

# Abingdon Local Cycling and Walking Infrastructure Plan Consultation Outcomes Report

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## Consultation approach

### Online materials

The consultation was based on the [Let's Talk Oxfordshire](#) platform, which was used to provide an opportunity to view and download the draft Abingdon LCWIP and its appendices, and to provide feedback by one (or both) of two methods: a traditional survey form, and a map-based survey, which allowed people to raise issues at specific locations more easily.

Note that whilst the map survey enabled individual users to submit multiple responses, it was not used to gauge support for the LCWIP as a whole. Its purpose was to act as a tool to enable respondents to highlight specific local issues for inclusion in this version or future versions of the LCWIP.

### Paper copies

During the consultation period, a hard copy of the LCWIP and its appendices was made available at Abingdon Library. The deadline for hard copy responses was extended to account for the unexpected closure of Abingdon Library for several days – due to internal flooding following heavy rain – during this period.

One request for a paper copy from a local resident was received and fulfilled during the consultation period.

## Number of consultation responses and respondents

Table 1 shows the number of responses to the consultation by each of the available response methods, and the number of unique respondents to the consultation – both for each method of response and in total.

Note that the total number of unique respondents (120) is less than the sum of the number of unique respondents by method (140), as some (20) respondents provided responses by several methods (e.g., both placed pins on the map and submitted an online form (16), or both submitted an online form and a letter elaborating on the content of the online submission (4)).

*Table 1 Number of responses and respondents by response method*

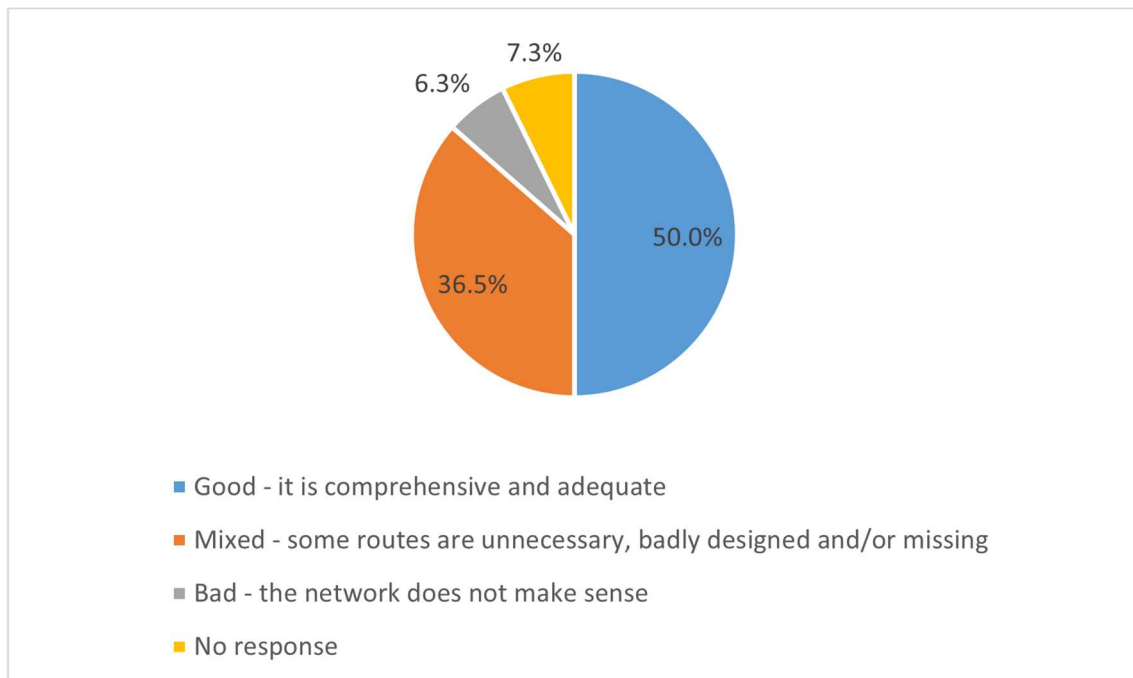
Response method	Responses	Respondents	% Respondents
Online survey	96	96	80.0%
Online map	207	39	32.5%
Letter/email	5	5	4.2%
Total	308	120	100%

## Online survey results – overview

Figure 1 shows the response to the multiple choice online survey question which invited respondents to rate their overall impressions of the LCWIP route network.

The overall response to the draft LCWIP was positive, with 50.0% of respondents to the survey rating the network of identified walking and cycling routes as “good” and a further 36.5% of respondents to the survey rating the network as “mixed”. Only 6.3% of responses rated the network identified in the draft LCWIP as “bad”.

Note that a number of respondents who responded “mixed” to this question, elaborated on their response indicating that their concerns related to existing conditions on the route network, rather than to the selection of routes identified in the LCWIP and their classifications (primary/secondary/etc.), which was the intention of the question.



*Figure 1 Responses to: "Overall, what do you think of the suggested route network?"*

Figure 2 shows the response to the multiple choice online survey question which invited respondents to rate their overall impressions of the infrastructure improvements for walking and cycling proposed in the LCWIP.

The response to the proposals was positive overall, with 60.4% of respondents to the survey rating the proposals set out in the LCWIP as “good” and a further 31.3% rating the proposals as “mixed”. Only 5.2% of responses rated the proposals as “bad”.

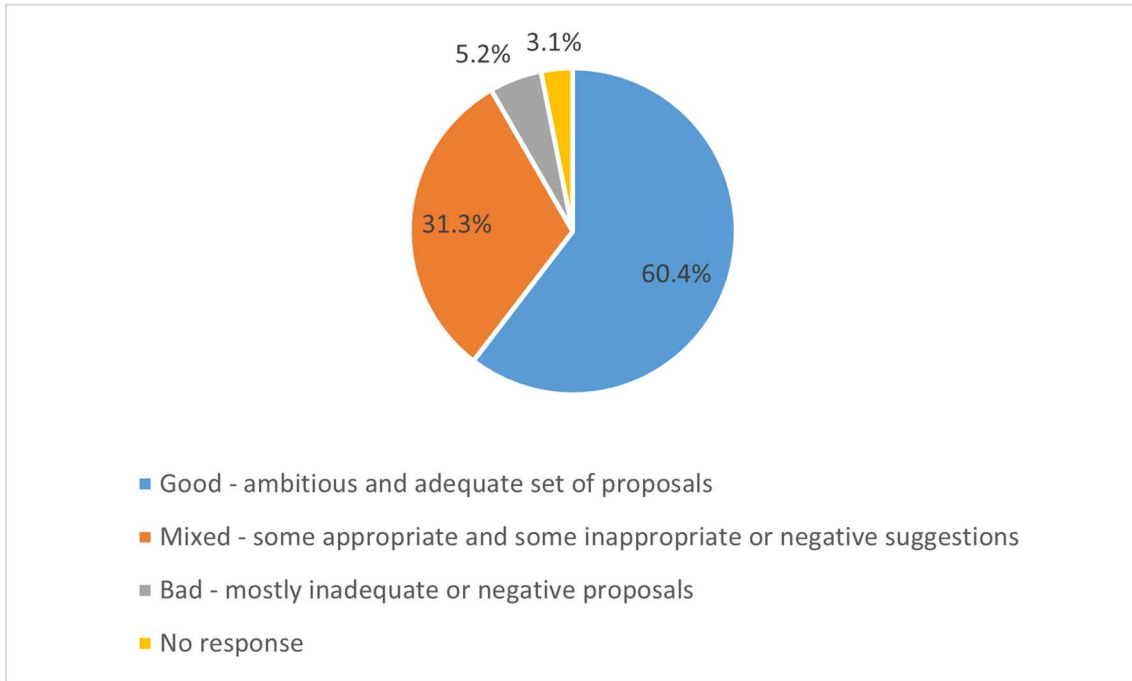


Figure 2 Responses to “Overall, what do you think of the suggested infrastructure improvements?”

### Online map – overview

Figure 3 shows an overview of the proportion of the number of pins placed on the consultation map which fell into each of the following categories:

Table 2 Categorisation of consultation pins

Category	Description
Included pre-consultation	pins which flagged issues for which improvements have already been included in the LCWIP
Included post-consultation	pins which flagged issues for which improvements have been included in the LCWIP as a result the consultation
For future review	pins which flagged issues for which proposals will be considered for inclusion through the LCWIP review process (because they require further investigation which would delay the approval of the LCWIP or because they are not considered suitable for inclusion at this time, but may become suitable in future)
Not included	pins which flagged issues within the geographical scope of the LCWIP which were not considered appropriate for inclusion in the LCWIP
Maintenance	pins which raised issues which were maintenance issues only (i.e., “the surface is damaged” would fall into this category, but “the surface is damaged and needs widening” would not).
Out of scope	pins which flagged issues outside the geographical scope of the LCWIP

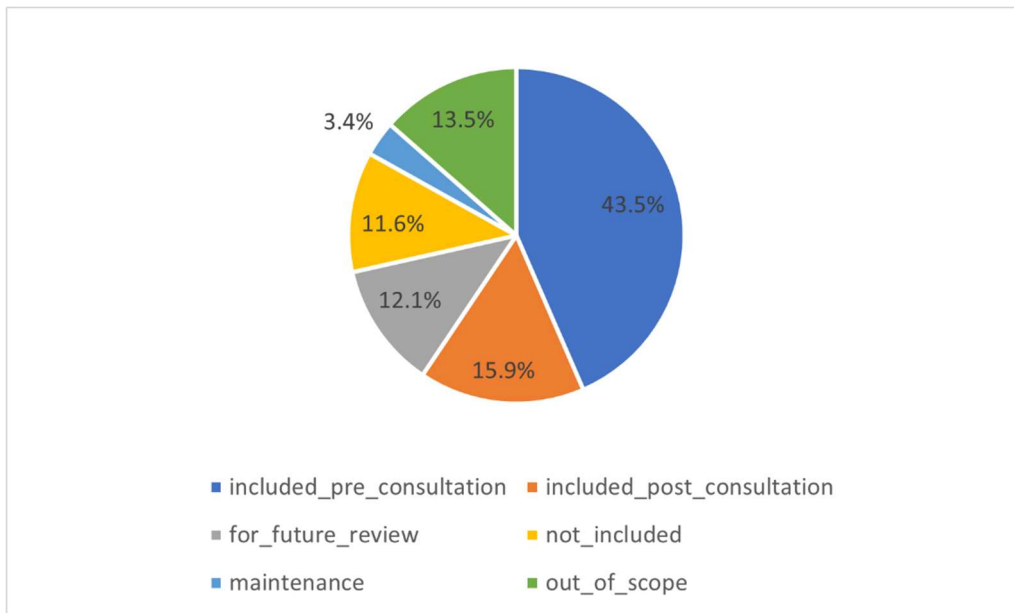


Figure 3 Overview of action taken in response to issues raised on consultation map

The consultation map pins can still be viewed (but not edited) [online](#), after the consultation has closed. Figure 4 gives an impression of the key clusters of map pins placed: in the town centre, on the A415 Causeway, near the junctions of the A415 with Tollgate Road and Thame Lane, between Abingdon and Radley, and along Ock Street and Marcham Road. Note that Figure 4 does not capture all 207 pins submitted (some of which were placed outside the area shown).

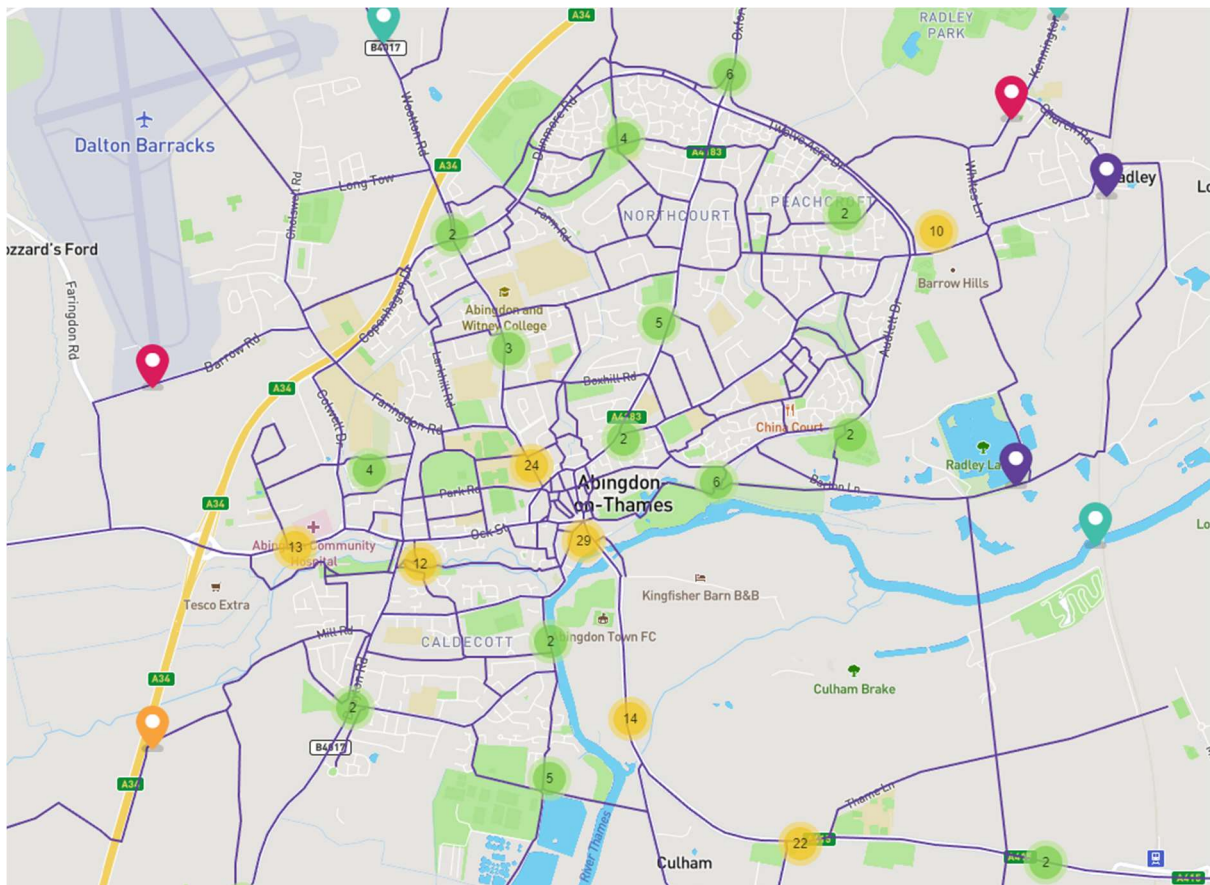


Figure 4 Abingdon LCWIP consultation map pin clusters

## Specific issues and proposals raised during consultation

*Table 3 Breakdown of actions on issues raised during consultation*

<b>To be included in the first version of the LCWIP</b>
Junction improvements to prioritise safe walking and cycling at the junction of Tollgate Road and the A415
Junction improvements to prioritise safe walking and cycling along the A415 at its junctions with Thame Lane and the front access to Europa School
Formalise cycling route between Boxhill Walk and Boxhill Road
Controlled crossings at Fairacres roundabout
Clarification of the need for active travel improvements along the B4017 to Whitecross and Wootton – as well as through the Dalton Barracks site
Controlled crossing at the south (Drayton) end of the B4017 shared use route to enable safe access to and from the route at peak times
Off-carriageway path alongside Thrupp Lane to reduce conflict with commercial traffic
Explicit mention of consideration for the impact of a redesign of the Oxford Road junction with Northcourt Road and Appleford Drive on Northcourt Lane
Controlled crossings at the Vineyard mini roundabout
Widening and resurfacing of the link from Crabtree Place to NCN5 in Barton Fields
Removal of the barrier between Queen Street and the Market Place
Explicitly mention consideration of the impact of the soffit height of a bridge in the vicinity of the marina on sailing activity on this stretch of the Thames
Explicitly mention the need to consider the impact on equestrians of schemes in areas with more rural characters or on public rights of way with access rights for equestrians
Controlled crossing on Twelve Acre Drive at the access to Peachcroft Farm
Explicit mention of consideration for temporary or experimental walking and cycling improvements on A415 bridge
Improve cycle parking provision at: White Horse Leisure Centre (covered), Ock Street, bus stops on Oxford Road and Stratton Way

Controlled crossing of A415 at Rye Farm car park access
Miscellaneous minor changes to the report which provides the supporting text for the proposals in the LCWIP (e.g., correction of errors identified through consultation) and to the appendices (e.g., map format changes)
<b>To be considered for inclusion through the LCWIP review process</b>
Reclassify Spring Road from a secondary route to a primary route
Include access improvements (barrier removal and cycle parking at the park itself) for pedestrians and cyclists to the private roads around Albert Park. This will require engagement with and approval from the landowner and requires further investigation.
Surfacing and widening of the Ock Valley River Walk for use in all seasons
Access improvements for walking and cycling to Abingdon Business Park (Blacklands Way and Wyndyke Furlong) (requires further investigation including engagement with and approval from the landowner)
Traffic filter at the iron bridge over the River Ock to the southwest of St Helen's Wharf
Controlled (zebra or parallel) crossing over Abbey Close at the desire line between old Station Yard and the route adjacent to Waitrose
Consider alternative routes between Abingdon and Marcham, including the (currently closed) bridleway route via Marcham Mill
Improvements for walking and cycling on Caldecott Road – including improved access to Drayton Road from the service road and junction improvements at the junction with Blacknall Road
Resurface the concrete (rigid road) section of Peep'O'Day Lane (noting that the Thames Water site is accessed by this route and the potential for surface changes may be limited)
Rationalise and reduce street clutter (largely associated with traffic signals) in the shared use path at the junction of Drayton Road and Preston Road (requires further investigation)
Crossing improvements over Oxford Road at the junction with Sugworth Lane and Church Lane
Improve access between Wootton Road and the side streets to the east for cycling
Barrier removal on the path immediately to the south of Fitzharris trading estate (between Wootton Road and Springfield Drive) (requires further investigation)

including engagement with and approval from the landowner)
Street lighting for the walking and cycling route adjacent to Radley Road between Twelve Acre Drive and Foxborough Road
Consider directing cycles through the car park adjacent to Bury Street, rather than through Bury Street (including rearrangement of the cycle parking behind the Black Swan pub) (requires further investigation including engagement with and approval from the landowner)
Consider adding Vintner Road to the network (note that this route is private)
<b>Not suitable for inclusion in the LCWIP</b>
Suggestions for new routes where delivery is not considered to be feasible at this time
Suggestions for restrictions on vehicular traffic with significant implications for the operation of the wider highway network, or for changes to public transport provision, both of which will need to be considered carefully through the forthcoming Area Travel Plan (which will cover all modes of transport, rather than just active travel)
Suggestions which go against national and international best practice in cycle infrastructure design (e.g., prohibiting cycles from using the carriageway when there is an off-carriageway facility present)
Suggestions for infrastructure which is outside the geographical scope of the LCWIP (note that some additional proposals on the A415 have been included and many of these out of scope issues have been referred to the neighbouring Didcot LCWIP project)
Requests for maintenance. Whilst maintenance of walking and cycling infrastructure is a key issue, these issues are not well suited for inclusion in an LCWIP because capital funding (which the LCWIP is intended to help secure) is not generally available to spend on maintenance of existing assets. Maintenance issues raised during the Abingdon LCWIP consultation have been referred to maintenance colleagues for review and action as appropriate.