



Address to Delegated Decisions by Cabinet Member for Transport – 18 June 2026

These addresses are from Robin Tucker, Co-Chair of CoHSAT.

Proposed Crossings, Traffic Calming and Cycleways - Abingdon Road, Culham

The junction of the A415 with Tollgate Road has been a problem for many years. Nearby residents must cross the busy road to bring their children to the Europa School. There is also a well-used shared path, used for cycling and walking to the school, Culham Campus and beyond.

But until now there has been no good provision for crossing the A415 and the shared path crossing of Thame Lane has been sub-standard.

The proposed improvements address these problems, and we have been part of a campaign that has included residents, parents, teachers, and workers at the science campus – a real multi-disciplinary effort. You'll notice the enormous levels of support in the consultation. We know it's not a referendum, but we note the few objections do not identify any problems with the proposals.

We're glad to see these measures come to decision, and we support the recommendation to proceed with a toucan rather than a sparrow crossing, and with review of details such as signalling.

The route south into Culham should be improved for cycling as well as walking, as this is often used and there is demand for more. This should be included in the junction design. There is limited space on Tollgate road, so the remaining 100 metres to the village should be regraded to a 20mph speed limit.

The bigger question here is the whole route from Abingdon to Culham. It is part footway and part shared path, but almost everyone cycles the footway despite its own dangers because the road is well beyond safe cycling levels of traffic speeds and volumes, with frequent illegal speeding. This was not tackled as part of HIF1, which will load more traffic onto it. Designs are included in the Culham No 1 site planning documents, but can we really wait many years for such an important route?

Three Proposed 20mph Speed Limits: Compton Beauchamp; Hardwick Hill, Banbury; Fordwells

The three 20mph speed limit proposals are different from each other, but they are based on the same principle. At 30mph, a road collision is most likely to kill you. At 20mph, you are most likely to stay alive. Academic, peer reviewed meta analysis of 20mph schemes has found they reduce serious casualties by 20 to 40%¹, they also reduce pollution, fuel consumption, congestion and noise.

Evidence also shows that the schemes reduce casualties with previous levels of enforcement, and have benefits even without enforcement².

On the specific schemes, I know Compton Beauchamp from cycling trips to the Uffington White Horse. The scheme is designed to protect village residents from traffic danger. It is 20 where the people are. Almost all the responses are in favour. The objector who notes that “cars are built to protect people at 30mph” seems to have forgotten that people exist outside cars, and 30mph is most likely to kill them.

Hardwick Hill is a new residential estate in Banbury, so densely populated. 20mph should be the norm here, as recommended in Manual for Streets and OCC’s Design Guide. The objections are a mix of false claims about pollution or congestion, claims that traffic is already slow so it won’t make any difference, claims that drivers will continue to drive fast, so it won’t make any difference – all disproved by several sets of academic analysis, and other whataboutery. Most residents do of course want slower, and safer streets.

Fordwells, with a little bit of Asthall Leigh, is another village scheme. Respondents are 100% in support, and the only concerns are that there should be more 20mph speed limit to fill the gap.

It’s very clear that people want 20mph for safer streets where they live. Most people will recognise that this means that they will also have to be patient when they are driving through places that other people live. For those who don’t, the sooner we take them off the road, the safer we’ll be.

We’re glad that the Thames Valley Police Traffic Officer now seems to agree this. Their new line on these schemes of simply ‘No objection’ is perhaps their way of recognising their life-saving benefits. We hope you will approve all three.

¹ [Review of City-Wide 30 km/h Speed Limit Benefits in Europe](#) (Table 4 summarises the results)

² [Evaluating the safety and speed impacts of the 20mph speed limit in the UK: Evidence and insights - ScienceDirect](#)