

Division(s) affected: *Berinsfield & Garsington*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT**

**18 JUNE 2026**

### **CULHAM: A415 ABINGDON ROAD – PROPOSED SPARROW CROSSING & SIDE ROAD ENTRY TREATMEN**

Report by Director of Environment and Highways

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the following:

- (a) **‘Toucan’ Crossing to be located on the A415 Abingdon Road, west of the signalised junction with Tollgate Road.**
- (b) **Side Road Entry Treatment (SRET) traffic calming feature to be located at the A415 junction with Thame Lane.**
- (c) **Conversion of a section of existing footway on Tollgate Road (in advance of the new ‘Toucan’ Crossing) to a new shared use foot & cycleway.**
- (d) **Delegate the approval of the final design of the scheme to the Director of Environment & Highways in consultation with the Cabinet Member for Transport.**

#### **Executive Summary**

2. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to construct new traffic features on & adjacent to the A415 Abingdon Road in Culham.
3. Specifically, the proposals included: a) a new ‘Sparrow’ crossing (a signal-controlled crossing for use by both pedestrians and pedal cyclists, with a separate cycle track parallel to the pedestrian crossing) to be located approx. 15 metres west of the signalised junction with Tollgate Road, b) a new ‘Side Road Entry Treatment’ (SRET) traffic calming feature (full carriageway width, to be 75mm high with 1:15 ramp gradients) to be located at the junction with Thame Lane, and c) a short section of footway on Tollgate Road in advance of the new

'Sparrow' crossing will be widened to 3 metres and converted to a shared use footway / cycleway – as shown in **Annex 1**.

## **Corporate Policies and Priorities**

4. The proposals align with a number of Oxfordshire County Council's priorities, set out in the Strategic Plan, and specifically support the following:
  - Put action to address the climate emergency at the heart of our work
  - Tackle inequalities in Oxfordshire
  - Prioritise the health and wellbeing of residents
  - Invest in an inclusive, integrated and sustainable transport network
5. In July 2022, Oxfordshire County Council adopted its Local Transport and Connectivity Plan which sets a clear vision to deliver a net-zero transport system that enables Oxfordshire to thrive, protects the environment and makes the county a better place to live for all residents.
6. The Local Transport and Connectivity Plan includes ambitious targets to: replace or remove 1 in 4 car trips in Oxfordshire by 2030, deliver a net-zero transport network by 2040, have zero, or as close as possible, road fatalities or life-changing injuries by 2050.
7. The Didcot Local Cycling and Walking Infrastructure Plan specifically highlights the need for this scheme under routes 22 and 24.
8. In addition the Science Vale Movement and Place Plan supports this scheme under objectives:
  - SV3 Deliver a comprehensive and inclusive walking, wheeling and cycling network.
  - SV3.1 Work with partners to deliver the walking, wheeling and cycling schemes contained within adopted documents (such as the LCWIP and SATN routes).

## **Sustainability Implications**

9. The proposals aim to encourage more people to walk and cycle, particularly school-aged children to the Europa School but also employees travelling to work at Culham Campus. The proposals also aim to reduce the risk of future accidents through a combination of whole route measures (improved shared path) and site-specific measures (side road entry treatment and improved pedestrian/cycle crossing).
10. A Climate Impact Assessment is available in **Annex 4**.

## Financial Implications

11. Funding for consultation on the proposals (and implementation if approved) has been provided by £386,165 S106 developer contributions local to the proposed scheme plus £150,000 of S106 Transport Corporate Funding (TCF).
12. The project has a current approved budget of £536,165.
13. The area of public highway to be maintained will see a slight increase due to the widening of an existing shared use footway cycleway. There will be new materials introduced at the side road with Thame Lane, with more highway space allocated to walking and wheeling and these works will, in the short term, reduce the need for maintenance. The traffic signal apparatus for the new crossing will be incorporated into the existing signalised junction arrangement. For the medium to long term, it is expected that there is no significant impact on maintenance requirements.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## Procurement Implications

14. The procurement route remains under development by the delivery and procurement teams which will shortly result in an approved Procurement Strategy. It is expected to deliver the scheme in 2026/27 financial year.

## Legal Implications

15. 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.
16. The scheme has been promoted by Oxfordshire County 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](mailto: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 ‘Infrastructure Delivery’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## Equality & Inclusion Implications

17. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.
18. An Equalities Impact Assessment is provided at **Annex 3**.

## Risk Management

19. No potential significant health and safety or service provision risks have been identified in these proposals.
20. A potential financial impact in the form of the new Lane Rental Scheme for Oxfordshire is being managed in liaison with relevant officers and ensuring Forward Plan Notices are in place to trigger exemption actions.

## Formal Consultation

21. Formal consultation was carried out between 25 February and 27 March 2026. A notice was published in the Oxfordshire Herald 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, South Oxfordshire District Council, relevant local District Councillors, Culham Parish Council, and the local County Councillor representing the Berinsfield & Garsington division.
22. During the course of the formal consultation, 110 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Concerns / Partial support	Support	No opinion /objection
Sparrow crossing	2 (2%)	10 (9%)	97 (88%)	1
Side Road Entry Treatment	2 (2%)	4 (4%)	99 (90%)	5
Shared-use path	3 (3%)	6 (6%)	99 (90%)	2

23. Additionally, a further four emails were received directly – with Thames Valley Police not objecting although suggesting that should the crossing be implemented, some sort of user education should follow through media outlets regarding its use. Oxford Bus Company also submitted a non-objection, whilst Oxfordshire Liveable Streets (a not-for-profit campaign organisation) offered their support, but raised concerns about some specific design details including that the site would be best suited to a toucan crossing rather than a sparrow crossing. Finally, a local resident living in the close vicinity of the proposed crossing offered their support.
24. 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**

25. The scheme has been developed with a main objective of improving road safety for all users, particularly those walking, cycling and wheeling and serves the whole community by improving access to the Europa School and Culham Campus.
26. The proposed scheme complies with the requirements of the S106 funding agreements that have been secured from adjacent development sites.
27. Value for money and efficiency savings will continue to be challenged and reviewed throughout the remainder of scheme development and implementation.
28. The proposals do not currently include for amendments to the speed limit as the introduction of the crossing and side road entry treatment are expected to regulate and inform user behaviour. The implemented works will be subjected to post completion monitoring and road safety audits where any concerns identified will be considered for further action.
29. Reference concerns on the type of crossing officers agree that, after further consideration into site constraints etc, a toucan crossing should be progressed. In addition, the concerns on how the junction will operate and potential delays for vehicles, further detailed design input is required from traffic signal designers/engineers to efficiently accommodate the new crossing into the existing junction arrangement. Safely linking the cyclists' route to Tollgate Road will be reviewed further as part of detailed design. It should be noted that traffic conditions and volumes through the junction are predicted to decrease significantly on completion, currently expected late 2028, of the HIF1 major projects such as the Didcot to Culham River Crossing and Clifton Hampden Bypass.

## Next Steps

30. Feedback from this consultation will be used to develop and complete the detailed design. The designs will be LTN 1/20 compliant and stakeholder groups will continue to be engaged with as part of the future design process. As part of the design process, an independent road safety audit will be carried out, ensuring that any audit recommendations are incorporated into the design as appropriate.
31. Subject to approval, the final design of the scheme will be delegated for approval to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management.
32. If approved, delivery of works is expected to take place during the 2026/27 financial year. Works will be planned and phased in order to minimise network disruption.

### **Paul Fermer** **Director of Environment and Highways**

Annex(es):	Annex 1: Consultation plan Annex 2: Consultation responses Annex 3 ( <i>separate document</i> ): Equalities Impact Assessment Annex 4 ( <i>separate document</i> ): Climate Impact Assessment
Background papers:	n/a
Other Documents:	n/a
Contact Officer(s):	Andy Warren (Senior Project Manager – Infrastructure Delivery) Aron Wisdom (Programme Lead Central – Infrastructure Delivery)

May 2026

Drawing No. 0

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

PLEASE REFER TO THE HAZARD SERIES NORMALLY ASSOCIATED WITH THE TYPES OF WORK SPECIFIED ON THIS DRAWING NOTE THE FOLLOWING SIGN CONVENTIONAL SIGNS:

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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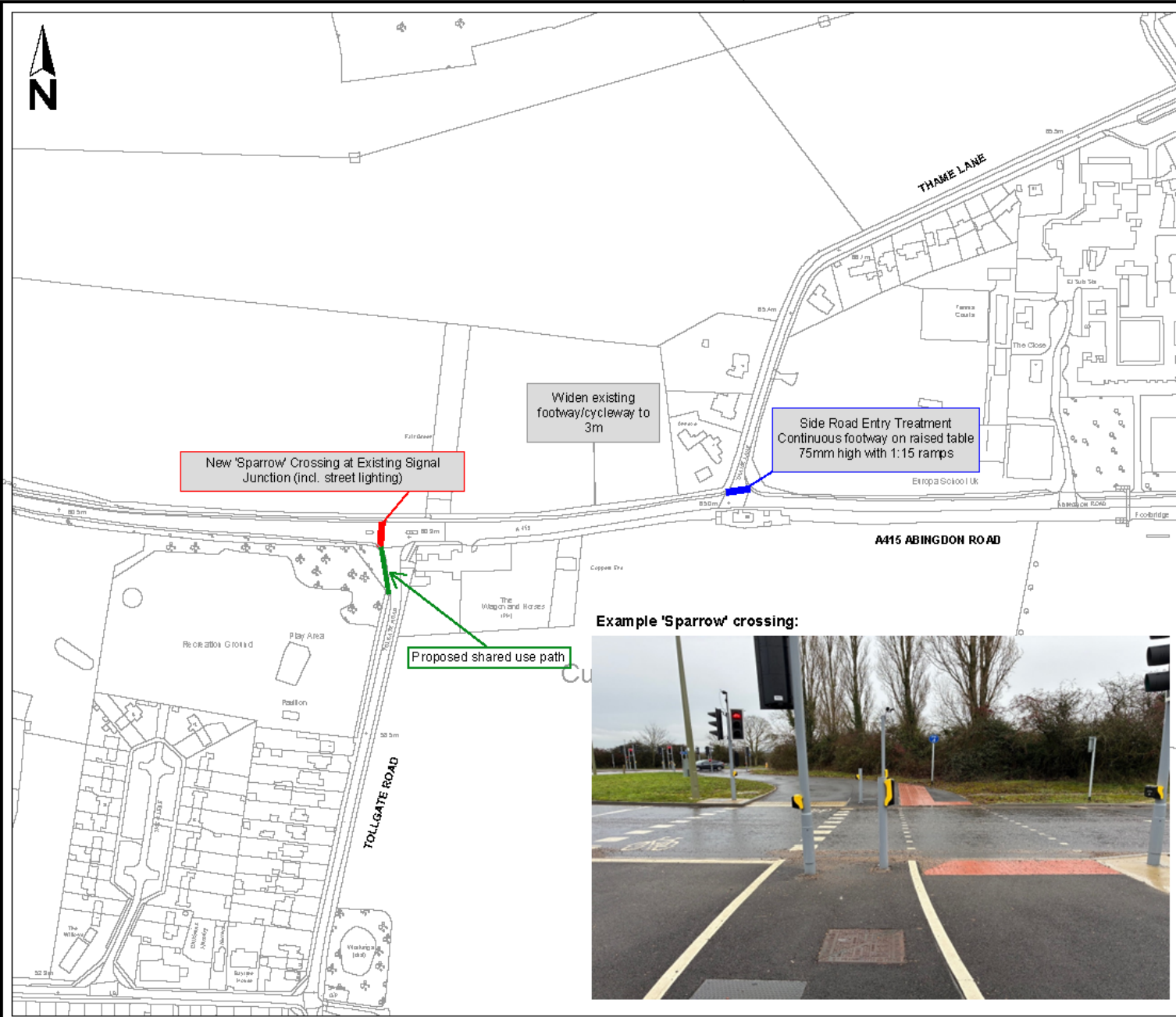
**Project Site**  
 CULHAM,  
 A415 ABINGDON ROAD

**Drawing title**  
 PROPOSED  
 'SPARROW' CROSSING &  
 TRAFFIC CALMING

**Drawing Status**

Drawn by	Checked by	Checked by	Approved by
AC	CM	CM	CM
<b>Drawn date</b>	<b>Date checked</b>	<b>Date approved</b>	<b>Date issued</b>
03/02/2026	10/02/2026	10/02/2026	

Oxfordshire Project No. & File Ref. Revision 0



Example 'Sparrow' crossing:



C:\Users\Christian.Mauz\AppData\Local\Microsoft\Windows\WinSxS\Content.Outlook\U1ZEP.MIS\4415 Tollgate Road Consultation plan\_ACO3.dwg

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>No objection</b> – In principle I have no objection providing any necessary speed monitoring has taken place and that current design standards are fully met. I am aware that speed enforcement activity by the Police regularly takes place at this location suggesting poor compliance.</p> <p>Once complete perhaps some sort of user education should follow through media outlets</p>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – We are comfortable with these proposals.</p>
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Support</b> (with concerns) – We support this scheme. These are critical improvements that will greatly improve safety and accessibility for many users. But we have some concerns about specific design details and some suggestions.</p> <p>With the SRET on Thame Lane, we urge that the junction turning radii be tightened and the crossing set back from the A415 (as far as is consistent with visibility). We also urge that the ramps be made 1:12, or steeper, rather than 1:15. <i>_Bus Services in New Residential Developments_ (2025)</i> says: "Full-width speed tables ... should be designed to present a ramp height of no more than 75mm, and a transition gradient of no more than 1:12." Experience in Oxford is that the 1:15 ramps on the SRETs on St Margarets Rd (Banbury Rd) and Cornwallis Rd (A4158) do too little to slow turning cars -- and that school coaches accessing north Oxford schools can negotiate the 1:8 ramps on the Banbury Rd SRETs (e.g. on Belbroughton Rd).</p> <p>We do not understand why a sparrow crossing is proposed rather than a toucan crossing. A sparrow crossing would be better if there were separated foot and cycle provision on either side of the crossing, or if the pedestrian crossing was two-stage but the cycle crossing single-stage. With the layout here, however, a single wide toucan crossing would seem to provide the most flexibility for users to stay on their desire line. If a sparrow crossing is put in, then the cycle part of the crossing should be coloured red to help all users distinguish the space for cycling</p>

	<p>from that for walking. And either kind of crossing needs the call-buttons set back far enough from the carriageway to be safely usable by cycles that extend forward of the rider:  <a href="https://cityinfinity.co.uk/2024/05/19/better-toucan-crossings/">https://cityinfinity.co.uk/2024/05/19/better-toucan-crossings/</a></p> <p>The proposed shared use path alongside Tollgate Rd should work fine for users moving northwards and for pedestrians moving south (from the crossing) since the only footway is on the east side of Tollgate Rd. But we are concerned about how people cycling from the crossing to Tollgate Rd will be able to get safely onto the southbound carriageway, noting the poor visibility, around the corner, of vehicles heading north on Tollgate Rd. If all motor traffic is held while the crossing is green, it may be safer for people cycling southwards to instead go through the junction directly onto Tollgate Rd.</p> <p>It would also be good if this section of shared path could be made 3.5m wide, to allow for edge features - kerbs over 60mm, a carriageway with motor traffic, trees or other vegetation - reducing its effective width.</p> <p>And it is not clear whether it is part of this scheme, but widening the shared use path along the A415 would be a huge improvement: 3 metres would be good, but 3.5 metres would be better, and closer to being standards-compliant. The effective width will be reduced on one side by the presence of unbuffered 30mph motor traffic (approaching people cycling westwards head-on) and on the other side by vegetation. LTN 1/20 wants (Table 6-1) a 0.5m buffer to 30mph motor traffic and (Table 5-3) an extra 0.5m width to the path if there is a vertical feature higher than 600mm next to it.</p>
(e4) Local resident, (Culham, Abingdon Road)	<p><b>Support</b> – we support the proposed scheme.</p>

B. Online responses:

RESPONDENT	COMMENTS
<p>(o1) County Cllr, (Oxford, New Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>All excellent ideas and long overdue - as the Active Travel Champion I support all of these which will make walking and cycling to Europa school safer as well as improving community connectivity and reducing severence. The proposals support the County's Vision Zero plans and the LTCP targets. Thanks to officers for this excellent scheme.</p>
<p>(o2) County Cllr, (Oxford, New Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>All excellent Active Travel improvements. Thanks for making the roads safer.</p>
<p>(o3) County Cllr, (Abingdon, Hanson Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>To make it safer for those trying to travel without having to use a car.</p>
<p>(o4) Local resident, (Oxford, Oxford Road)</p>	<p>Sparrow crossing – <b>Object</b> Side Road Entry Treatment – <b>No objection/No opinion</b> Shared-use path – <b>Object</b></p> <p><i>[No comments provided]</i></p>

<p>(o5) Local resident, (Didcot, Dagdale Drive)</p>	<p>Sparrow crossing – <b>Object</b>  Side Road Entry Treatment – <b>Object</b>  Shared-use path – <b>Object</b></p> <p>Unnecessary expense. The money earmarked can be better used to benefit the whole community.</p>
<p>(o6) Local resident, (Didcot, Campion Hall Drive)</p>	<p>Sparrow crossing – <b>Partially support/concerns</b>  Side Road Entry Treatment – <b>No objection/No opinion</b>  Shared-use path – <b>Object</b></p> <p>Is this value for money?</p>
<p>(o7) Local resident, (Abingdon, Marina Way)</p>	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Object</b>  Shared-use path – <b>Support</b></p> <p>Fully support this as this is long overdue but please consider lowering the speed limit outside Europa school, at least at drop off and pick up times as too many people go to fast on the road.  A school safety zone where the speed limit is 20mph would be extremely useful with flashing lights during pick up/drop off time.</p>
<p>(o8) Local resident, (Sutton Courtenay, Hobbyhorse Lane)</p>	<p>Sparrow crossing – <b>Partially support/concerns</b>  Side Road Entry Treatment – <b>Partially support/concerns</b>  Shared-use path – <b>Partially support/concerns</b></p> <p>There us not enough information on how this proposal would be implemented and hiw well it will integrate with the current traffic lights as the existing ones often fail and are never in sync so this addition could make problems even worse</p>

<p>(o9) Local resident, (Sutton Courtenay, Spring Field Way)</p>	<p>Sparrow crossing – <b>Partially support/concerns</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Partially support/concerns</b></p> <p>This is great, and much needed. I cycle everyday 4 times a day through this junction with my toddler on the bike seat and this is NOT a pleasant experience right now. A safer crossing for cyclists and pedestrians will encourage more families to walk/ cycle, ease the congestion on top of simply being much safer for everyone. My 'concern' is only on the 'way back' how to re-enter tollgate road coming from europa school as a cyclist?- the proposal is great coming from tollgate road to cross a415 and go on the shared cycling/ walking along A415 towards europa school, great from europa to cross from the shared cycling/ walking, but as a cyclist once you crossed a415 you still have to go from the proposed sparrow crossing and wider shared use path landing back to tollgate road main. Not clear in the proposal how safe this would be - is there any crossing planned there as well? otherwise it will be another guess work with traffic coming from multiple directions.</p>
<p>(o10) Local resident, (Sutton Courtenay, Chapel Lane)</p>	<p>Sparrow crossing – <b>Partially support/concerns</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Partially support/concerns</b></p> <p>I welcome the project, it will be extremely beneficial for the community. I would also like to draw attention to the current light that do not detect cyclists when joining from tollgate road. Could the new light detect cyclists as it is still a cyclist right to cycle on the main road. Thank you for your commitment to improve alternative transport in the area</p>
<p>(o11) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Partially support/concerns</b> Shared-use path – <b>Partially support/concerns</b></p> <p>We walk our young children to the Europa school from Culham village every day and I also cycle from Culham village to the station a few times a week. I am broadly supportive, but am concerned by the limited extent of the changes. For example, older children walking or cycling to school will still have a very narrow pavement up much of Tollgate Road and after the Thame lane entrance. I have seen many near misses as there isn't space for the pedestrians and cyclists and they are very close to heavy traffic.</p>

	<p>In relation to the turning into Thame lane, this is a traffic pressure point and often very dangerous due cyclists and pedestrians. It will be important that there is a space for a car between the new crossing and the main road going both ways. It is also important to make it clear to cars etc that pedestrians and cyclists have priority</p>
<p>(o12) Local resident, (Sutton Courtenay, Warbler View)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Partially support/concerns</b></p> <p>The junction is heavily used by those attending Europa School and this use is only likely to increase. A significant number of families move to Culham and Sutton Courtenay for the Europa school.</p> <p>The side road entry treatment to Thame Lane is good and could work well if set slightly back from the A415.</p> <p>The Sparrow Crossing is much needed but needs to be properly integrated with the existing junction lights and not as a separate crossing a short distance from the junction.</p> <p>The shared use path on Tollgate Road is a concern. Tollgate Road is very busy during peak periods when pupils are heading to and leaving Europa. The footpath after the proposed shared use section is quite narrow and not suitable for cyclists and pedestrians to share. What are cyclists heading south supposed to do after they reach the end of the shared use section? Dismounting and walking is not a viable option as we know from typical behaviours that this is very unlikely to happen. Crossing onto Tollgate Road is difficult and dangerous due to the extent of traffic at peak times. A far better option would be to create a dedicated cycle route into and through the recreation ground down to The Glebe in Culham. This would be much safer and there is sufficient room in the recreation ground to have a dedicated cycle route.</p>
<p>(o13) Local resident, (Sutton Courtenay, Warbler View)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Partially support/concerns</b></p> <p>The footpath on Tollgate road after the proposed shared use section is quite narrow and not suitable for cyclists and pedestrians to share. What are cyclists heading south supposed to do after they reach the end of the shared use section? Dismounting and walking is very unlikely to happen. Crossing onto Tollgate Road is difficult and dangerous. A far better option would be to create a dedicated cycle route into and through the recreation ground down to The Glebe in Culham.</p>

<p>(o14) Member of public, (Berinsfield, Evenlode)</p>	<p>Sparrow crossing – <b>No objection/No opinion</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>Safer and better for all!</p>
<p>(o15) Local resident, (Abingdon, Preston Road)</p>	<p>Sparrow crossing – <b>Partially support/concerns</b>  Side Road Entry Treatment – <b>No objection/No opinion</b>  Shared-use path – <b>Support</b></p> <p>The information provided is inconsistent. The text description says that the new Sparrow crossing will be 15m west of the existing junction, while the map in the attached document indicates it will be part of the existing crossing. It is pointless having a consultation when no-one can know what the proposal actually is. Aside from the poor presentation, there is no indication of what the point of this actually is. There is no cycle path anywhere in this area. The A415 has a narrow and dangerous pavement which is not suitable for cycling, while Tollgate Road has nothing. An improved junction and a few metres of wider path is useless if it does not connect to anything else. While this proposal might be a minor improvement for the tiny amount of pedestrian traffic in the area, it is completely useless for cyclists.</p>
<p>(o16) Member of public, (Culham/Abingdon, Culham campus)</p>	<p>Sparrow crossing – <b>Partially support/concerns</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>If I came from Suttton Courtenay turning right at the traffic lights, I would stay on the road and use the dropped kerb to join the cycle path, unless the traffic lights at the sparrow crossing are turning green in time with the rest of the traffic. I would not leave the road, for then to wait for the light to turn green if I could have stayed on the road. However, it makes it easier for cyclists coming from the east turning south</p>
<p>(o17) Local resident, (Abingdon, King Street)</p>	<p>Sparrow crossing – <b>Partially support/concerns</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p>

	<p>Considering that t-junction is already very busy, I'm worried the 15 meter away sparrow lights will add to the traffic congestion.</p> <p>Have the following options been explored?</p> <ol style="list-style-type: none"> <li>1. Integrated pedestrian phase at the main junction</li> <li>2. Toucan crossings at the stop line</li> <li>3. Parallel crossings during vehicle green</li> <li>4. Raised crossings further away (more than 30–40m)</li> <li>5. Full junction redesign (protected cycle intersection model like in Netherlands)</li> </ol>
(o18) Local resident, (Sutton Courtenay, Barrett's Way)	<p>Sparrow crossing – <b>Partially support/concerns</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>The crossing would benefit from wider foot/cycle path on the north side of the A415.</p>
(o19) Local resident, (Culham Abingdon, Tollgate Road)	<p>Sparrow crossing – <b>Partially support/concerns</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>When cyclist have crossed the " Sparrow crossing" heading south on the Tollgate road do the plans allow for dropped curbs so that cyclist have the means to enter and exit the Tollgate road. There are many child carrier e-bikes that are larger than normal sized bikes and my concern is they do not have the means to enter and exit Tollgate road it will encourage them to use the footpath that is is not wide enough for everyone to use.</p>
(o20) Local resident, (Abingdon, Bath Street)	<p>Sparrow crossing – <b>Partially support/concerns</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>The proposal is a great improvement on the current situation for both cyclists and pedestrians, both for those travelling from Abingdon along the A415 and from Sutton Courtenay/Culham along Tollgate Road. I currently travel with my children on a cargo bike to Europa School every school day from Abingdon and I particularly</p>

	<p>welcome the widened shared path between Tollgate Road and Thame Lane, where I have witnessed parents fall into the carriageway on three occasions at school drop-off time. The risk at present is a combination of a narrow path and the difficulty of navigating the curves into Thame Lane to reach the existing crossing when there are many pedestrians with small children as well as cyclists on cargo bikes or with trailers. This difficulty is exacerbated by the many drivers who block the exit from Thame Lane, leading to a queue of cyclists and pedestrians at this point at school start and finish times. I therefore also particularly welcome that the proposed Thame Lane entry treatment eliminates these curves and it is critical that the final design for this junction retains the straight route depicted in the drawings in this consultation. I note that this is different from the drawings shown in P24/S1759/O, which I think would be much less safe.</p> <p>I also cycle (less often) from Europa School down Tollgate Road and return in the evening. In this case, it is not clear how the crossing should be used by cyclists travelling southbound, as the sparrow crossing will bring them to the wrong side of Tollgate Road. It is a definite improvement for northbound cyclists and for pedestrians in both directions. I also wish to request that the shared use path at the north end of the sparrow crossing be further widened over a short length so that pedestrians and cyclists waiting to cross do not block the path of those going to/from Abingdon.</p>
<p>(o21) Local resident, (Abingdon, Berry Croft)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>No objection/No opinion</b> Shared-use path – <b>Support</b></p> <p>I am supporting the proposals because a safe, continuous shared-use foot and cycle path between Culham and Abingdon is urgently needed. The Europa School in Culham has more than a thousand students, yet many families do not feel safe allowing their children to cycle due to the current lack of protected infrastructure. As a result, school-time traffic has become extremely heavy, with long queues and congestion caused by parents who would otherwise prefer active travel if it were safer.</p> <p>A dedicated path and a Sparrow crossing would make a significant difference by giving pupils, staff, and local residents a safe and reliable alternative to driving. This would reduce traffic pressure at peak times, improve safety for all road users, and support healthier, more sustainable travel habits. The proposals are a practical and much-needed step toward making the route accessible for everyone, especially young people who should be able to travel to school without unnecessary risk.</p>

<p>(o22) Local resident, (Sutton Courtenay, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Partially support/concerns</b> Shared-use path – <b>Support</b></p> <p>Safe pedestrian access from Culham village towards Europa school is desperately needed to enable local young families to walk and cycle to school. The current lack of pedestrian access from the village to it's local state school is not acceptable and I fully support the need for this to be reviewed and improved. Currently this is a dangerous and unpleasant route to walk or cycle with small children, due to the lack of continuous pavements, the speed of cars travelling on the a415, and the absence of safe crossings.</p> <p>I strongly support the need for all of these improvements, particularly a pedestrian crossing on the A415 Abingdon Road, Culham.</p> <p>A safe crossing on the A415 Abingdon Road/Thame Lane junction is also required. I am however unsure if Side Road Entry Treatment is the best solution here. A proper pedestrian crossing, like to zebra crossing would feel like a more safe solution. Continuation of the pavement down Thame lane would also enable pedestrians safer access to the school.</p>
<p>(o23) Local Cllr, (Culham, Culham)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Partially support/concerns</b> Shared-use path – <b>Support</b></p> <p>desperate need for this to ensure children can get to school safely travelling actively. Need to clear the footpath in the south side of the A415 from Tollgate to The Burycroft too - there is a footway here but overgrown and falling apart, can this be part of the plans please? I will try and attach a map t show where. ALso I am slightly concerned about the changes to Thame Lane - there are many cars and coaches trying to turn into this morning and afternoon - will it be clear to these that the new access for people and bikes gives them priority? SO new signage/rpad markings etc on A415?</p>
<p>(o24) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p>

	<p>This is sorely needed - any improvement is welcome though the widening of the footpath needs to extend further to Abingdon and Thame Lane needs further improvement.</p>
<p>(o25) Local resident, (Sutton Courtenay, Amey Close)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>These changes will be a very great benefit to Culham residents, safely joining the Tollgate Road/High Street areas of the village with the Thame Lane part, as well as for all staff and students of the neighbouring Europa School.</p>
<p>(o26) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>This proposal, long awaited, will allow a safe crossing for pedestrians, cyclists and those with pushchairs /wheelchairs/ assistance scooters. Currently all are in peril at the existing lights. Further, Europa school on the 415 would welcome walk to school accessibility, currently much hampered by the existing crossing.</p>
<p>(o27) Member of public, (Oxford, Bullingdon Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>These proposals are aligned to the county policy to achieve vision zero and make it safer for children to independently cycle and walk to school.</p>
<p>(o28) Local resident, (Abingdon, Mill Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p>

	<p>The crossing is a critical for students at the Europa School UK. I express my strong support for the proposed Sparrow Crossing on the A415 Abingdon Road, Culham. I urge the Council to proceed with this proposal as a priority to prevent further accidents and fulfill its commitment to safe, sustainable transport.</p>
<p>(o29) Local resident, (Culham, Tollgate Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>The proposed changes would greatly improve the safety of pedestrians and cyclists, especially children going to school while limiting the impact on the general traffic.</p>
<p>(o30) Local resident, (Abingdon, Abbott Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Anything to make cycle travel and pedestrian access around the school I would support. Oldest two children cycle to school.</p>
<p>(o31) Local resident, (Sutton Courtenay, The Green)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I strongly support these plans as we cycle kids to the Europa school from Sutton Courtenay and this is such a dangerous junction. The pavement can get very congested at key times with commuters to the Culham science park too so more space for pedestrians and cyclists to share this path would be ideal.</p>
<p>(o32) Local resident, (Sutton Courtenay, Hawthorns)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p>

	Both junctions are very dangerous and I've had several near misses there with my children. Positive to address these and the measures suggested are helpful.
(o33) Local resident, (Culham, High Street)	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>Fully support the proposals to make walking and cycling safer, particularly as it is a busy route to school.</p>
(o34) Member of public, (Radley, Hither Wore)	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>Cycling along there five days a week for school drop off and pick up, current situation is very unsafe for pedestrians and cyclists so any improvements are very welcome.</p>
(o35) Local resident, (Culham, High Street)	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>As a parent who walks this section every day with two kids and has seen numerous near misses and an actual collision between car &amp; child cyclist, I wholeheartedly support the crossing and widened path (ideally widening it right across to the Europa school pedestrian/cycle entrance).</p> <p>The SRET on Thame Lane is better than nothing but ideally I'd like to see more done given the quantity of traffic and pedestrians using it every day, and the large queues that now form on the A415 when the school car park is full in the afternoon.</p>
(o36) Local resident, (Sutton Courtenay, Appleford Road)	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p>

	<p>This is an incredibly dangerous route to Europa school for my children by bike and the traffic is awful so all measures to calm traffic and help pedestrians and cyclists and keep them safe welcome</p>
<p>(o37) Local resident, (Abingdon, Mons Way)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Currently it is a heavily used and very risky crossing which causes a huge amount of traffic</p>
<p>(o38) Local resident, (Sutton Courtenay, Lady Place)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>This safe crossing is long overdue, it is currently impossible to let young children walk and cross the road to Europa school by themselves.</p>
<p>(o39) Local resident, (Culham, Thame Lane)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I live on Thame Lane and see every day the risks posed to pedestrians and cyclists crossing the A415. I have to cross the road to get to the bus stop on the A415 opposite main Europa entrance, and also with my children to walk to the playground in Culham. All children - and adults - crossing the road are at risk on every crossing. I also see traffic entering Thame Lane at 30 mph and continuing at that pace down Thame Lane, where there are no footpaths and children walking to school every day. Some of them are as young as 3. It is extraordinary that it has been so risky for so long, but I believe this is the Council's chance to save a life. If it is not taken now, there will be a devastating reckoning later on.</p>
<p>(o40) Local resident, (Culham, Thame Lane)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b></p>

	<p>Shared-use path – <b>Support</b></p> <p>I strongly support urgent safety improvements at this crossing.</p> <p>As a nearby resident and parent, I regularly cross here with young children, including using a pram. We have experienced multiple personal near misses with vehicles turning through the junction while crossing to the playground. The current layout creates confusion over pedestrian priority and allows vehicle movements that directly conflict with pedestrians.</p> <p>With a school and playground nearby, this junction is used daily by families and children. Visibility is limited, priority is unclear, and the turning movements make it a known hazardous point.</p> <p>Given the recognised risk at this location, failing to act leaves the council exposed to responsibility when, not if, a child is seriously injured. Safer crossing measures that clearly prioritise pedestrians are urgently needed.</p>
(o41) Member of public, (Kennington, River View)	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>There is demand for better cycle infrastructure to reach both Europa school and Culham Campus. Enabling this would help people's health and reduce congestion. This crossing is part of that, but fully safe and attractive routes are needed from Oxford, Abingdon and Didcot which are all in a cyclable distance</p>
(o42) Local resident, (Culham, The Glebe)	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I walk from Culham Village to Europa school with two primary-age children every day. My husband has to collect them after work. Currently it would be too dangerous to allow them to walk the 0.5 miles alone. The A415 and Thame Lane are both difficult to cross. The shared path is too narrow. We saw a mum and young girl fall off their tandem bike while trying to avoid pedestrians just a couple of weeks ago - luckily neither were hurt. As it stands I couldn't imagine letting the kids walk alone until at least secondary age. But with these measures they could begin to develop their independence and walk there alone. Our neighbours 2 doors up routinely drive to school</p>

	<p>(adding to the considerable traffic congestion) because the mum considers it dangerous to walk, even accompanied. These measures are sorely needed to help encourage active transport to school, lessening reliance on cars, encouraging healthy lifestyles, reducing environmental impact and freeing up parents to let their older children take themselves to and from school. The school drop-off/pick-up traffic routinely backs up onto the A415. I think that any work needed for these improvements would be far less disruptive than the routine disruption that occurs daily now. And it would be so good to see these developments now, rather than them waiting until a serious accident occurs. Please go ahead with these plans as soon as possible, thank you.</p>
<p>(o43) Local resident, (Sutton Courtenay, Chapel Lane)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>My children attend Europa school and I cycle there with them daily from Sutton Courtenay. This pedestrian crossing and cycle path is vitally needed to improve safety at the crossing - which is dangerous at present - and enable children to more safely get to school independently. It would also help to reduce car traffic and pollution in the area.</p>
<p>(o44) Local resident, (Radley, Baker Crescent)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I go through this area everyday either by bike or by car and find that the infrastructure is very poor to support cyclists, especially schoolchildren attending Europa school. These works have been badly needed for years.</p>
<p>(o45) Member of public, (Radley, Baker Crescent)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Safety! It's about time something is done about it</p>

<p>(o46) Local resident, (Culham Village, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Highly appreciated, as the way to school is much too dangerous for the kids right now!! Much much appreciated if that changes soon!</p>
<p>(o47) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I'm strongly supporting these development proposals as I see dangerous situations in rush hour traffic on a regular basis involving kids on their way from home to Europa school and vice versa. I live in High St in Culham with three children under 7 years in my household and these developments would considerably improve safety on their way to school! In particular the situation when crossing the major 30/40mph road will be profiting from a proper pedestrian crossing. Thank you for considering this.</p>
<p>(o48) Member of public, (Sutton Courtenay, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>kids need a safe passage to go to school. currently there is always a road with traffic. kids have to juggle to cross the road safely.</p>
<p>(o49) Local resident, (Sutton Courtenay, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Live on Sutton Courtenay side. Children go to Europa. Traffic is terrible but it's unsafe to cycle to school due to the lack of crossing or sufficiently wide paths/cycle route</p>

<p>(o50) Member of public, (Oxford, East Avenue)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>The crossing provision in particular is needed for children crossing to and from school. More would travel by bike if it were safer, which would alleviate the traffic arising from parents dropping children safely to school.</p>
<p>(o51) Member of public, (Steventon, Estate Cottages)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>The proposals will address the significant dangers that members of the public, local residents and school children are put under when trying to cross this horrific road. Fully support the proposals.</p>
<p>(o52) Local resident, (Abingdon, Radley Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Our children attend the school, and the current lack of provision for safely crossing nearby roads as pedestrians or cyclists needs to be improved to improve safety.</p>
<p>(o53) Local resident, (Abingdon, Hadland Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Daily commute with a child on Abingdon Road is becoming a safety issue. The cycle path is full of dangerous potholes, and the crossing the road during school pick up times is not easy. This infrastructure needs urgent attention before an accident occurs. I would really value a change.</p>

<p>(o54) Member of public, (Harwell, Chequers End)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>The current system is incredibly dangerous. Children try to walk to school where there is no safe place to cross. They then have to share a tiny pavement with cyclists and the overgrown hedge.</p>
<p>(o55) Local resident, (Abingdon, Summerfields)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>We cycle our child to school at Europa each day, the current infrastructure is so poor and unsafe. We only hope it leads to more improvements along the whole length of the A415</p>
<p>(o56) Local resident, (Sutton Courtney, Brad Stocks Way)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>They are any kids crossing Abingdon road and Thame lane, on foot and on bikes. At busy times it becomes quite dangerous. I saw a few near misses there.</p>
<p>(o57) Local resident, (Sutton Courtenay, Skylark Fields)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I am writing as a local resident and as a parent of children who attend Europa School. I strongly support the proposed crossing and traffic-calming measures on the A415 at Culham.</p> <p>Safety on this stretch of road is a serious and long-standing concern for families. The A415 currently acts as a fast, high-volume barrier between homes, the school, Culham Science Centre and surrounding communities. Many children live within walking or cycling distance of the school, yet the lack of a safe crossing means most are</p>

	<p>driven instead. This increases congestion, worsens air quality around the school, and undermines efforts to promote healthy, independent travel for young people.</p> <p>There is clear evidence locally that the current situation is unsafe. Parents and staff have raised repeated concerns.</p> <p>This infrastructure is especially important given planned growth in the area and the school's role as a major local destination. Without safe crossing facilities, the A415 will continue to function as a barrier that forces short car journeys and exposes children to unnecessary danger.</p> <p>As a parent, I want my children to be able to travel to school safely and independently. At present, that is not possible. These measures are practical, proportionate and urgently needed to protect young people and support sustainable travel.</p> <p>For these reasons, I fully support the proposed A415 crossing and traffic-calming scheme and encourage the council to deliver it as soon as possible.</p>
<p>(o58) Local resident, (Sutton Courtenay, Tullis Close)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I am very supportive of this proposal. I have been living in the area for more than 10 yrs and the traffic density has been growing exponentially while the road infrastructures has remained static and therefore became obsolete to cope with the new pedestrians and vehicles uses. Circulating in the area subject of upgrade in this proposal is currently extremely dangerous, and particularly during winter when the light hours are shorter. Lack of safety crossing for pedestrian, limited visibility at dark hours, limited flow control for the scale of busy circulation in a school area is making the area extremely unsafe.</p> <p>An upgrade to current layout is definitely a must to happen.</p>
<p>(o59) Local resident, (Oxford, Townsend Square)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p>

	<p>I fully support all these desperately needed measures! This is not a safe area for pedestrians or cyclists. Please also add signs to remind drivers coming from all directions to give way at the Side Road Entry. Overall, we need a wider path on the entire road from Culham to Abingdon. This walking and cycling road is not fit for purpose. The path from Abingdon is far too narrow for the demand and mixed-use transport. The path is too dangerous with a drop into traffic or onto rusty spiked railings. I hope these measures near Europa school are the start of a wider improvement of this key route.</p>
<p>(o60) Local resident, (Sutton Courtenay, Appleford Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>It will make the journey to school safer for my children and allow us to walk/cycle rather than drive.</p>
<p>(o61) Local resident, (Radley, Buckle Place)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Support proposals to provide a safe well lit pedestrian and cycle crossing with traffic lights on this busy road.</p>
<p>(o62) Member of public, (Abingdon, Swinburne Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I cycle to Europa School every day from Abingdon with three children, two in a cargo bike (tricycle) and one on their own bike. The path feels extremely unsafe all the way, this improvement is overdue and a very welcome sign that we as parents finally feel like some one is listening to our road safety concerns. I hope this positive start to the route will now make way for further improvement all the way into Abingdon!</p> <p>A school sign and 20mph speed limit sign with flashing lights should also be put in place.</p>

<p>(o63) Member of public, (Abingdon, Thame Lane)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I have worked at Europa for years and it has always shocked me to see children who have to dart and run at this junction, hoping that the cars will stop, not quite knowing the colour of the lights. They use them at the busiest time and it feels like they have to play with their lives every time. It should have been done decades ago. The school is still growing and has more than 1200 students, a great number of staff and parents coming to pick up. Please keep everyone safe and put the light the junction needs!</p>
<p>(o64) Local resident, (Abingdon, West Saint Helen Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I know the two junctions (the junction for the sparrow crossing and the junction for the traffic calming measure) well, and I fully support the suggested measures. The Tollgate/A415 junction is very pedestrian-unfriendly as it stands. The island for the lights on the eastern side barely has space for one person, let alone several, the lights are timed such that it's a lottery for parents to cross there with their children, so the sparrow crossing on the western side (tied in with the mixed use path) to make crossing safer is a vast improvement. Please implement. The Thames Lane/A415 junction side entry treatment will make the path easier to use by bicycle and stroller (for parents walking to Europa School). So again, please implement!</p>
<p>(o65) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>So many near misses walking the children from high street to Europa school. Cycling on the road not particularly safe and the paths are not wide enough to pass with child trailers and pedestrians with current set up. Would love a crossing at tollgate t junction and zebra crossing at entry to Thame lane. Would also love increasing width of entire path from Abingdon to Culham science park, with barrier to protect from road.</p>

<p>(o66) Local resident, (Abingdon, King Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>those updates are needed due to the amount of children crossing those roads to go to school</p>
<p>(o67) Local resident, (Culham, The Glebe)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I make this walk from our house in Culham to Europa school every day twice a day with my 4 year old, we started doing it since she was 3. It is so dangerous and stressful. These works are extremely needed particularly by all of us road users, who are families with small children (consider not only those of school age but also those in preschool and the little siblings of those attending). Having a proper crossing at the traffic light is essential. But also I am very happy to see the proposal includes the widening of the path so bicycles and pedestrians can have enough space. This is a challenge for us currently every day with cyclist going to work at speed, and a small child who struggles, as most do, to walk on a straight line, and is yet not developmentally able to concentrate and remain focused on not being hit or getting in the way of the bikes. I also fear for the cyclists that could be pushed out on the road when trying to avoid crashing with a child. So having a cycle lane and a walking lane clearly demarcated would help a lot.</p>
<p>(o68) Local resident, (Sutton Courtenay, Lady Place)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Walk my kid to school and it's dangerous to cross both roads, when driving several accidents can happen in thane lane without a cross</p>
<p>(o69) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p>

	<p>Safe access from Culham to Europa School is very important</p>
<p>(o70) Member of public, (Henley, Luker Avenue)</p>	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>Will make it safer for cyclists and pedestrians</p>
<p>(o71) Local resident, (Sutton Courtenay, The Hawthorns)</p>	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>As someone with 3 young children at Europa school who lives in Sutton Courtenay I strongly support these improvements. They are long overdue for the safety of children getting to and from the Europa school, and will encourage more walking and cycling alleviating some of the pressures on traffic. The sparrow crossing is a suitable idea here, particularly as it can get very busy with a mix of cargo bikes, bikes with trailers, pushchairs and young children cycling and walking.</p> <p>The plans are lacking in detail so it is difficult to understand how the 3 m width will be achieved, but again this is much needed and very welcome, as the path is too narrow to accommodate both bikes (including cargo bikes and trailers) and pedestrians. Similarly it would be good to understand the exact alignment for the side road entry treatment. It appears to allow cyclists to continue straight, and not have to navigate 90 degree turns as they currently do, which I believe is the correct approach. Currently the sharp turn is difficult for cargo bikes and means poor pedestrian visibility.</p> <p>As well as the very welcome proposed changes this area should be converted to a 20 mph zone, extending to the East pedestrian and cycle entrance to the school. It is extraordinary that it is not already, given some other areas that have benefited from 20 mph zones such as the Cricket Club in Abingdon. This entire length should also be given yellow school zone lines, and the white lines denoting the cycle lane reinstated. Unfortunately a very small minority of parents choose to stop in the cycle lane (!) to drop-off children.</p>

<p>(o72) Local resident, (Culham, Thame Lane)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Current crossing is extremely dangerous. Drivers do not respect the speed limits nor even the traffic lights (as witnessed regularly including 2 accidents).</p>
<p>(o73) Local resident, (Abingdon, Fitzharry's Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>A large number of parents and children who attend Europa School arrive from Culham/Sutton Courtenay and there has been a need for a crossing on the Abingdon Road for years. At present, it is dangerous and children are at real risk in trying to get to school. It encourages car use, which makes the Thame lane situation even worse. I therefore support the crossing and cycle path around Tollgate Road.</p> <p>As a parent of children at Europa School arriving by car (from Abingdon), I also support the side road entry treatment at Thame Lane. During term time this junction is a nightmare, causing a backlog onto Thame Lane and causing traffic jams on the Abingdon Road. Additionally, people who are trying to drive through to other destinations along the Abingdon Road can become frustrated with the Thame Lane blockage. I have experienced aggression from drivers who are frustrated with the informal system among parents of slowing down to let people out and into Thame Lane before turning in themselves. I understand their frustration but it is an unfortunate necessity, otherwise there really would be little movement.</p> <p>I support any plan to ease the poor traffic situation and provide better cycle path access along the Abingdon road and towards the school and science centre.</p>
<p>(o74) Member of public, (Oxford, Weyland Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p>

	<p>This is long overdue and the current walking and cycling provision in the area is entirely inadequate, especially with the high level of use it receives by schoolchildren and users of culham campus</p>
<p>(o75) Local resident, (Harwell, Reading Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Active travel improvements very much needed here</p>
<p>(o76) Member of public, (Abingdon, Saxton Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>This is well overdue. Access to the school has been unnecessarily chaotic for decades. It might be worthwhile considering going even further than this proposal. How about peak time parking restrictions in Thame Lane? How about turning the A415/Thame Lane junction into a roundabout?</p>
<p>(o77) Member of public, (Oxford, Marston Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>My friends work and have children at the school in Culham and I think this would be a good idea for safety.</p>
<p>(o78) Local resident, (Sutton Courtenay, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>As a parent of three children at Europa school, one of whom cycles every day from Sutton Courtenay, I support this as it increases their safety.</p>

<p>(o79) Local resident, (Culham, Thame Lane)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>We have had significant safety concerns for some time as this is a particularly dangerous place to cross for cyclists and pedestrians. We fully support this safety feature.</p>
<p>(o80) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>1) These are sensible ideas. 2) It is not clear what is the best route for cyclists wanting to turn South into Tollgate Road. The new sparrow crossing will leave them on the wrong side of Tollgate Road, so they may be better off using the existing crossing outside the old Wagon and Horses. It would be good if that crossing was in synch with the new sparrow crossing, so a cyclist could press a button there and cross safely. 3) If you really want to improve cycling around Culham you really do need to extend the cycle route along the A415 as far as Abingdon, not stopping at the Burycroft. I get abused by drivers if I cycle along the road and pedestrians if I cycle on the footpath.</p>
<p>(o81) Local resident, (Abingdon, Larkhill Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I regularly cycle between Abingdon and Culham, this crossing is in dire need of improvements, I've witnessed several near misses here.</p>
<p>(o82) Local group/organisation, (Coalition for Healthy Streets and Active Travel)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p>

	<p>We support all aspects of this proposal, which will improve people's journeys be walking, wheeling or cycling between Abingdon, Culham Village, Europa School and Culham Campus, making them easier and safer. We have a few detailed comments:</p> <p>While we support a Sparrow crossing, we find the choice of a Sparrow rather than a Toucan surprising. A Sparrow separates walking and cycling, which is a good thing, but it is inconsistent with the rest of the route, and there are no future plans to separate them. So we would suggest a wide Toucan for coherence, economy and familiarity here.</p> <p>For the SRET, the steepness of the ramps is vital to reducing the speed on turning vehicles. 1:15 is not very steep and we would like to see this at 1:12 or steeper.</p> <p>The SRET could be set back (it is difficult to judge from the plan provided). A set back of 5 metres would allow one car to wait without blocking the crossing. We would support this if it was achieved without requiring sharp turns in the cycle route. (As per LTN 1/20, 4m would be the minimum acceptable radius).</p> <p>The cycling entrance to the school is not on Thame Lane, but further west. It is not clear if the widening to 3.0m will include this. It should. 3.0m is the minimum width for a shared use path for up to 300 cyclists and 300 pedestrians in an hour. Peak flows near the school may exceed this, and while we will not suggest expensive changes to the carriageway, any opportunity to provide a wider path should be taken. However, the path should have a buffer to the road of at least 0.5m to provide perception of separation and safety.</p> <p>(We presume you are familiar with the plans proposed by Culham No.1 site in their planning application, reviewed by Active Travel England and updated in response). See: P24/S1759/O - Document '2025-10-20 Additional Information – Active Travel / Active Travel England.pdf and 2025-12-18 Additional information/Response to ATE)</p>
<p>(o83) Local resident, (Culham, High Street Culham)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I strongly support the proposal. It's a very busy junction with lots of school children and parents on bikes. Definitely needed before there is a tragic accident!</p>

<p>(o84) Local resident, (Abingdon, Daisy Bank)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>My children go to Europa and I would like anyone trying to access the school to be able to do so safely. Further consideration does need to be given to all the vehicles parked on Thame Lane, which not only cause serious congestion, but also obstruct visibility and create more danger for all the users of the space at potentially stressful times (school drop-off and pick-up).</p>
<p>(o85) Member of public, (Abingdon, Eason Drive)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>As a parent, using this route twice a day to commute my kids from and to school, I fully support this plan. We need to do more to calm down the traffic, ideally even having a roundabout or traffic light system at the entrance of Thame Lane to further make the school trip safer.</p>
<p>(o86) Local resident, (Culham, Abingdon Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I support the sparrow crossing because of the large number of children, including my grandchildren, who regularly cross the A415 at this point. Currently, there are always vehicles with priority from some direction so pedestrians have to take their chances with vehicles.</p> <p>As a cyclist I support the side road calming at Thame Lane, which I hope will give priority to cyclists on the A415 cycle path.</p> <p>I also support the shared use path on Tollgate Road to facilitate cyclists transit from Thame lane to the A415 cycle path, particularly when turning left.</p>

<p>(o87) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Will be fantastic for my kids going to school</p>
<p>(o88) Local resident, (Abingdon, Townsend)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>The current layout is hazardous to pedestrians and cyclists alike to the extent of being practically unusable for safety reasons. I am in support of any measures that will enable safer use of the road and pavement for pedestrians and cyclists and that will potentially reduce the number of cars on the road, both for safety, practical and environmental reasons</p>
<p>(o89) Local resident, (Sutton Courtenay, The Hawthorns)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>These changes couldn't come soon enough. A safe crossing has been needed here for many years, and this proposal represents what the local residents desperately need to ensure they can safely cross this busy main road, both by foot and by bicycle.</p>
<p>(o90) Local resident, (Sutton Courtenay, Bank Note Place)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Cyclists crossing from the north side of the A415 and continuing onto Tollgate Road will have a short section of shared use path, and will then have to cross over a lane of traffic to rejoin the road to continue heading south. Many cyclists will continue on the pavement, as they do at the moment. Has the option to make the pavement shared use all the way along Tollgate Road been considered? Tollgate Road (and pavement) are heavily used by</p>

	<p>cyclists, especially taking children to/from Europa School, so an improvement of conditions for cyclists along the whole of the road would be extremely welcome.</p>
<p>(o91) Local resident, (Sutton Courtenay, Bank Note Place)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I welcome these proposals and hope the work gets underway as soon as possible since the current crossing is not safe.</p> <p>It would be good to consider the possibility of making the whole pavement along Tollgate Road a shared cycle/footpath since cyclists crossing over from the north side of the A415 and continuing south onto Tollgate Road will have to move from the short section of shared use path onto the road by crossing a lane of traffic. It would seem safer to extend the shared use path until Culham Bridge if possible. At the moment the pavement and road are already heavily used by cyclists, especially during school runs.</p>
<p>(o92) Local resident, (Abingdon, Saxton Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>These parts of the route to Europa school are particularly hazardous and need updating for safety. The Thame lane entrance crossing needs to be narrowed to encourage turning cars to slow down.</p> <p>There's very little detail about the possibilities for widening the shared use path between Tollgate and Thame Lane, but I would urge widening it as far as possible. It's already dangerously overfull at school run times and if the improved crossing allows more people to walk and cycle (as I hope it does), the chances of children being knocked into the carriageway is only going to increase.</p>
<p>(o93) Local resident, (Culham, Tollgate road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p>

	<p>I strongly support the proposals as the current footpath/cycle and crossing arrangements for Tollgate road, the A415 and Thame lane are dangerous for pedestrians and cyclists and likely to lead to accidents with vehicles. I personally feel unsafe either walking or cycling with my children to the Europa school from our property on Tollgate road. The proposals will significantly improve both actual and perceived safety for pedestrians and cyclists, and are urgently required. Many thanks.</p>
<p>(o94) Local resident, (Appleford, School Lane)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Regularly cycle this way (to school) and know that the junction would benefit from these improvements. Thank you</p>
<p>(o95) Local resident, (Culham, Off Culham High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Very busy crossing for pedestrians and cyclists at peak traffic times. Junction into Thame lane gets very congested causing traffic tailbacks on A415. Improvements urgently needed as traffic is likely to increase in future due to several planned developments.</p>
<p>(o96) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>Parents and residents of Culham, and the Parish Council, have long been requesting such a crossing to make it safe for children, parents and grandparents to walk or cycle from the village to the Europa School.</p>
<p>(o97) Local resident, (Sutton Courtenay, Asquith Park)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p>

	<p>This is a much needed improvement to road safety. The council might also consider better way of facilitating vehicles in and out of Thame Lane during school drop off and pick up, as it is a dangerous junction where there is lots of traffic coming through in all directions.</p>
<p>(o98) Local resident, (Abingdon, Swinburne Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>We live in Abingdon and commute by bike to nursery in Culham village and Europa school every weekday during term time.</p>
<p>(o99) Local resident, (Culham, The Glebe)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I am a resident of Culham and my family travel to the Europa school every day. The traffic control at the top of tollgate road is dangerous and hard to navigate especially for children. Anything to help especially in light of the expected additional traffic the new housing development will cause is welcomed.</p>
<p>(o100) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>We walk our child to Europa school from the village and have to cross a dangerous road and share a too narrow path with cyclists. This will make the route so much safer. This will also allow older children some independence in getting to school by themselves.</p> <p>In addition I would like to see the 30 mph zone (coming from Abingdon) start further away from the traffic lights. Currently, vehicles slow for the red light and don't necessarily notice they need to slow to 30mph anyway. I also feel the 30mph zone (coming from Clifton Hampden) should start further from the school as it is currently very close to the school's bike and pedestrian entrance. This means some vehicles are travelling at close to 60mph</p>

	<p>past the school. A barrier on the pavement at this entrance (such as the one at Culham village nursery) and signage that the road is passing a school would also help to help pupils safe.</p>
<p>(o101) Local Cllr, (Culham, Abingdon Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>This is a very dangerous crossing, with lots of traffic and little markings at the moment. It is in the school route from local kids to their local school and there is no safe crossing for a pedestrian.</p> <p>As part of the works, it would also help to clean the pedestrian route on the South side of the A415, which has been abandoned for decades, to allow children that live in the houses by the A415 reach this new sparrow crossing.</p> <p>Additional traffic calming solutions should also be considered in the future as Culham is growing towards its station and this bit of the road will be left embedded in the village.</p>
<p>(o102) Member of public, (Abingdon, Farriers Mews)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>I believe it will help with traffic in the area and safety of the ESUK pupils.</p>
<p>(o103) Member of public, (Abingdon, Gibson Close)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>These proposals will make it easier and safer to walk and cycle in the area, and will hopefully encourage more active travel to local workplaces and schools. I hope that it won't be too long until we get a safe cycling route along the A415 from Abingdon to Culham and beyond</p>

<p>(o104) Local group/organisation, (Culham, Thame Lane)</p>	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p> <p>The Europa School Governing Body strongly supports the proposed 'Culham Crossing' improvements. Our school community includes over 1,000 pupils, many of whom travel to and from the school via this junction on a daily basis. In recent years we have seen a welcome and increasing number of families, students and staff choosing to walk or cycle rather than drive. While this shift supports healthier lifestyles and reduces congestion and emissions around the school, it also places greater importance on ensuring that local infrastructure is safe and suitable for all road users, particularly children.</p> <p>The proposed changes would provide clearer, safer crossing opportunities and improved pavement space, which are essential, particularly during the busy school drop-off and pick-up periods. Wider footpaths and dropped curbs would help reduce crowding and allow families with younger children, pushchairs, scooters, and bicycles to move more safely. The changes would also improve driver - and bus - awareness of pedestrians and cyclists in the area.</p> <p>We believe these improvements would significantly enhance safety for all users of the junction - pedestrians, cyclists, and motorists alike - while supporting the continued growth of active travel within our school community. This aligns with wider public health, safety, and environmental objectives and will help ensure that children can travel to and from school as safely as possible.</p> <p>We further encourage similar improvements along surrounding routes used by pupils, staff and their families; onwards into Abingdon, Sutton Courtenay, Drayton and Appleford. Creating a connected network of safe crossings, wider footways, and cycle-friendly infrastructure will be essential to enable safe and accessible journeys to school from across the wider community.</p> <p>For these reasons, the Governing Body strongly supports the proposals and encourages their implementation, alongside continued efforts to improve wider safety and connectivity.</p>
<p>(o105) Local group/organisation, (Culham, Thame Lane)</p>	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>Support</b></p>

	<p>Improving the A415 Abingdon Road crossing is necessary for local residents and all Europa School pupils and employees that daily commute to/from school on foot or by bicycle. Hopefully a safer crossing will allow more people to opt for more sustainable mode of transport, as the crossing is currently hard to navigate for cyclist and pedestrians.</p>
<p>(o106) Local resident, (Abingdon, Bath Street)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>My children cycle to Europa school from Abingdon and a safer crossing is badly needed.</p>
<p>(o107) Member of public, (Abingdon, Harding Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>There is currently no safe way to cross the A415 as a pedestrian or cyclist so I am happy it is being addressed.</p> <p>Current footpaths/shared cycle paths in this area (both included and those not within scope of this proposal) are not wide enough for two way pedestrian and cyclist traffic. The poor quality surface also makes it difficult to share the path and I hope this will also be addressed where it falls in scope of these plans. The paths are very busy at school drop off and pick up times, drivers turning in and out of Thame lane do not always allow for pedestrians and cyclists, and I think the heavy traffic and queuing causes drivers to act a little recklessly at times.</p>
<p>(o108) Local resident, (Abingdon., Harding Road)</p>	<p>Sparrow crossing – <b>Support</b> Side Road Entry Treatment – <b>Support</b> Shared-use path – <b>Support</b></p> <p>As a parent who cycles their children to school this infrastructure would positively encourage more residents to do the same greatly reducing traffic in the local area whilst increasing the safety of making this journey.</p>

<p>(o109) Local resident, (Culham, High Street)</p>	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>No objection/No opinion</b>  Shared-use path – <b>No objection/No opinion</b></p> <p>The current crossing is extremely dangerous, especially at peak school hours and has needed upgrading for several years. Motorists still travel above the 30/40mph limits on a regular bases.</p> <p>One slight concern that I haven't seen addressed is that at peak times the traffic already tails back from the Culham bridges to the current crossing causing significant congestion. What impact will a new crossing have in this congestion ?</p>
<p>(o110) Local resident, (Abingdon, Lee Avenue)</p>	<p>Sparrow crossing – <b>Support</b>  Side Road Entry Treatment – <b>Support</b>  Shared-use path – <b>No objection/No opinion</b></p> <p>There is a local school (primary and secondary) whose pupils cross the road every day with unsafe conditions.</p>