

CMD Transport (18 June 2026) – Proposed Crossings, Traffic Calming and Cycleways – Abingdon Rd, Culham (Danny Yee)

We support these schemes, but have some concerns about their implementation.

With the shared path alongside the A415, we ask that LTN 1/20 _Cycle Infrastructure Design_ be followed in the design. In particular, because the A415 is 40mph, there must be a buffer between the shared path and the carriageway of 1m "desirable minimum" but at an "absolute minimum" 0.5m (Table 6-1). And if there are vertical features on the edge of the path then Table 5-3 requires an extra 0.5m width for the path. This may require narrowing the carriageway - which will also help to keep speeds down.

We wholeheartedly support the provision of a crossing of the A415. There seems to be some confusion as to what kind of crossing is proposed, however. The headline recommendation refers to a toucan crossing, but paragraph 3 and the diagram in Annex 1 still refer to a sparrow crossing. As we suggested in our consultation response, a toucan makes sense here as the provision on both sides consists of shared paths without separation between walking and cycling.

We - along with at least eleven other respondents (o9, o11, o12, o13, o15, o19, o20, o80, o90, o91, o92) - raised concerns in the consultation about what happens on the south side of the crossing, about how people cycling southwards get onto Tollgate Lane, and about the lack of cycling provision there (the very narrow footway is not a shared path, even if some people use it as such). This is an example of a stretch of road we feel should be dropped to 20mph despite not being built up, because it is an essential link - lower speeds wouldn't make it inclusively accessible, but would make it less hostile for people walking and safer for people cycling.

The reason for the poor integration of this scheme into broader networks is of course that these measures have been brought forward as part of a development, the boundary of which presumably stops at the A415. This is, as you will discover, a recurring theme in developer-driven highways schemes. I hope that the Local Government Reorganisation will help with this, but we also need proper Movement and Place Plans - we need a vision for what a walking and cycling network connecting Abingdon and Culham and Sutton Courtenay and Europa School would look like, so Transport Development Management can make sure the right pieces are put in, in the right places, in schemes like this.