



Addresses to Transport Delegated Decisions Meeting 10 October 2024 Abingdon: Faringdon Road Zebra Crossing

I am Robin Tucker, Co-Chair of the Coalition for Healthy Streets and Active Travel, and a resident of Abingdon, living than 5 minutes cycling from the proposed crossing.

The need for this crossing to aid healthy school travel is evident to anyone familiar with this area. Secondary students, who are mostly capable of independent travel by walking or cycling, many need to cross the road at some point, but Faringdon Road sees 4 to 5 thousand vehicles a day, peaking at school times. So a crossing will make things safer for children, and rightly give priority to the pedestrians at the top of the road user hierarchy.

You can see the massive support for the scheme in the consultation responses, with 64 in support and only three against, and one of those objections has been resolved by altering the position of the crossing in response to the consultation.

The other two objections concern high amount of traffic on the road, and the high number of people walking to the school. The first is an undesirable outcome of our current unsustainable transport system. It afflicts Abingdon and other towns almost as much as it affects Oxford. It is unsustainable, on many dimensions, and soon someone is going to have to act upon it.

The second, pupils walking to school, is exactly what we should hope to see at any thriving school. Evidence shows they will arrive more energised, more productive, and better able to learn, and we should commend the schools for having so many of their pupils walk.

9-13. 20mph (and other) speed limit proposals

I am Robin Tucker, Co-Chair of the Coalition for Healthy Streets and Active Travel. We have been very supportive of this Council's locally driven approach to 20mph speed limits. Budget and resource has been allocated, and every elected town or parish council, with their county councillor, has been able to come forward with a proposal for a scheme. Some have come forward with whole town or village schemes, to maximise safety. Others have preferred to prioritise HGVs travelling at 30mph through their town centre at all hours, despite the impact on school travel and sleep.

Over 200 schemes have been approved, and over 150 have been implemented. On Monday, my cycling commute took me through Culham village where the signs were being put up for another. This we think is a model for other Councils.

But any scheme is only as good as its results. So we awaited the DfT release of the road casualty statistics for 2023, two weeks ago, with interest. In Oxfordshire, combining 20 and 30mph roads, casualties had dropped by 26%. Now we can't link that fully to the 20mph programme, partly because any one year's results may fluctuate, and partly because 2023 captures a part-year result for many schemes, but the indication is very promising. It may be possible for someone to analyse specific locations by dates to get a better indication of impact.

But a one-quarter reduction in injuries from road crashes would be very consistent with wider findings, whether you look at Wales, London, Edinburgh or a meta-study of 40 cities. In addition, benefits have been seen in Emissions, Noise, Fuel consumption and traffic congestion.

So we come to the 5 schemes proposed today. Once again, officers have done an excellent job in translating parishioners' wishes for safety into practical plans for zone extent and signage placement. Consultations are not referendums but seek to identify potential problems, even so, is notable that every one of these schemes has a majority of consultation responses in favour of the schemes, from 58% to 97%. This is a measure of local support for these schemes which make local communities safer, and we are very happy to support them.