

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

22 JANUARY 2026

ABINGDON: TWELVE ACRE DRIVE – PROPOSED TOUCAN CROSSING & BUS STOP CLEARWAYS

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- (a) Approve the introduction of a new Toucan crossing to be located on Twelve Acre Drive east of the eastern junction of Russel Avenue, as advertised:**
- (b) Approve the introduction of two new Bus stop clearways (with associated 'No Stopping except local buses' restrictions) on both sides of Twelve Acre Drive either side of the junctions with Russel Avenue, as advertised.**

Executive Summary

- 2. This report presents responses received to a statutory consultation on proposals to construct a new Toucan Crossing (signal-controlled crossing for use by both pedestrians & pedal cyclists) to be located on Twelve Acre Drive, approx.60 metres east of the eastern junction of Russel Avenue (access to the new residential development). Additionally, two new bus stop Clearways with associated 'No Stopping except local buses' restrictions will also be introduced on both sides of Twelve Acre Drive; a) on the northern side, 90m east of the eastern junction of Russel Avenue, and b) on the southern side, 45m west of the western junction of Russel Avenue – as shown in **Annex 1**.
- 3. The proposals have been put forward as a result of planning permissions granted for the new residential housing development to the north of Twelve Acre Drive.

Corporate Policies and Priorities

- 4. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

- (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

Financial Implications

5. Funding for consultation on the proposals has been provided directly by the developer, with the relevant agreements in place to also fund implementation if approved.

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
7. The scheme has been promoted by the Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch – Principal Solicitor (Regulatory)

Jennifer.Crouch@Oxfordshire.gov.uk

Staff Implications

8. There are no negative staff implications, with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Highway Agreements’ and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

Equality & Inclusion Implications

8. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

9. The proposals will help ensure that danger is minimised for more vulnerable road users when attempting to cross Twelve Acre Drive (Abingdon ring-road), whilst also facilitating effective local school & future bus services.

Risk Management

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

Formal Consultation

11. Formal consultation was carried out between 05 November and 05 December 2025. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, relevant local District Cllrs, Abingdon Town Council, and the local County Councillors representing the Abingdon East, Abingdon North, and Abingdon South divisions.
12. Public notices were also displayed on site in the immediate vicinity of the proposals.
13. During the course of the formal consultation, 43 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Partially support / concerns	Support	No opinion /objection
Toucan crossing	6 (14%)	6 (14%)	27 (63%)	4
Bus stop clearways	9 (21%)	10 (23%)	22 (51%)	2

14. Additionally, a further four emails were received directly – with Thames Valley Police & Vale of White Horse District Council not objecting, and Oxford Bus Company and ‘Unlimited Oxfordshire’ (a group to help make life easier to live for those with a physical or sensory disability) supporting – albeit ‘Unlimited Oxfordshire’ were keen for an additional crossing to also be provided to the west.
15. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

16. Objections were received regarding the proposed bus stops potentially creating additional pollution, noise, and increased traffic congestion. These bus stops are required for new residents of the development adjacent, and the bus stops will help reduce trips by private cars. A noise survey carried out during the detail design phase did not raise any significant increase in the noise generated.
17. Objections were also received claiming that the new bus stop would invade the privacy of the adjacent properties. The proposed location of the bus stop cannot be moved east or west as it would conflict with the new development junctions opposite, and the roundabout to the west. The bus stops and pedestrian crossing have been designed to the appropriate standard, and a road safety audit has been carried out on the bus stops and toucan crossing – which raised no concerns about the locations and design.
18. Concerns were raised about the ‘Peachcroft’ roundabout works to the west of this location. Officers confirm that the ‘Peachcroft’ roundabout works are outside of the remit of these specific works and consultation, and that these bus stops and pedestrian crossing works are fully funded by the developer.
19. Regarding the objection stating that the existing crossings are adequate. It should be noted that the existing crossings are located some distance from the new development, and as such the proposed crossing is required to ensure a safe crossing is provided for residents of the new adjacent estate.

Paul Fermer
Director of Environment and Highways

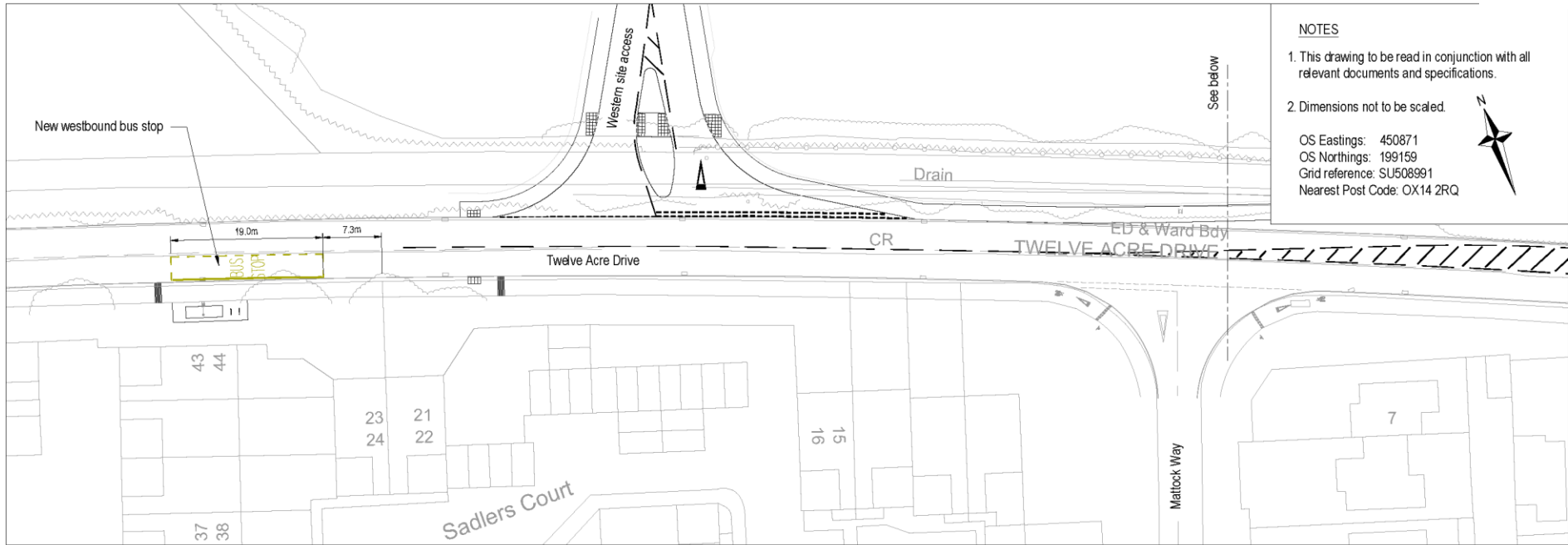
Annex(es): Annex 1: Consultation plan
 Annex 2: Consultation responses

Background papers: n/a

Other Documents: n/a

Contact Officer(s): Steve Blackmore (Technical Support - Regulatory Planning Enforcement)
Ryan Moore (Technical Lead Engineer - Regulatory Planning Enforcement)

January 2026

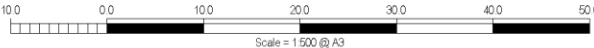
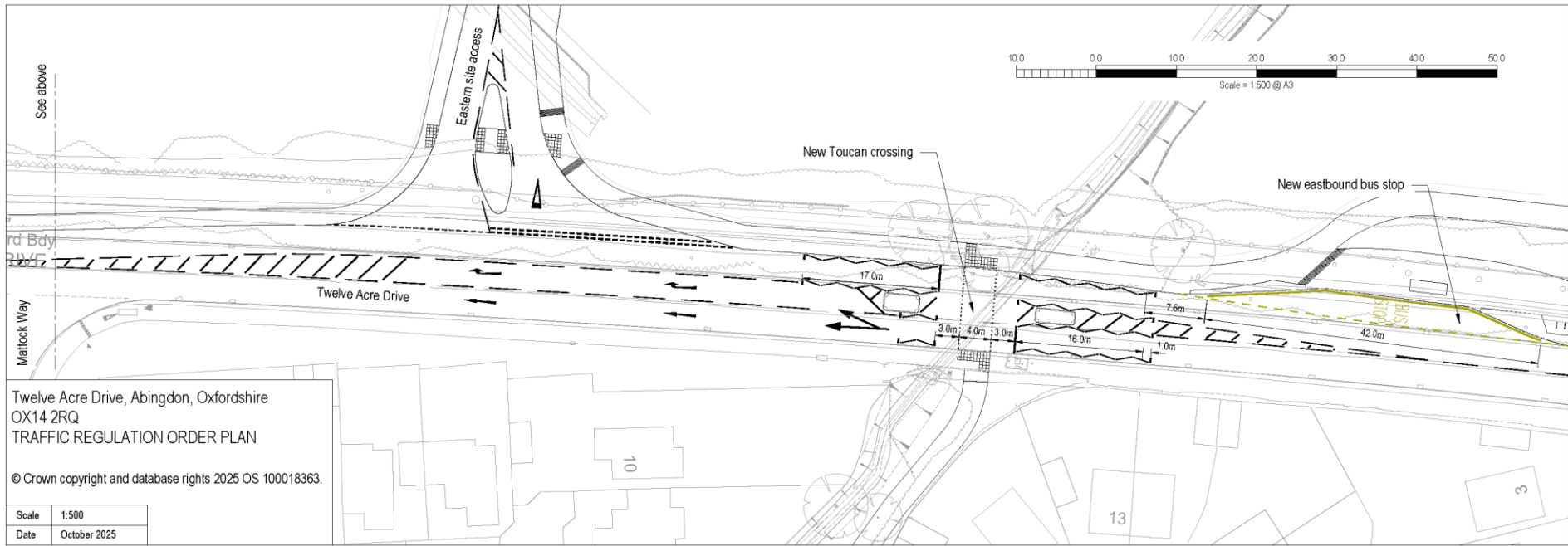


NOTES

1. This drawing to be read in conjunction with all relevant documents and specifications.

2. Dimensions not to be scaled.

OS Eastings: 450871
OS Northings: 199159
Grid reference: SU508991
Nearest Post Code: OX14 2RQ



Twelve Acre Drive, Abingdon, Oxfordshire
OX14 2RQ
TRAFFIC REGULATION ORDER PLAN

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Scale	1:500
Date	October 2025

ANNEX 2

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection – providing these proposals meet all current design and implementation standards and the necessary speed monitoring has taken place
(e2) Managing Director, (Oxford Bus Company)	Support – We are supportive of these proposals. The bus stop clearways will initially only be used by school services, however over time with the growth of Abingdon we would expect to begin using these for scheduled services.
(e3) Local group/organisation, (Unlimited Oxfordshire)	<p>Support – I welcome the proposal for a Toucan crossing approximately 60 metres east of the eastern junction, and the proposal for the two new bus stops.</p> <p>However, there ought to be an additional Toucan or Puffin crossing approximately 25 metres west of the centreline of the western junction. The westbound bus stop should be located about 20 metres further west in order to safely accommodate the additional crossing.</p>
(e4) Vale of White Horse District Council, (Planning)	No objection
(o1) County Cllr, (Abingdon North division)	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>Do them, and do them ASAP given people currently taking risks with no crossing at the moment. Also let's get the new paved link to Summerfields/Carse Close (per the planning permission) to the south done ASAP along with the new path on the northern side of Twelve Acre Drive.</p> <p>Also consider allowing e.g. coaches for sports fixtures drop off in the eastbound bus stop.</p>

<p>(o2) County Cllr, (Oxford, County Hall)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>Additional crossing will make this safer for pedestrians, and likely to improve the crossing for cycling in the longer term (as improvements take place to the south). This supports the LTCP road user hierarchy, as does the bus clearway. Thanks for what looks like a good and well-designed scheme.</p>
<p>(o3) County Cllr, (Abingdon, Bridge Street)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>I am supportive of the bus stop clearways as this investment will help us to make the case for bus services along Twelve Acre drive, which will help to connect these parts of Abingdon to the rest of the town and wider county. I am also supportive of the pedestrian crossing to help us build a pedestrian route from north Abingdon to Peachcroft and the town centre which will be good for residents and businesses. My only comment on the crossing is why would a toucan crossing be preferred when a zebra crossing would give pedestrian priority and reduce the wait times?</p>
<p>(o4) Abingdon Town Council</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>There are already requests for bus services to serve this location from the residents of the new developments and from the existing Peachcroft area residents particularly as their demographics, especially ages change.</p> <p>Peachcroft is currently served by school services, and the new sports facilities planned in the area will generate team coach drop-offs.</p> <p>Although there are no current Oxford Bus Company services, installation of stops allows services to be introduced in the future as public demand grows with all the local Science Vale and Dalton Barracks redevelopment safely and with less disruptions to traffic.</p> <p>Town and Community Service providers may look to assist in providing transport services to the residents in the meantime but without the stops this becomes much more difficult.</p>

<p>(o5) Local resident, (Abingdon, Sadlers Court)</p>	<p>Toucan crossing – Object Bus Stop clearways – Object</p> <p>I live in Sadlers Court and the bus stop as proposed will add much more congestion on Twelve Acre Drive. Things are difficult enough with the increased number of cars from the new estates without bus stops that will result in more pollution from cars forced to idle behind buses picking up.</p> <p>Add to that the noise element outside your bedroom window. Bus stops should have been built in the middle of new estates , very very bad planning.</p>
<p>(o6) Local resident, (Abingdon)</p>	<p>Toucan crossing – Object Bus Stop clearways – Object</p> <p>Fix the preachcroft roundabout first</p>
<p>(o7) Local resident, (Abingdon, Rushmead Copse)</p>	<p>Toucan crossing – Object Bus Stop clearways – Object</p> <p>This not necessary there are 5 up the road it is a nightmare for drivers getting to work to earn a living.</p>
<p>(o8) Local resident, (Abingdon, Sadlers Court)</p>	<p>Toucan crossing – Object Bus Stop clearways – Object</p> <p>I live at 43 Sadlers court and the bus stop would be right outside my bathroom window . Not only would it impose on my Privacy it would devalue my property. There is space between the communal land which would be better.</p>
<p>(o9) Local resident, (Abingdon, Sadlers Court)</p>	<p>Toucan crossing – Object Bus Stop clearways – Object</p>

	<p>I live at 44 Sadlers court and the bus stop would be right outside my bathroom window. Not only is it invading my privacy, it also devalues my property. There is space for a bus stop where our communal gardens is, which is less invasive.</p>
<p>(o10) Local resident, (Abingdon, Hamble Drive)</p>	<p>Toucan crossing – Object Bus Stop clearways – Object</p> <p>People should learn to cross the roads properly without holding up traffic. Buses are good though</p>
<p>(o11) Member of public, (Abingdon, Lumberd Road)</p>	<p>Toucan crossing – Partially support/concerns Bus Stop clearways – Partially support/concerns</p> <p>To put in bus stops for non-existent buses with a pull-in is yet another recipe for money down the drain . If , say, 74% object to this , will the plans proceed anyway ?</p>
<p>(o12) Local resident, (Abingdon, Sadlers Court)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>I strongly object to the bus stop location on the south side of Twelve Acre Drive (~45m west of the western Russell Avenue junction) as no consideration has been given to the residents of Sadlers Court whose homes are immediately adjacent to this siting - within just a few yards/metres. I did complain about this when the plans were posted originally. I urge you not to put something which may, in time, become a very busy and noisy bus stop right outside our bedroom windows with people waiting for and alighting from buses. This is a totally infringement of our human right to live in peace as the situation could easily become unbearable and intolerable and could lead to our homes being devalued as no-one will want to buy a home with a busy and noisy bus stop outside it. I don't believe that you can be allowed to site the stop here. Please consider us - thank you.</p> <p>The planned toucan crossing and bus bay on the north side of Twelve Acre Drive are much more considerately sited. Please rethink the south side siting.</p>

<p>(o13) Local resident, (Abingdon, Beagle Close)</p>	<p>Toucan crossing – No objection/No opinion Bus Stop clearways – No objection/No opinion</p> <p>The proposal for a bus stop on the carriageway on the south side of twelve Acre drive is absolutely ludicrous, especially as it is so close to the roundabout. The road is too narrow - the implications for chaos during rush hour and busy times is enormous and will cause countless accidents.</p> <p>Both stops are too far away from the toucan crossing and people will try to dodge the traffic</p>
<p>(o14) Local resident, (Abingdon, Daisy Bank)</p>	<p>Toucan crossing – No objection/No opinion Bus Stop clearways – No objection/No opinion</p> <p>No issue with the crossing, seems wise. The bus stops however should not be implemented until the roundabout has been finished, we're years down the line and way past it's completion date and it's insulting to add further disruptions until this is complete, I also think having a bus stop without a lay by that close to the roundabout is going to cause issues and potential accidents, the roads of Abingdon are already in a bad way and seeing as there is not even a bus route agreed why bother with spending the money until it is in place?</p>
<p>(o15) Local resident, (Abingdon, Sewel Close)</p>	<p>Toucan crossing – Partially support/concerns Bus Stop clearways – Partially support/concerns</p> <p>The Toucan Crossing is great if you are heading to Peachcroft from the new estate, but if you are heading to Oxford Road bus stops, any secondary school, Long Furlong doctors or primary school or Abingdon town centre on foot or bike you would exit the estate at the west exit and not use the crossing. Driving up and down 12 Acre I have seen many people struggling to cross at the Russel Avenue west, but have not seen anyone crossing at east. Could there be 2 crossings?</p>
<p>(o16) Local resident, (Abingdon, Grundy Close)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p>

	<p>It is a nightmare trying to cross safely into the new radley reaches estate, it must be even harder for anyone with young families trying to safely cross into their own home.</p>
<p>(o17) Local resident, (Abingdon, Boreford Road)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>Concerned about a bus stop without a layby</p>
<p>(o18) Local resident, (Abingdon, Cantor Row)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>Twelve Acre Drive is so busy and cars race down there. It's an accident waiting to happen as we take our lives in our hands trying to run across between the traffic.</p>
<p>(o19) Local resident, (Abingdon, Radley Road)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>I'm concerned that the creation of bus stops (especially on the Northern side for eastbound busses) will involve the removal of more trees. We have already seen a large number of mature trees removed from Twelve Acre Drive due to this development. Please let's not lose any more trees!</p>
<p>(o20) Local resident, (Abingdon, Lindsay Drive)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>I have concerns over the westbound bus stop being in-lane, on approach to the busy peachcroft round about. I feel this would be better suited as a recessed stop, which there is room for, out of the westbound lane to allow for better and safer approach to peachcroft roundabout, and for those leaving the round about heading eastbound to prevent them coming up to head on traffic</p>

<p>(o21) Local resident, (Abingdon, Cantor Row)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>The road is so busy, something needs doing before an accident happens</p>
<p>(o22) Local resident, (Abingdon, Hamble Drive)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>I think it's quite urgent that there should be a pedestrian crossing now that the new estate is being filled with residents who don't have a safe way to cross towards the centre of Abingdon, shops and schools.</p>
<p>(o23) Local resident, (Abingdon, Hobbs Close)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>My son lives at Prior Road and I take my granddaughters to the park on Peachcroft estate as well as walking to St Nicholas school. There needs to be a crossing because a child or adult will get killed trying to cross Twelve Acre Drive. There is also one bus that goes along there which is the Tesco bus.</p>
<p>(o24) Local resident, (Abingdon, Hound Close)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>With the new houses it is harder to cross twelve acre drive now</p>
<p>(o25) Local resident, (Abingdon, Lovelace Close)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p>
<p>(o26) Local Cllr, (Abingdon, Mons Way)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p>

	<p>There are already requests for bus services to the new developments and from the existing Peachcroft area from local residents as their demographic changes and ages.</p> <p>Peachcroft is served by school services now and sports facilities planned in the area will be generating team coach drop offs.</p> <p>Although there are no current Oxford bus services, installation of stops allows this to happen in the future as public demand grows with all the local Science Vale and Dalton Barracks redevelopment.</p> <p>Town and Community Service providers may look to assist in the meantime but without the stops this becomes much more difficult.</p>
(o27) Local resident, (Abingdon, Norris Close)	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>This new infrastructure is badly needed for a variety of reasons. First, it is essential for residents on the new Radley Reach development to have a safe means of crossing the dangerous Twelve Acre Drive road to access amenities on the Peachcroft estate and beyond. In the reverse direction, it would also allow residents of the Peachcroft estate a safer means of accessing both the Radley Reach development and the Peachcroft Farm Shop.</p> <p>Second, while no bus routes currently serve Twelve Acre Drive, it is important to lay down a provision for this so future services have the option to stop here in the future - an option that will likely be required as population (thus demand for such services) increases in North Abingdon.</p> <p>Third, additional road furniture may deliver a passive form of traffic calming on Twelve Acre Drive, which continues to see concerning levels of speeding from road traffic, even with the new 30 mph speed limit. A toucan crossing would serve as a psychological 'flag' to drivers using the road, alerting them that the presence of pedestrians is, at the minimum, a possibility (currently, there is no such signalling, making crossing this road very dangerous). This would encourage a more conscientious standard of behaviour from drivers.</p> <p>Finally, it is imperative that local government encourages active travel in all its forms - introducing the infrastructure needed for pedestrians to cross roads safely and buses to stop on roads should be considered a minimal form of intervention in this regard. When people have viable car alternatives, car use will reduce!</p>

<p>(o28) Local resident, (Abingdon, Radley Road)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>I always support bus stops as I live on Radley Rd and use the 35 bus on an almost daily basis. I'm sure when these plans were originally drawn up there were to be 4 buses an hour with alternate 35 buses going along 12 Acre Drive rather than Radley Road. I fully support the building of bus stops but am disappointed no 12 Acre Drive buses are planned yet. Ideally IMO there should be another pair of bus stops near the Radley Road end of 12 Acre Drive to encourage Radley Rd and Eason Drive residents to use public transport but the option given here is certainly better than nothing. Thank you</p>
<p>(o29) Local resident, (Abingdon, Rainbow Way)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>I'm mainly in strong support of the proposed new Toucan crossing. We regularly go to the farm but also, since the new development, also go weekly to see our daughters friend. Crossing that road with a 3 and 4 year old to the new development feels like a heart in throat moment every time. The toucan crossing will bring some much needed road safety to those living both sides of the road, especially children. So it is a big supportive yes please from us as local residence who live right next to the main road.</p>
<p>(o30) Local resident, (Abingdon, Russell Avenue)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>It's safe for walkers and bikes especially children to cross the road</p>
<p>(o31) Local resident, (Abingdon, Monk Crescent)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>We live on the new estate and it is impossible to cross the road especially with 2 children. This would make such a difference</p>

<p>(o32) Local resident, (Abingdon, Monks Crescent)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>It is dangerous to currently pull out right from Russell Avenue or Rainbow Way, let alone cross the road, I would welcome this addition.</p>
<p>(o33) Local resident, (Abingdon, Pudsey Close)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>It's a very hard road to cross at the moment, lots of speeding</p>
<p>(o34) Local resident, (Abingdon, Russell Avenue)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>Very much needed</p>
<p>(o35) Local resident, (Abingdon, Russell Avenue)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>Very useful</p>
<p>(o36) Local Cllr, (Abingdon, Peachcroft)</p>	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>I strongly support the proposal to install a Toucan Crossing on Twelve Acre Drive near the eastern junction of Russell Avenue, along with the planned bus stop clearways on both sides of the road. These measures are badly needed to improve safety and accessibility in this area, especially following the construction of the new residential development to the north of Twelve Acre Drive.</p>

	<p>It is disappointing that, despite the new estate now being partially occupied, no safe pedestrian or cycle crossing has yet been provided. Residents—including families with young children, older people, and those with disabilities—currently face significant difficulty crossing what is a busy local road with increasing traffic levels. The provision of a signal-controlled Toucan Crossing should therefore be treated as an immediate priority.</p> <p>The design and implementation must ensure it is fully accessible and disability-friendly, with features such as dropped kerbs, tactile paving, and appropriately timed signal phases to support mobility-impaired users and cyclists.</p> <p>Equally important is planning ahead for improved bus connectivity. The inclusion of new bus stop clearways is welcome, but this infrastructure should be supported by future services linking Abingdon with Radley Rail Station and other key destinations. With more residents now living in the area, reliable and accessible bus connections will be essential to reduce car dependency and support sustainable travel.</p> <p>In summary, I urge Oxfordshire County Council to expedite the installation of this crossing and associated bus stop infrastructure to meet the pressing safety and accessibility needs of the growing local community.</p>
(o37) Local resident, (Abingdon, Radley Reach, Cantor Row)	<p>Toucan crossing – Support Bus Stop clearways – Support</p> <p>Feel quite trapped here on radley reach. Now the winter is here i am also having to drive more when i am keen to cycle and walk to maintain my already limited mobility.</p>
(o38) Local resident, (Abingdon, Mattock Way)	<p>Toucan crossing – No objection/No opinion Bus Stop clearways – No objection/No opinion</p> <p>The bus stop planned to be situated on the same side as Mattock Way is too close to the entrance of Mattock Way. Us residents that live down Mattock Way are experiencing ever more difficulty exiting the estate currently due to the increase of volume of traffic, and the buses that plan to stop at that location will obstruct drivers views should they wish to turn right onto twelve acre drive towards peachcroft. I feel the bus stop would be better off located in between peachcroft road and Mattock Way.</p>

<p>(o39) Local resident, (Abingdon, Peachcroft Road)</p>	<p>Toucan crossing – No objection/No opinion Bus Stop clearways – No objection/No opinion</p> <p>The west bound bus stop is poorly situated so close to the roundabout and is not in its own lay-bye, which will lead to more traffic issues.</p>
<p>(o40) Local resident, (Abingdon, Sadlers Court)</p>	<p>Toucan crossing – Partially support/concerns Bus Stop clearways – Partially support/concerns</p> <p>Traffic often queues from the roundabout, and following the opening of the new development as a resident of Mattock Way I'm already struggling to exit the road and a bus stop between the road and the exit will exacerbate this. I would suggest either moving the stop before the road or putting a no stopping zone in front of the Mattock Way entry/exit</p>
<p>(o41) Local resident, (Abingdon, Sadlers Court)</p>	<p>Toucan crossing – Partially support/concerns Bus Stop clearways – Partially support/concerns</p> <ol style="list-style-type: none"> 1. You need to assess the noise level of the Toucan crossing. Many bedrooms are in the vicinity at the back of existing properties. 2. The bust stop on the southern side may cause traffic issues exiting Mattock Way.
<p>(o42) Local resident, (Abingdon-on-Thames, Berrycroft)</p>	<p>Toucan crossing – Partially support/concerns Bus Stop clearways – Partially support/concerns</p> <p>Can the westbound bus stop be moved east a bit where the properties set-back, and a pull-in be created to reduce carriageway obstruction. It might need some land transfer and a tree felling and a new one planted clear or elsewhere.</p>
<p>(o43) Member of public, (Peachcroft Farm, Abingdon, Amyce Close)</p>	<p>Toucan crossing – Partially support/concerns Bus Stop clearways – Partially support/concerns</p>

	<p>Have been a resident of Peachcroft Farm for 40 years. Bus services for this area of Abingdon have been virtually non-existent for most of this time.</p> <p>I note that you propose to site the new bustops near to the new housing developments with no provision for Peachcroft residents. Whilst the toucan crossing is a sensible addition for all residents, it is mostly aimed at residents of the new developments.</p>
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