can limit the amount of change)
- Old Abbey House remains vacant and an under-utilised site.
- Climate change - in particular an increased risk of flooding to the Upper Reaches site
- Over reliance on private car use

Land Ownership

The plan below shows public sector assets within and around the town centre Study Area. This includes both public open space and developed sites with a mix of property assets. VoWHDC / OCC owned sites can play a major role in the vision and delivery plan for the town centre, given the desire for their redevelopment and prominence within the town. These sites should not be viewed as development opportunities in isolation, but as part of a broader vision for Abingdon which considers all landholdings within the Study Area and ensures a comprehensive approach is taken.



STAKEHOLDER WORKSHOP SUMMARY



Carter Jonas

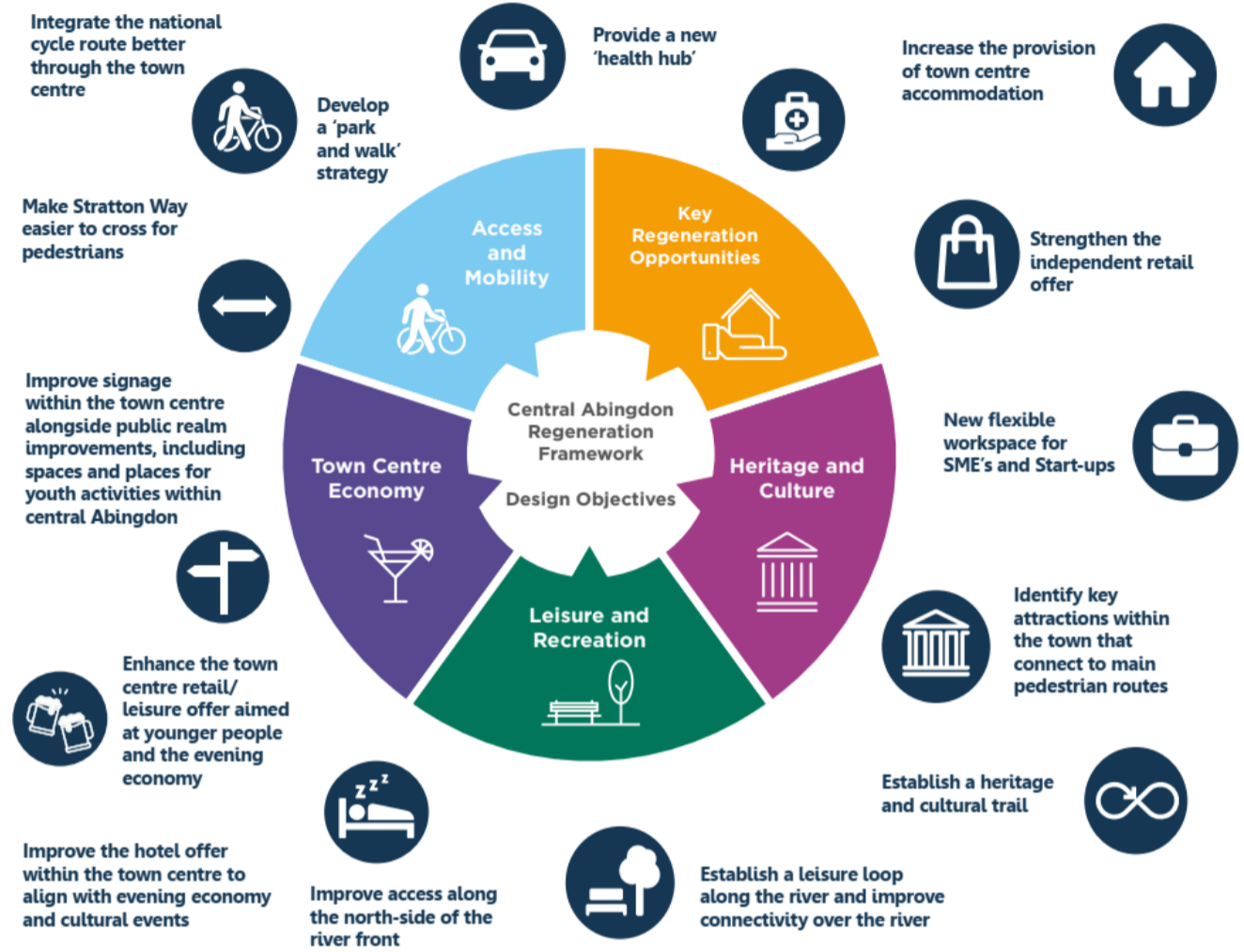


A workshop was hosted on 4th and 5th of May 2022 at Abbey House for local stakeholder groups.

Approximately 40 representatives of various local groups attended and were asked to provide feedback and ideas on various delivery strategy themes that have emerged from the initial analysis and design objectives on this page.

The feedback to these themes is summarised on the next board.

Regeneration Design Objectives



Concept Framework

- CARF Study Area boundary
 - Major green/open space
 - Major public space
 - Potential opportunities for redevelopment
 - 500m/1km distance isochrones
 - Key pedestrian movement
 - Potential improved pedestrian connections
 - Major vehicular route
 - National cycle route (Sustrans)
 - Historic core
 - Retail core
 - Major landmark building
 - Main bus stops/terminus
1. The Charter / Bury Street North
 2. Abbey House
 3. Upper Reaches
 4. The Net Youth Centre
 5. Coxeter House

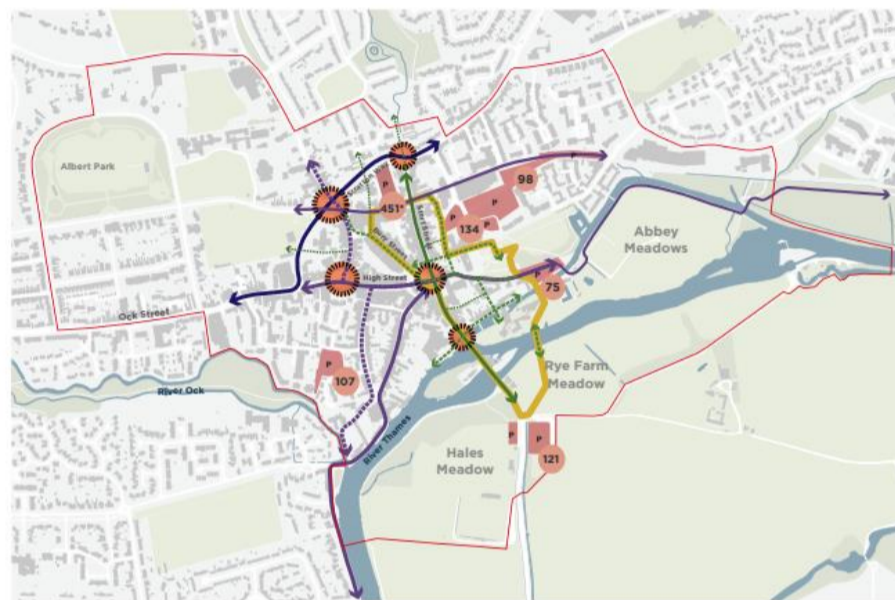


STAKEHOLDER WORKSHOP OUTPUTS



Delivery Strategy 1: Town Centre Access and Public Realm Improvements

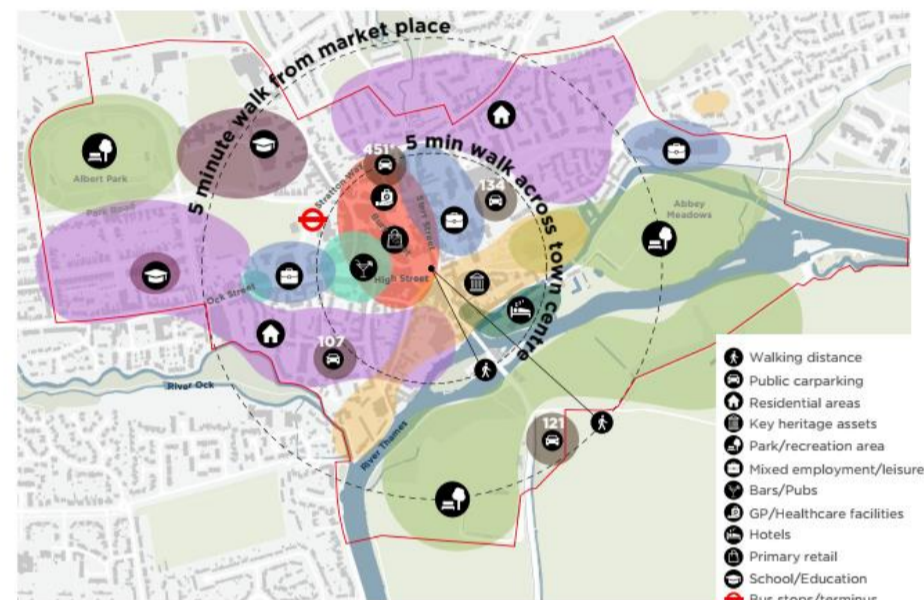
The main comments in relation to this topic were the need for improved pedestrian and cycle facilities in the town centre, especially around the Market Place; the potential for "park and walk" facilities leading into the town centre; better pedestrian links, especially from the south, including the potential for a new pedestrian/cycle bridge across the Thames; the need for improved bus priority in some locations; and the need to make the town centre more accessible in general for all user groups.



- CARF Study Area boundary
- Public carparking locations
- Major vehicular route
- Key cycle corridor
- Key pedestrian corridor
- Potential connectivity and public realm improvements
- Potential cycle infrastructure improvements
- Potential cultural trail loop
- High Incident areas

Delivery Strategy 3: Land Use Diversification

Stakeholders suggested several strategies for diversifying land use and activity in the town centre including an improved tourist information centre; the creation of a health "hub" to house existing doctor's surgeries and complimentary health services; re-housing the library; continued support for independent retailers rather than new large format retail; ensuring mixed use with new residential uses; and improving the visitor appeal, potentially including the provision of new hotel accommodation.



- Retail core
- Night time economy
- Hotel
- Education
- Residential
- Green/open space
- Office/commercial
- Heritage/culture core
- CARF Study Area boundary

Delivery Strategy 2: River Access and Recreation Provision

Comments raised in relation to this topic included the lack of activities for youth and young adults in the town centre; improved use of, and access to, the River Thames for a variety of river-based activities and leisure; and a greater focus on arts, heritage and culture events and activities including a culture trail.



- CARF Study Area boundary
- Conservation area boundary
- Key pedestrian movement
- Leisure/recreation routes
- Open space
- Water body
- Potential improved open space identified
- 1. The Net Youth Centre
- 2. Bath/Ock Street 'The Square'
- 3. Bath/Bury Street entrance
- 4. Old Station Yard
- 5. Market Place
- 6. Northern Riverfront/Thames Street
- 7. Upper Reaches
- 8. St Helens Wharf/Margaret Brown Gardens

Delivery Strategy 4: Key Opportunity Sites

Feedback received on this topic included the need to redevelop the Charter/Bury Street North area due to the appearance of the area and associated anti-social activities along with the potential for an integrated health hub amongst other uses in this location; the long-standing need to redevelop the Upper Reaches site; the benefit of better youth provision in the town centre, including potential re-established facilities at The Net site; and the desire to consider other opportunity sites for potential future re-purposing, including Abbey House.



- CARF Study Area boundary
- Town Centre boundary
- Potential opportunity sites
- Vale of White Horse/South Oxfordshire boundary
- 1. The Charter
- 2. Bury Street North
- 3. Abbey House
- 4. Upper Reaches
- 5. The Net Youth Centre
- 6. Coxeter house

VISION AND OBJECTIVES

A Vision for Abingdon

Our Vision for Abingdon town centre is based on key “themes for change” to help foster and create an attractive, lively, dynamic, sustainable and highly functional location for the benefit of residents and visitors alike. The themes are also based on the feedback we have received from local stakeholders.

The key themes for change include:

- Improving access and the public realm of the town centre.
- Re-connecting the town centre to the River Thames and creating improved links and leisure in and around the river and local green spaces.
- A strong economic base of the town centre through a diversified and attractive mix of uses to support working, shopping, living and visiting.
- The redevelopment of key sites within the town centre for uses that serve local need and benefit the town as a whole.

Key Regeneration Objectives

1. Protect Abingdon’s rich heritage whilst better promoting the cultural offer;
2. Consolidate public parking provision and as a result free up land for development in the town centre;
3. Improve walking and cycle links through the town which are currently dominated by vehicles;
4. Enhance bus stops/connections and promote use of public transport, including access to Radley Station to reduce reliance on the private car;
5. Provide new and co-located healthcare facilities;
6. Improve the night-time leisure/hospitality offer by creating more floorspace to promote Abingdon as an evening destination for food, drink and entertainment;
7. Foster and promote Abingdon’s daytime independent retail and leisure offer;
8. Respond to climate change objectives by cutting down pollution through reduced traffic/air pollution and generate green energy in the town centre through new developments;
9. Better connect communities to the north and south of the town with the town centre as part of any improved pedestrian/cycle connections, in particular across Stratton Way and the River Thames which are physical obstacles to movement for some users; and
10. Reduce antisocial behaviour, particularly around The Charter and Upper Reaches areas of the town centre, through redevelopment and town centre management.

Key Opportunity Sites

Site 1: The Charter

The Charter area represents an opportunity to remove unattractive, utilitarian buildings housing Abingdon Library facilities, existing Malthouse Surgery and Charter carpark amongst others, and re-provide them and other uses on-site. This could include a health hub, offices and retail with potential to re-provide some parking on site.

Site 2: Bury Street North

Closely allied with The Charter and ideally delivered in a coordinated fashion, the lower and upper floors of shops along this part of Bury Street could potentially be refurbished. There is also the potential to make better use of the upper storeys through extending ground floor uses upwards or converting to residential use.

Site 3: Abbey House

Our vision is to refurbish or re-purpose the new Abbey House and associated car parking area to the north-west of the site. This could support uses that contribute positively to the town centre, which may include office space, residential accommodation, a hotel and a health hub. Any change to new Abbey House should complement the refurbishment of Old Abbey House as a hotel. There is also the opportunity to improve the pedestrian connections from Stert Street to the west through the site.

Site 4: Upper Reaches

The site provides the opportunity to re-purpose the Grade II* listed building to the north-eastern part of the site, as well as provide complementary recreational open space. There is potential for a future new pedestrian/cycle crossing of the river to be positioned in this vicinity.

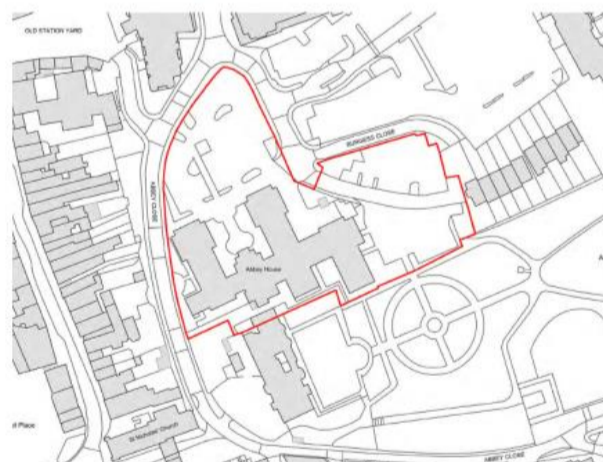
Site 1: The Charter



Site 2: Bury Street North



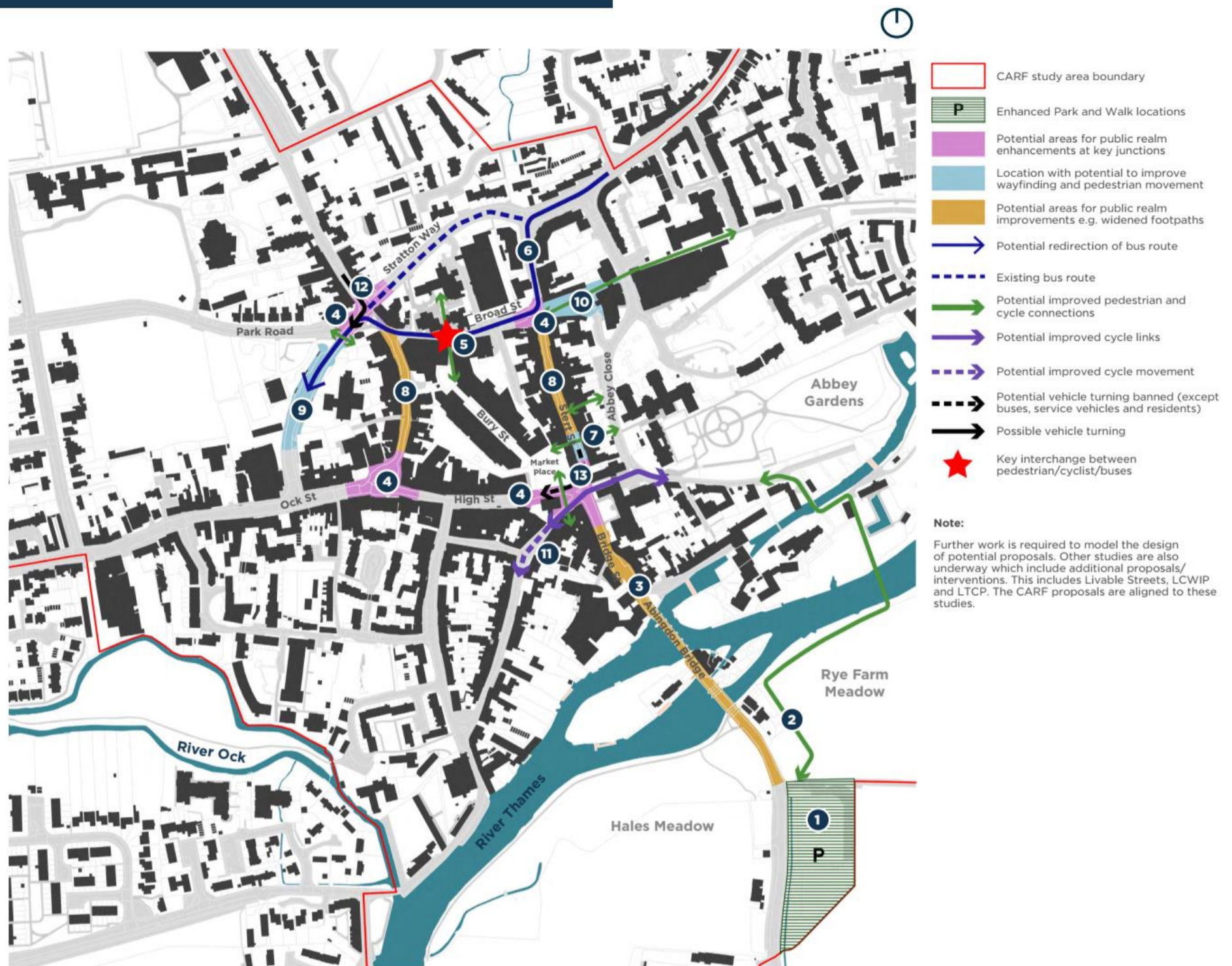
Site 3: Abbey House



Site 4: Upper Reaches Site



TOWN CENTRE MOVEMENT AND PUBLIC REALM POTENTIAL PROPOSALS



Major Public Realm Improvements

The general aims of the CARF are to enhance the town centre environment for pedestrians, cyclists and public transport users, while reducing the dominance of private vehicle movements. This could be achieved through a variety of potential measures including provision of improved public realm, better signage, increased cycle parking provision, changes to traffic priorities and better integration of public transport services.

Increased provision of park and walk facilities on the periphery of the town centre may release car parking sites in the heart of the town and discourage car journeys whilst enhancing walking and addressing climate change objectives.

Key Public Realm improvements suggested are as follows:

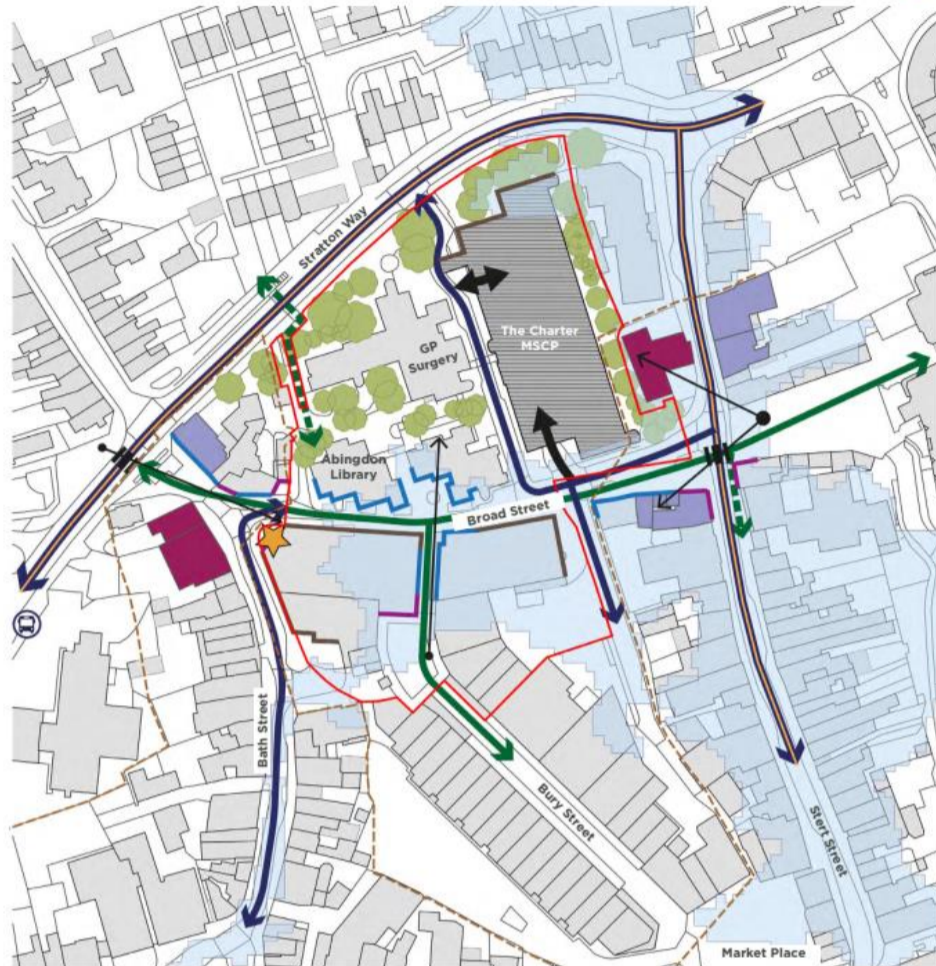
- 1 Rye Farm car park and former coach / lorry park could be reconfigured to increase parking capacity to provide an enhanced 'park and walk facility'. There is potential to provide electric cycle parking here to allow for quicker onward journeys. There is also potential to re-open the coach park.
- 2 Potential for a new pedestrian and cycle bridge over the river with associated onward connections.
- 3 Widened footways across Abingdon Bridge (where carriageway width allows) to improve pedestrian safety between the town centre and Rye Farm car park.
- 4 Areas where traffic calming / public realm improvements could be implemented such as raised surfaces or surface materials e.g. block paving to give greater emphasis to pedestrians / cyclists and reducing car dominance.
- 5 Proposed location for a mobility hub – an interchange between buses, pedestrians and cyclists.

- 6 Potential to divert southbound buses through Broad Street to bring them closer to the heart of the town centre. This could also become the main servicing route for redeveloped Charter and north end of Bury Street. *Note - northbound buses cannot be diverted along this route as the section of Stert Street between the junction of Broad Street and Vineyard is too narrow to accommodate two-way vehicle flow.
- 7 Existing pedestrian links could be emphasised between Stert Street and Abbey Close.
- 8 Potential to remove on-street parking along Stert Street and Bath Street (southern end) and widen footways, provide enhanced cycle lanes and improve public realm / materials choice to reduce car dominance.
- 9 Potential to improve the public realm experience around the bus stops on Stratton way and improve signage to and from the town centre.
- 10 Public realm improvements via Old Station Yard to emphasise connectivity between Waitrose and the town centre.
- 11 Contraflow cycle lane from Lombard Street to the junction of Bridge Street / High Street / Stert Street as currently cyclists have to dismount.
- 12 Allow right turns out of Bath Street to reduce traffic having to traverse the gyratory system in order to travel westbound – minimises traffic passing Market Place.
- 13 Ban right-turns from Stert Street to High Street (except for buses) to force traffic to use Stratton Way and thus minimise traffic passing Market Place.

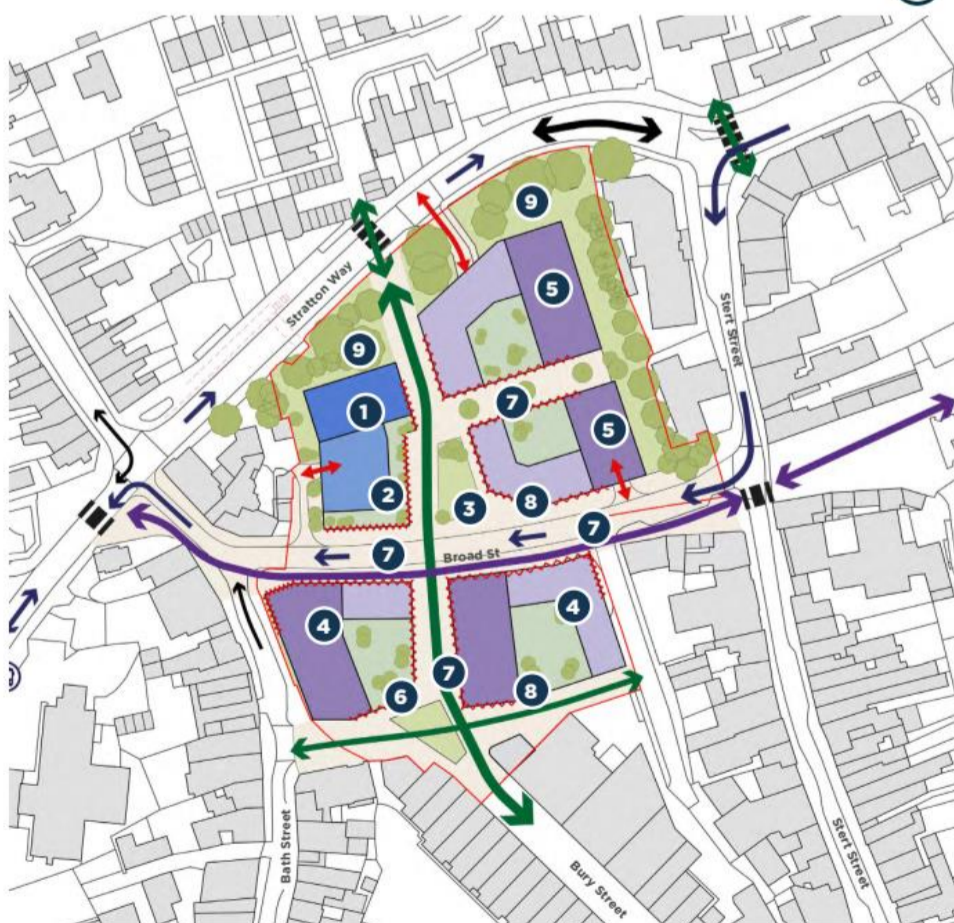
SITES 1 & 2: THE CHARTER AND BURY STREET NORTH



Carter Jonas



- | | | |
|---------------------------|--------------------|---------------------|
| Site area | Pedestrian route | Pedestrian crossing |
| Conservation Area | Vehicular route | Key views |
| Grade I listed building | Site entrance | Existing trees |
| Grade II* listed building | Bus route | Active frontage |
| Grade II listed building | Bus stop | Passive frontage |
| EA Flood Zone 2 | Existing building | Blank frontage |
| | Vacant building | Prominent corner |
| | Scheduled Monument | |



- | | | |
|---|--------------------------------|-------------------------|
| Site Boundary (VOWHDC Freehold) | Pedestrian crossings | Removed subway crossing |
| Potential residential use | Vehicular access points | |
| Potential office/community use | Vehicular route | |
| Active retail/food and beverage ground floor frontage | Pedestrian routes/desire lines | |
| | Cycle route | |

The Charter and the neighbouring Bury Street North sites are located at the northern edge of Abingdon town centre adjacent to the Abingdon Town Centre Conservation Area. Broad Street, a key east-west link through the town divides the two sites and currently provides access to The Charter car park. Access is provided for vehicles directly onto Stratton Way to the north. Buildings vary between 2-4 storeys in height across the two sites.

Opportunities

There is potential to:

1. Redevelop both sites to create a major new mixed-use development. This may include restaurants, shops, new housing (including later living homes), a health hub, potential employment/office space and a new public library/tourist information centre to replace the existing facilities.
2. Enhance the public realm along Broad Street and Bury Street and provide a new public square at the entrance to The Charter. This new public square could support a new multi-modal transport hub with space for cycle parking/facilities.
3. Open up a through route for buses along Broad Street, onto Bath Street connecting with Stratton Way with a drop-off at The Charter/Bury Street North. This would also serve to relieve the existing congestion along Stert Street.
4. Create new accessible green space by retaining existing trees around the site and creating an improved urban park setting.

Constraints

1. Abingdon Library facilities may need to be re-provided on the site or relocated elsewhere, however the future of library provision is to be determined by OCC.
2. The north-east corner of the site is located within Flood Zone 2.
3. There are likely to be a number of ownerships and occupational interests to consider.
4. New development would need to consider the impact of views to / from the east towards listed buildings at Stert Street.

Potential Regeneration Proposals

In order to improve the character, safety and appearance of the area as well as attract people to visit this part of the town centre, there is potential for a **comprehensive redevelopment of The Charter and Bury Street North in order to create a new, mixed-use quarter**. This area could support a **re-provided library with an all-in-one public service hub** including a **tourist office** and other public services.

An **integrated health hub** could be part of the redevelopment together with ground floor **retail and hospitality uses along Bury Street and Broad Street** improving footfall and activity within the area.

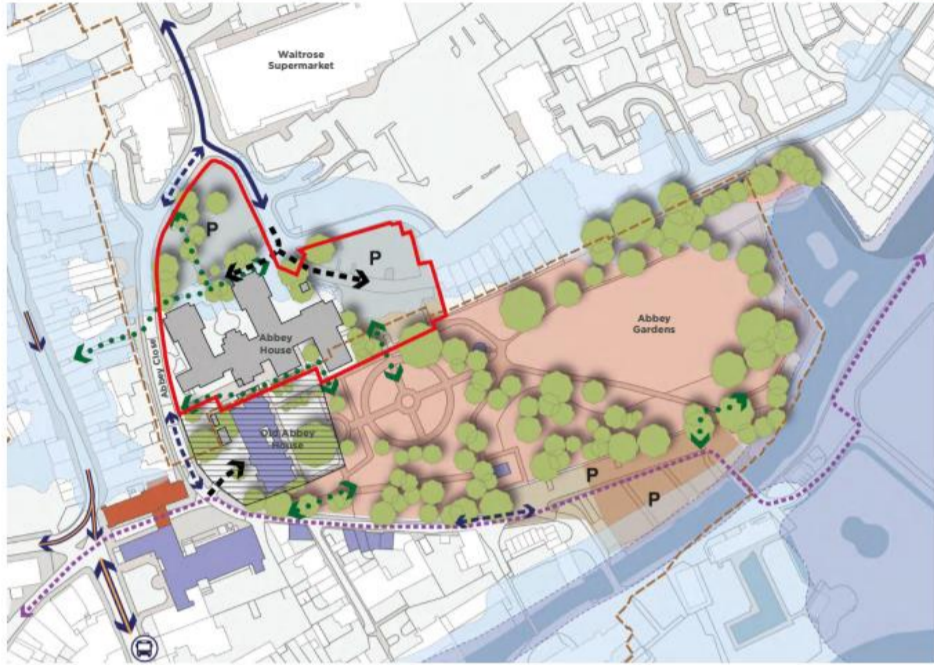
New buildings could be 4 or 5 storeys in height supporting residential uses at upper floors with views south over the town, including **affordable, starter and later living homes**.



SITE 3: ABBEY HOUSE



Carter Jonas



- | | | |
|----------------------------------|--------------------------|---------------------|
| Site boundary (VOWHDC Ownership) | Pedestrian route | Pedestrian crossing |
| Site boundary (OCC Ownership) | Vehicular route | Key views |
| Conservation Area | Site entrance | Existing trees |
| Grade I listed building | Bus route | Active frontage |
| Grade II listed building | Bus Stop | Passive frontage |
| EA Flood Zone 2 | Existing building | Blank frontage |
| EA Flood Zone 3 | Site under refurbishment | Scheduled Monument |

Abbey House is located to the eastern edge of Abingdon town centre adjacent to Waitrose supermarket and Abbey Gardens, a Scheduled Monument bounding the site to the south-west. The neighbouring Grade II listed Old Abbey House has current planning permission for the refurbishment of the existing building into a boutique hotel. Parking is provided to the north and east, with the main building access facing north onto the existing car park. The building is three storeys high and currently used as offices.

Opportunities

There is potential to:

1. Refurbish and re-purpose the Abbey House building and associated car parking areas to the north and east of the main building.
2. Provide a new use which contributes positively to the town centre and complements the neighbouring Old Abbey House. Opportunities include a mixed-use building comprising potential uses that contribute positively to the town centre including office space, residential accommodation, a hotel, a health hub and other community uses.
3. Consolidate car parking and provide an improved public realm with pedestrians as a priority, including improvements to pedestrian connections from Stert Street to Abbey Gardens and the neighbouring Waitrose site.

Constraints

1. There are likely to be a number of ownerships and occupational interests to consider.
2. Any future uses of Abbey House should be sensitive to the adjacent Grade II Listed Old Abbey House and other adjacent Grade I and II listed buildings.
3. Any future uses of Abbey House should be sensitive to the Abbey Gardens Scheduled Monument and Abingdon Town Centre Conservation Area.
4. Abbey Close is a narrow two-way street leading to the Abbey Close car park, where there is no through route.

Potential Regeneration Proposals

Abbey House has **potential for a range of new uses including office space, residential accommodation, a hotel, a health hub and other community uses.**

The building **may be suitable for conversion given its relatively recent age and availability of car parking which could serve future uses. Improving connections west to Stert Street** should also be part of any future proposal. Alternatively, **the existing building could be demolished and redeveloped**, however this would be subject to confirmation of no alternative viable use for the current building.



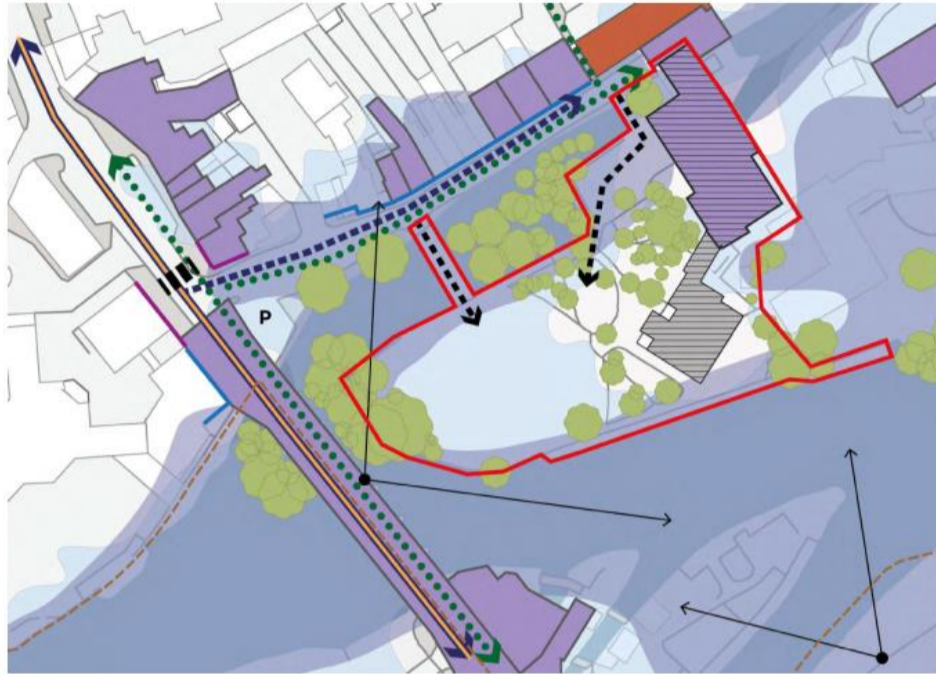
- | | |
|---------------------------------|------------------------------------|
| Site Boundary (VOWHDC Freehold) | Cycle routes |
| Potential mixed use | Potential refurbishment/demolition |
| Vehicular route | Possible access points |
| Pedestrian routes | |



SITE 4: UPPER REACHES



Carter Jonas



- | | | |
|----------------------------------|--------------------|---------------------|
| Site Boundary (VOWHDC Ownership) | Pedestrian route | Pedestrian crossing |
| Site Boundary (OCC Ownership) | Vehicular route | Key views |
| Conservation area | Site entrance | Existing trees |
| Grade I listed building | Bus route | Active frontage |
| Grade II listed building | Bus Stop | Passive frontage |
| EA Flood Zone 2 | Existing building | Blank frontage |
| EA Flood Zone 3 | Vacant building | |
| | Scheduled monument | |

The freehold of the Upper Reaches site is held by VoWHDC, however the site is subject to a long term lease agreement to a private third party. The 0.45 ha site is home to a Grade II listed building and a more recent unlisted extension which has fallen into disrepair. Future proposals will need to consider these issues, along with the wider heritage setting, key views from Abingdon Bridge, flood risk and access, all of which makes regeneration of the site complex.

Opportunities

There is potential to:

1. Provide improved pedestrian access into the site using the existing bridge connections from Thames Street.
2. Improve views of the river frontage from Abingdon Bridge and from Rye Farm Meadow located to the south of the River Thames.
3. Redevelop part of the site and re-purpose the Grade II listed building to the north-east to potentially provide uses such as a hotel and function space, restaurant and other leisure uses, and possibly new homes.
4. Provide recreational open space on part of the site that could complement the potential redevelopment of the listed building and any new uses.

Constraints

1. The majority of the site lies within Flood Zone 2 and partially in Flood Zone 3, which could limit potential development on the site, or at least part of the site.
2. The site falls within the Abingdon Town Centre Conservation Area and there are several listed buildings neighbouring the site's boundary that may impact development.
3. There is a Grade II listed building within the site area that would need to be retained and re-purposed.
4. The site is bounded on three sides by the River Thames. If the site were to flood, there could be potential access issues.
5. Under the current lease agreement, redevelopment will need to be delivered by the long leaseholder in partnership with VoWHDC.
6. Vehicular access onto the site may be limited by the narrow width of the bridge crossing. Thames Street is also very narrow towards its eastern end.

Potential Regeneration Proposals

Many people have noted that the Upper Reaches site **needs to be redeveloped in order to improve the arrival experience into the town centre from the south at this gateway location**. Redevelopment of the site could consider **uses such as a hotel and restaurant, function space and other leisure uses, and potentially new homes**.

Public access should be delivered as part of any future redevelopment proposal, allowing **access for pedestrians to enjoy the River Thames** and **providing new publicly accessible green space**. Heritage and conservation requirements, including the setting of listed buildings within the Conservation Area will be key to the success of any future redevelopment or refurbishment proposals.

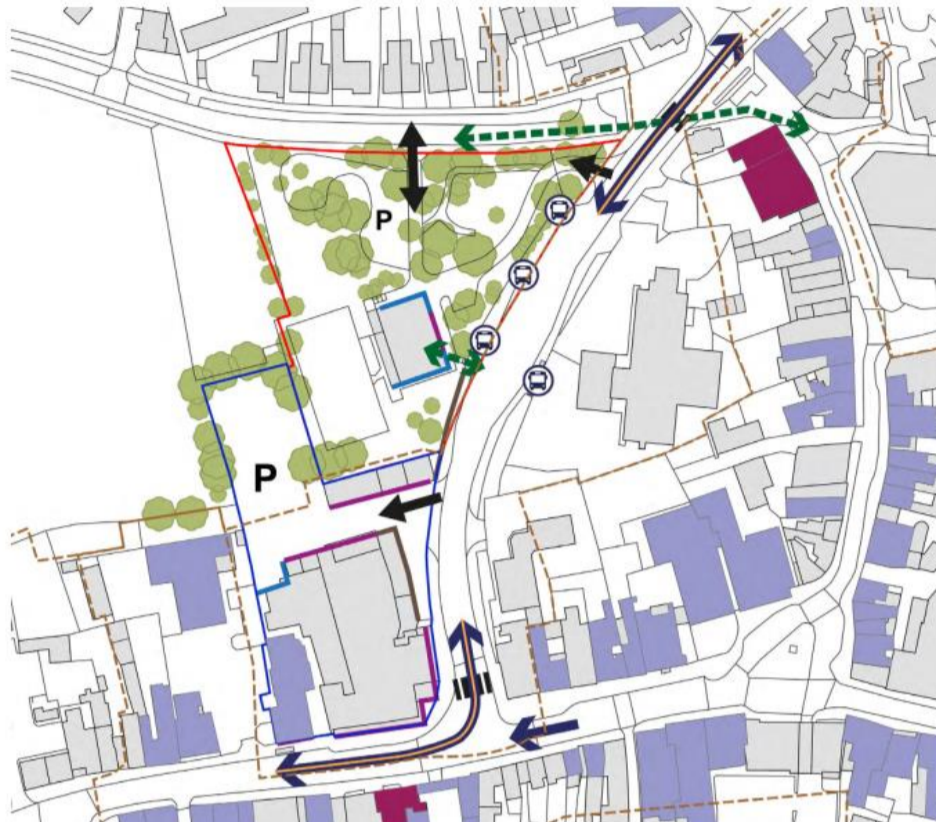


- | | | |
|---------------------------------|-----------------------------|-------------------|
| Site Boundary (VOWHDC Freehold) | Potential vehicular access | Key view of site |
| Potential food and beverage use | Potential pedestrian routes | Car/cycle parking |
| Potential hotel/residential use | EA Flood Zone 3 boundary | |



OTHER POTENTIAL OPPORTUNITIES

Coxeter House and The Net Youth Centre



The Net and Coxeter House sites occupy two adjacent corner plots at a gateway location west of the town centre, both are accessed directly from Stratton Way. The sites are in prominent locations, in particular Coxeter House, with key elevations/aspects onto Stratton Way and Ock Street. The Net site is 0.57 ha and the freehold is held by OCC. The Coxeter House site is 0.45 ha and is under third party ownership.

Opportunities

There is potential to:

1. Create an improved streetscape environment around the northbound bus stops which are located along Stratton Way adjacent to The Net site.
2. Improve connections to the east and the wider town centre
3. Consider whether these sites could form part of the Park and Walk strategy for the town centre, capturing traffic from the west
4. Consider new or redevelopment opportunities at either site with a view to increasing site density, including building heights
5. Provide new education and youth facilities

Constraints

1. The sites are under different ownership and not within the control of VoWHDC, therefore any future change would be at the behest of each landowner.
2. Acknowledging the presence of established business tenants and ensuring their ongoing operation on site or elsewhere in the town is a key consideration.
3. The Net site supports significant areas of open space, including mature trees. There are also neighbouring residents to the north, along with Abingdon School.



What other potential development sites exist within our study area? (please mark on map)



SUMMARY & CLOSE

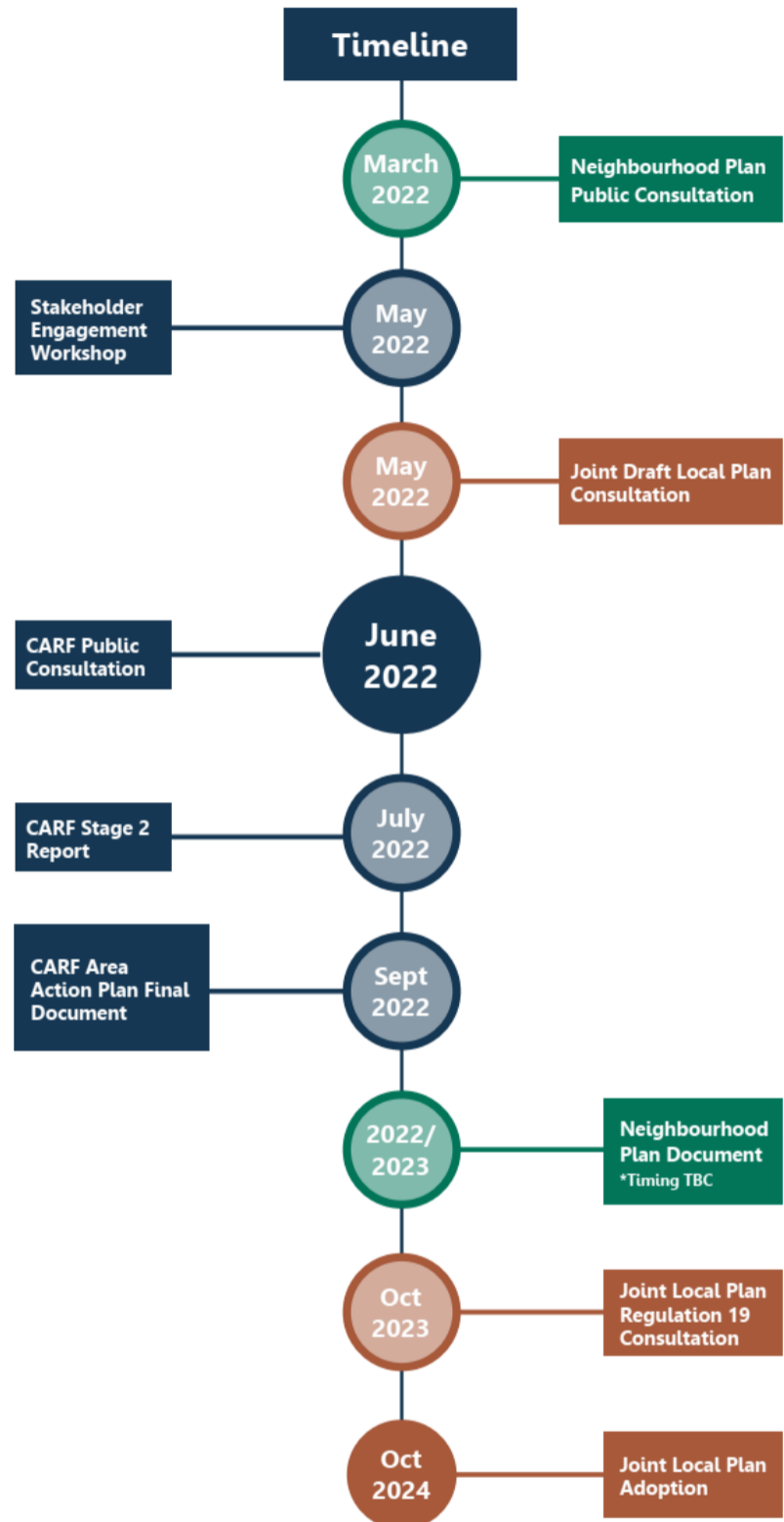


Carter Jonas



Thank you for taking the time to visit our exhibition on the emerging Central Abingdon Regeneration Framework (CARF).

The timeline below sets out the next steps in the completion of the CARF culminating in September of this year together with an "Action Plan" setting out the steps to deliver on the vision, objectives and projects as set out in the CARF.



How to give feedback:

This is your opportunity to give feedback or share any comments you may have with us....

Please complete a comment form or go online and



Complete our survey at:
www.whitehorsedc.gov.uk/CARF



Email the team at:
CARF@whitehorsedc.gov.uk

APPENDIX 6 – CARF ONLINE SURVEY

Central Abingdon Regeneration Framework (CARF) Public Consultation, June 2022

Introduction

Vale of White Horse District Council is currently working on a regeneration review for central Abingdon, called the Central Abingdon Regeneration Framework (CARF).

As part of its review, the district council is working with Carter Jonas – an organisation with expertise in ‘regeneration’ – to engage directly with community groups, local business and more widely with the public to help identify challenges and areas for improvement in the town.

The project will include a review of the town centre to identify realistic options for improving buildings, spaces and movement to help make central Abingdon a thriving place in the future.

You can read more information about the CARF project here: <https://www.whitehorsedc.gov.uk/central-abingdon-regeneration-framework/>.

We welcome your comments on the CARF project. This consultation period will run from **Friday 17 June to 11.59pm on Friday 15 July 2022**.

What happens next?

We greatly value your feedback and will review all of the comments raised before finalising the CARF project later this year. Your comments will help us to identify what future improvements are needed in the town for when an opportunity presents itself, and to direct future decisions to support the vision for central Abingdon. A report detailing the consultation outcomes and how we've responded to them will be published on our website.

If you have any questions about this survey or require it in an alternative format (for example large print, Braille, audio, email, Easy Read and alternative languages) please email haveyoursay@southandvale.gov.uk or call 01235 422425.

Personal details?

If you are responding as a resident or visitor, you are not required to provide your name or contact details. Any personal information you provide to the council within your comments that could identify you will not be shared with any third parties or published in the consultation report. If you are responding on behalf of a business, organisation or landowner, we ask you to provide its name - the consultation report may include this information. Further information on data protection is available in our privacy statement: https://files.smartsurvey.io/2/0/5UWMEB64/20220613_CARF_Privacy_Notice_v1.0_FINAL.pdf.

By completing this survey you confirm you are happy for your response to be used in the consultation analysis and results. If you submit your response to us, your responses may be included as valid answers, even if you do not reach the end of the survey.

A bit about you

Please could you tell us a bit about yourself. This information will help us better understand who is visiting Abingdon town centre and how frequently.

1. Are you responding as:

- | | |
|--|--|
| <input type="checkbox"/> A resident | <input type="checkbox"/> A business/organisation |
| <input type="checkbox"/> A visitor | <input type="checkbox"/> A landowner |
| <input type="checkbox"/> Other (please specify): | <input type="checkbox"/> Prefer not to say |

2. If you are responding as a business/ organisation or landowner, please provide the business name

3. How frequently do you visit / use central Abingdon?

- | | | |
|---|---|---------------------------------|
| <input type="checkbox"/> Daily | <input type="checkbox"/> Once a fortnight | <input type="checkbox"/> Rarely |
| <input type="checkbox"/> 2-3 times per week | <input type="checkbox"/> Once a month | <input type="checkbox"/> Never |
| <input type="checkbox"/> Once a week | | |

4. When do you usually visit the town centre:

- | | | |
|---|---|---|
| <input type="checkbox"/> During the day | <input type="checkbox"/> During the evening | <input type="checkbox"/> A combination of day and evening |
|---|---|---|

Strengths and Weaknesses of central Abingdon

Please see our study area below for what we mean by 'central Abingdon'



5. What are the top three things you like about central Abingdon?

1.

2.

3.

6. What are the top three things that need to change or could improve central Abingdon?

1.

2.

3.

Vision and Objectives

7. Having a vision for a place is a way to guide how the place grows, is perceived and promotes itself. We have drafted a Vision below.

Our Vision for Abingdon town centre is based on key "themes for change" to help foster and create an attractive, lively, dynamic, sustainable and highly functional location for the benefit of residents and visitors alike. The themes are also based on the feedback we have received from local stakeholders.

To what extent do you agree or disagree with the Vision?

- Strongly agree
 Neither agree nor disagree
 Strongly disagree
 Agree
 Disagree
 I don't know

If you disagree/strongly disagree, how would you change the Vision?

8. Having objectives will help us to work towards achieving our Vision for central Abingdon. To what extent do you agree or disagree with each of the objectives:

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	I don't know	No comment
Protect Abingdon's rich heritage whilst better promoting the cultural offer;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Consolidate public parking provision and as a result free up land for development in the town centre;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve walking and cycle links through the town which are currently dominated by vehicles;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Strongly agree	Agree	Neither agree nor disagree	Disagree	Strongly disagree	I don't know	No comment
Enhance bus stops/connections and promote use of public transport, including access to Radley Station to reduce reliance on the private car;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Provide new and co-located healthcare facilities;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improve the night-time leisure/hospitality offer by creating more floorspace to promote Abingdon as an evening destination for food, drink and entertainment;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Foster and promote Abingdon's daytime independent retail and leisure offer;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Respond to climate change objectives by cutting down pollution through reduced traffic/air pollution and generate green energy in the town centre through new developments;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Better connect communities to the north and south of the town with the town centre as part of any improved pedestrian/cycle connections, in particular across Stratton Way and the River Thames which are physical obstacles to movement for some users; and	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Reduce antisocial behaviour, particularly around The Charter and Upper Reaches areas of the town centre, through redevelopment and town centre management.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Delivery Strategies

We have developed a series of "themes" which represent locations or features in the town centre that could be improved. These will in turn help inform future "Delivery Strategies" to be included in the CARF project.

The key themes for change include:

1. Improving access and the public realm of the town centre.
2. Re-connecting the town centre to the River Thames and creating improved links and leisure in and around the river and local green spaces.
3. A strong economic base of the town centre through a diversified and attractive mix of uses to support working, shopping, living and visiting.
4. The redevelopment of key sites within the town centre for uses that serve local need and benefit the town as a whole.

Please skip to the relevant sections for the theme(s) you wish to comment on.

Theme 1: Town Centre Transport and Public Realm Improvements

9. What is your main form of transport into and around central Abingdon?

- | | | |
|--|-----------------------------------|---|
| <input type="checkbox"/> Private vehicle (e.g., car, van, motorbike) | <input type="checkbox"/> Bus | <input type="checkbox"/> Walking |
| <input type="checkbox"/> Taxi | <input type="checkbox"/> Bicycles | <input type="checkbox"/> Other (please specify) |

10. Do you drive a vehicle (e.g. car, van, motor vehicle) *

- Yes
- No – if you answered No, please skip to question 14

11. To reduce congestion and improve air quality, we have set out proposals including a 'Park and Walk' strategy.

If you were to Park and Walk, how far would you be prepared to walk from your vehicle?

	Less than 5 mins	6-10 mins	11-15 mins	16-30 mins	More than 30 mins	I prefer not to drive
During daylight hours	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
During hours of darkness	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

12. What do you think about the current provisions of:

	Excellent	Good	Average	Poor	Very poor	I don't Know	No comment
Car parking locations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Car parking spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electric charging points	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking for other vehicles (e.g., motorbikes)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Excellent	Good	Average	Poor	Very poor	I don't Know	No comment
Parking for other vehicles (e.g., coaches)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you selected poor or very poor for any of the above, please explain further including details of the locations that you are referring to:

13. The council is committed to tackling climate change following its declaration of a Climate Emergency. What would encourage you to switch from using your car to more sustainable forms of transport like walking, cycling or using the bus?

14. Do you use the bus? *

- Yes
- No – if you answered No, please skip to question 16

15. What do you think about the current provision of:

	Very good	Good	Average	Poor	Very poor	I don't know	No comment
Bus stop locations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus frequency	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus routes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Connection to rail stations	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you selected poor or very poor for any of the above, please explain further including details of the locations that you are referring to:

16. Do you use a bicycle to get around Abingdon? *

- Yes
- No – if you answered No, please skip to question 18

17. Do you feel there are enough cycling facilities (e.g., storage, repair stations etc) in central Abingdon?

- Yes
- No
- I don't know

If no, what facilities would you like to see and where would the best location for them?

18. How would you rate the following?

	Very good	Good	Average	Poor	Very poor	I don't know	No comment
Signage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ease of getting about	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street furniture (e.g., bins, benches)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Public toilets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of pavements	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street cleanliness and maintenance of public spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you selected poor or very poor for any of the above, please explain further including details of the locations that you are referring to:

19. If there is anything we have missed from our proposals for this theme, or you have any other comments please provide them below.

Theme 2: River Access and Recreation Provision

20. Do you use or access the River Thames?

- Yes Sometimes No

21. What are you accessing and using the River Thames for? Tick all that apply.

- Sightseeing Fishing Activities (boating, swimming, rowing, etc.)
- Walking Bird watching Other (please specify)

22. Do you think access to the river could be improved?

- Yes No

If yes, please explain why and how:

23. We have identified a need for more recreational facilities and spaces for younger people (11 to 17-year-olds) in central Abingdon. What sort of facilities and spaces do you think are needed?

24. Abingdon has a rich heritage and cultural history that we want to celebrate with a walk that links up key historical features, buildings and locations.

Do you support the principle of a "Cultural Trail"?

- Yes No Unsure

If yes, what do you think about the proposed route?

25. If there is anything we have missed from our proposals for this theme, or you have any other comments please provide them below.

Theme 3: Land Use Diversification

This theme considers whether the type of existing uses within central Abingdon are sufficiently varied and help create activity and attract a range of people.

26. What do you think of the following in Abingdon town centre:

	Very good	Good	Average	Poor	Very poor	I don't know	No comment
Independent retail	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Food and beverage	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Office use / working spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hotel provision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Healthcare facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Library provision	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Housing in the town centre	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cultural/heritage facilities	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Entertainment, cinema, etc.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Green spaces	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

If you selected poor or very poor for any of the above, please explain further:

27. Are there other uses and services you would like to see offered in the town centre?

28. If there is anything we have missed from our proposals for this theme, or you have any other comments please provide them below.

Theme 4: Key Development Sites

29. To what extent do you agree or disagree with our proposals for each of the following sites (link)?

	Strongly support	Support	Neither support nor don't support	Don't support	Strongly don't support	I don't know	No comment
The Charter/Bury Street:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Abbey House	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Upper Reaches	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Coxeter House/The Net	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

30. If you don't support any of the proposals for the sites above, please let us know which one(s) and what you would prefer to see instead.

31. Are there any other sites that should be included as part of this study?

Anything else?

32. If you have any additional comments you would like to make, please provide them in the comment box below.

Our commitment to equal access for all

We are committed to making sure that residents have equal access to all council services. Please help us to keep track of how successfully we are achieving this by ticking the appropriate boxes below.

All questions are optional. All information is confidential and will only be used to help us monitor whether views differ across the community.

We are especially interested in knowing whether we are hearing from younger people and other groups that don't often engage with us, so please do share this survey with anyone who might be interested (there's a link at the end you can use).

33. Which of the following describes how you identify yourself?

- Male Female
 Neither of the above (specify below if you would like to) Prefer not to say
 I identify as:

34. How old are you?

- 17 and under 25-34 45-54 65 and over
 18-24 35-44 55-64 Prefer not to say

35. Please enter the start of your postcode (e.g. OX14)

36. Are your day to day activities limited because of a health problem or disability which has lasted or is expected to last 12 months or more?

- Yes No Prefer not to say

If yes, please specify:

37. What is your ethnic group? (Please tick ONE box only)

White

- English, Welsh, Scottish, Northern Irish, British
 Irish
 Gypsy or Irish Traveller
 Any other white background

Asian or Asian British

- Indian
 Pakistani
 Bangladeshi

- Chinese
- Any other Asian background

Black or Black British

- Caribbean
- African
- Any other black background

Mixed or Multiple Ethnic Groups

- White and Black Caribbean
- White and Black African
- White and Asian
- Any other mixed background

Other Ethnic Group

- Arab
- Other (please specify):

APPENDIX 7 – SCHOOL WORKSHOP FINDINGS

The below summarises the findings from the school workshop held on 11 July 2022. Comment frequency relates to how many groups raised the comment (e.g., X2 = two groups). There were five groups in total.

Strengths

Comment	Comment Frequency
Abbey Meadows / area by the river	X2
Areas to meet with friends and family	X2
Meeting people for a drink/food	X2
Abbey cinema	X2
BMX track	X1
Charity shops	X1
Close to our houses	X1
Damascus – operates from the Net Site	X1
Library	X1
Museum	X1
Outdoor pool	X1
PCP Peachcroft Massive	X1

Comment	Comment Frequency
Poundland	X1
Skate Park	X1
The market	X1

Weaknesses

Comment	Comment Frequency
Albert Park (nothing there)	X1
Area outside the library and doctors isn't very nice	X1
Boring	X1
Buses feel unsafe	X1
Empty buildings not being used	X1
Get kicked out of places	X1
Toilets (not enough, not clean)	X1
Not enough travel (bus)	X1
Not too compact and not easy to get around	X1
Nothing much to do around Stert Street area	X1
Other towns nearby are more attractive	X1
Starbucks	X1
Subway – it's too far away at the moment	X1
The people in town	X1
Too many people smoke weed at the Skate Park	X1
Traffic (including Abingdon Bridge)	X1
Two coffee shops next to each other	X1
West St Helens Street is quiet	X1

Opportunities

Comment	Comment Frequency
Football pitch (4G, goals)	X5
Inside games areas (e.g., arcades, bowling, trampoline park)	X4
More clothes shops	X4
More places to sit / chill (in and outdoor in town and Abbey Meadows)	X4

Comment	Comment Frequency
Outside games areas (e.g., basketball courts, tennis courts, paintballing, centralised skate park)	X4
Better range of shops (general – make Abingdon as attractive as Oxford)	X3
Bike lockers / storage (in town and Abbey Meadows)	X3
Fast food vendor in town centre (e.g., Burger King, KFC or McDonalds)	X3
Abbey Pool (open more, provide activities for people to cool down in heat)	X2
Homes for older / disabled / homeless people	X2
Improved bus service (cheaper bus fare, safer buses)	X2
More / clean public toilets	X2
Sweet shop	X2
All you can eat buffet	X1
Better restaurants (general)	X1
Better signage	X1
Free activities	X1
Improved riverside facilities (e.g., places to get in and out of the river safely on kayaks, paddleboards etc.)	X1
Make the centre into a mini Westgate	X1
Make the museum more visible	X1
Manga / cartoon shop	X1
More bins	X1
More events	X1
Nandos	X1
Picnic areas	X1
Sheltered spaces for everyone (young people / homeless people)	X1
Spaces specifically for teenagers and not younger children	X1
Sports shop	X1
Toy shop	X1
Under 18 music venues (areas to watch sport – “Kids Pubs”)	X1

Study area map – SWOT exercise

Students marked up locations on a map of the study area using coloured stickers. These were combined onto one map which is displayed on the following page.

There were many locations that younger people identified as good, including Abbey Meadows (including the outdoor pool, sprinklers, meadow area and area by the river. They also thought

the Abbey Cinema, Albert Park, the playing fields by Abingdon School, Poundland, the Skate Park by the leisure centre and Stert Street were good.

They marked up the bad areas, or areas they considered needing improvement. These areas included many areas other students thought were good (e.g., Abbey Meadows, Albert Park and the playing fields by Abingdon School), with views of these locations differing based on things like the people that go there, how proximate they are to students' homes and not necessarily enjoying participating in the activities that happen there. There were other locations considered to be bad, including Bury Street, Abbey House and Abingdon Bridge. Participants also marked up Abingdon and Witney College and Fitzharrys School.

Key opportunity areas included Abingdon weir and lock, the sprinklers at Abbey Meadows, the playing fields by Abingdon School, Poundland and The Charter.

