

Danny Yee – Copenhagen Drive, Abingdon - Proposed Toucan Crossing and Shared Use Path

The proposed crossing is on an important walking and cycling route and will make that safer and more accessible, so we support it. However we have concerns about the location and design, which raise some general issues.

The plans don't have a scale on them, but the new crossing appears to be about 20 metres from the roundabout, perhaps 13 metres further than the existing non-priority crossing (with tactiles and dropped kerbs, but nothing else).

Pedestrians are extremely loathe to deviate from desire lines and walk further than they need to, so many will continue using the existing crossing to avoid walking the extra 25 metres. People cycling are less concerned about distances like that, but may prefer the old crossing as it is straighter and avoids the two near ninety degree turns using the new crossing. This will mostly happen when there is less motor traffic, but that is also when drivers are most likely to speed. There is also a risk that a green light on the crossing may lead drivers to stop thinking about pedestrians or cycles, and perhaps speed up.

So we think the crossing here should be more like the ones at the Middleton-Stoney-Kings Rd-Oxford Rd roundabout in Bicester, which you approved in November last year. This has parallel crossings much closer to the desire line.

Obviously this scheme can't be changed now, and was constrained by the Secion 278 agreement. But we hope that more forward planning, especially the LCWIPs and MAPPs, will allow us to move away from this kind of patchwork upgrade and instead integrate funding into larger schemes. With a full roundabout redesign here we could tighten the roundabout, reduce speed limits through it, put in parallel crossings on raised tables, closer to the desire line, and so forth.