



Abingdon-on-Thames Town Council

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Traffic Advisory Committee Wednesday 8 November 2023 Agenda

Date of agenda: 2 November 2023

To all Members of the Abingdon-on-Thames Traffic Advisory Committee:

Abingdon-on-Thames Town Council:

Cllr Oliver Forder
Cllr Tom Greenaway
Cllr Murali Gunarajah
Cllr Leo Midwinter

Oxfordshire County Council:

Cllr Neil Fawcett
Cllr Dr Nathan Ley
Cllr Alison Rooke

Vale of White Horse District Council:

Cllr Cheryl Briggs
Cllr Oliver Forder
Cllr Eric de la Harpe

Thames Valley Police:

Mr Chris Hulme

Team Leader - Traffic & Road Safety, Central Programme Delivery, Highway Maintenance, Environment & Place, Oxfordshire County Council

Mr Lee Turner

Dear Member,

Your attendance is requested at a meeting of the **Abingdon-on-Thames Traffic Advisory Committee** to be held on **Wednesday 8 November 2023 at 7pm**.

This meeting will be held online as it is an advisory committee and it will be conducted in the same way as a meeting in person. Any recommendations of this committee which require actions will need to be considered by a town council standing committee.

The meeting ID will be forwarded to members separately before the meeting. Any members of the public who wish to observe the meeting should e-mail democratic@abingdon.gov.uk and you will be sent the relevant link.

Provided that they give notice in advance by email to democratic@abingdon.gov.uk, members of the public may make representations or ask questions in respect of items of business at agenda item 6.

Where a committee member is unable to attend a meeting they may nominate a substitute, provided that they inform the office of the town clerk prior to the commencement of the meeting by email at democratic@abingdon.gov.uk.

Any queries on the agenda should also be directed to me.

Yours sincerely

Ron Spurs

Ron Spurs
Locum Town Clerk (Interim, signed electronically)

Abingdon-on-Thames Town Council Our Vision

To develop an inclusive community so that Abingdon is the place where everyone wants to live and where the wellbeing of residents is prioritised. In developing this community, the town will be one which is environmentally sustainable, vibrant, resilient and safe.

Our key objectives

1. To respond effectively and speedily to the climate emergency.
2. To develop a resilient, sustainable town which will provide a home for residents now and in the future.
3. To manage the Council's assets efficiently and effectively to meet for the needs of the community now and in the future.
4. To work with community partners to support those who are vulnerable and in need and to create opportunities to increase social inclusivity.

AGENDA

1. Apologies

To record any apologies for absence and note the attendance of substitute members.

Chris Hulme, Thames Valley Police, gave his apologies in advance of the meeting.

2. Declarations of interest

To receive any declarations of interest in relation to any items to be considered at the meeting in accordance with the Local Code of Conduct or the Code of Conduct in relation to their authority, as applicable.

3. Minutes and matters arising

To receive and consider the draft minutes of the meeting of [7 June 2023](#).

4. Actions register

To consider the updated [actions register](#).

5. Public participation

At the discretion of the Chair, Members of the public or representatives of organisations may address the advisory committee. The address shall be in the form of a statement lasting not more than three minutes. The person giving the address shall not be permitted to participate in any subsequent debate by the advisory committee on the matter in question.

Notice of intention to make a statement must be submitted in writing to the Town Clerk no later than 5pm on Tuesday 7 November 2023. This should be sent by e-mail to democratic@abingdon.gov.uk

6. **Items submitted to the Town Clerk by members or residents/public ahead of the meeting**

Councillors and Officers

1. **Car parking at Daisy Bank – Cllr Alison Rooke, Oxfordshire County Council**

There have been some complaints by residents about cars parking along the entrance road to the Daisy Bank estate off the Radley Road. The feeling seems to be that they are cars of people working at the trading estate which is almost opposite. There are no parking restrictions there, and the road is quite straight. Please can you put it on the agenda for the next Abingdon Traffic Advisory committee so that the police and traffic officer can have input on what, if anything, should be done?

2. **Our Ladies Abingdon crossing queries – Cllr Tom Greenaway, Abingdon Town Council**

Update on Councillor Ley and Councillor Greenaway's meeting with Our Ladies Abingdon, following their request for an investigation into a pedestrian crossing.

3. **Wootton Road roundabout road markings – Cllr Nathan Ley, Oxfordshire County Council and Cllr Mark Giddins, Abingdon Town Council**

To raise questions regarding road markings and lane discipline at the Wootton Road roundabout.

Residents/public

1. **20mph speed limits – Paul Dickenson**

Firstly I'd like to congratulate and thank the town council on the 20mph application and implementation. I'm sure that it will improve the lives and safety of residents in the areas where it has been implemented.

That said I'd like to enquire about the changes that were made to the original consultation, particularly the areas within the ring road where 30mph has been retained.

** Sections of existing 30mph speed limit on the A415 Marcham Road, Colwell Drive, Nuffield Way, A4183 Oxford Road, Radley Road, B4017 Drayton Road & B4017 Wootton Road will be retained, along with the existing 40mph speed limit on the B4017 Drayton Road (in the parishes of Abingdon and Drayton).*

All of which having taken the current road environment & traffic usage into account.

I understand that these changes were made following an objection to the original proposal by the Oxford Bus company and that the changes were proposed by the bus company and agreed in a meeting with the Town council?

I'd like to understand how the town council verified that the bus companies objections and proposed changes were valid and in the best interests of the town? Are the minutes for this meeting available, was any data used by the bus company to make the case that these changes were necessary and how were the exclusion zones agreed?

On the face of it the theoretical maximum impact of these exclusions on bus timetables would be extremely small and likely to be even less in the real world whilst national studies show the impact on cross town bus journeys in 20mph limits vs 30mph limits has little to no impact on bus timetables.

When these exclusions particularly the ones within the ring road are considered alongside the stated aims of the scheme, the criteria in Oxfordshire county councils policy and the Abingdon LCWP the decision to retain 30mph on these roads is hard to understand unless there was some other information provided by the bus company.

If the council did not have access to other data/evidence at the time and accepted the bus companies proposed changes to ensure that the bulk of the scheme was delivered, Please can you confirm if the town council plan to review data on whether these exclusions were necessary to prevent disruption to bus services and whether the excluded areas are appropriate based on the oxford county council criteria/20's plenty recommendations with a view to implementing a 20mph limit in some of the retained 30mph areas in future? Has any timescale been set to review this?

I've included a couple of examples below where we have retained 30mph that I believe should be considered to be added to the 20mph scheme at a future date but really I think all roads within the ring road that remain as 30mph should be reconsidered for 20mph.

On Oxford road we have retained a 30mph at the main crossing point between the large volume of housing which lies to the east of Oxford road and the 3 secondary schools, Dunmore primary school and Abingdon college which all lie to the west of oxford road. 1000's of students cross this road every day and I would urge any councillor who does not know this area to stand outside the boundary house between 7am and 8.30 on a school day and consider if retaining 30mph here and starting the 20mph 100m further down Oxford road makes any sense...

Radley road is a residential road that has increased traffic on it due to the radley road industrial estate. It has 3 primary schools along it and a nature reserve and is identified in the LCWP and by Strava heat maps as a busy cycle route and a key route from abingdon to oxford. In the retained 30mph section there are numerous blind corners, the entrance to a large housing estate, residential frontages and there is no segregation for active travel users. This section is scary for cyclists that use the road due to the blind corners, parked cars and large vehicles that use the road. A few months ago after the original consultation was published my 7 year old son asked if he could cycle on the pavement rather than on this part of radley road (there is no cycle path) as it did not feel safe with buses and HGV "thundering past". I told him that the council would be reducing the limit to help keep him safe soon..... How can I explain the decision to retain the 30mph here to him? Please can you tell me if the council intend to progress the cycle path on radley road that is discussed in the LCWP sooner as a result of retaining 30mph here?

2. Zebra crossings – Adrianna Rutczyńska

I am working in Abingdon since October last year. One thing I noticed is how difficult is to cross the street, especially between Victoria road going towards Kimberly Close (around Lidl area). Roads are in constant traffic for most of the time and there is no designed space for pedestrians. If there is, it is going around so you need to walk extra miles to cross that one street. There are traffic lights but these are not enough. It is quite dangerous, especially when roads are going in two directions, which is the case.

For example, by going from gym to Lidl (which is very little distance), between 4-5:30pm is really hard to cross the road, which isn't main road. Surprisingly, there is designed space to cross for pedestrians, however zebra itself is missing which doesn't make sense to me.

I am emailing you to forward this email to any department who is dealing with such a cases. And to consider upgrading these layouts of the streets for whole area. I am adult myself who think it's dangerous to cross the road but I am also thinking about kids who are often not focused enough to deal with such a challenge. Parents are not always with them. Or older people who walk slowly, and doing extra steps might be difficult for them, sometimes even not possible. Not every driver is patient enough to wait for these people and this might lead to unwanted danger too.

I believe protecting life is important at every stage, that's why I emailed you. Hopefully, this can be looked into and soon sorted out.

3. Bostock Road, Park Road, Victoria Road, Conduiti Road traffic calming – Robert Simpson

I am writing this email just to say can there be speed bumps put into place In bostock rd abingdon Park rd abingdon Victoria rd abingdon Conduit rd

abingdon BEFORE ANYONE GETS KILLED Bostock rd is used as a rat run to beat the traffic in Ock st The other (3) roads are used for road racers in and during the night.

7. **Report from the Principal Officer, Traffic Scheme South Team, Oxfordshire County Council**

Mr Lee Turner to report at the meeting.

8. **Dates of future meetings**

To note the dates for future meetings of the Traffic Advisory Committee:

Wednesday 21 February 2024

The law allows members of the public and press to record meetings of the Council and its committees. Should you wish to record at any meeting which is open to the public it is requested that you inform the Town Clerk of your intention to film or record before the day of the meeting, by emailing democratic@abingdon.gov.uk or telephoning 01235 522642.