



Abingdon-on-Thames Town Council

Traffic Advisory committee, 28th January 2026

Actions Register - updated 28.01.2026

8 November 2023

TA15/23

Wootton Road roundabout road markings

Pedestrian access from the Wootton Road Aldi store into Abingdon, crossing over Copenhagen Drive is difficult due to the traffic and hazards such as vehicles not correctly indicating. The junction is a hazard for pedestrians, cyclists and motor vehicles. Cllr Giddins asked if it would be possible to add lane markings onto the roundabout to help with lane discipline and make it safer for motorists.

Lee Turner would review the current layout at the roundabout and report back to the committee. Further action may be considered for the next financial year.

29.1.25: the situation at the roundabout continues to be difficult. LT has asked colleagues to investigate possible actions and would report back. Cllr Giddins offered to meet with officers at the site if useful.

4.6.25: LT would ask officers to contact Cllr Giddins to arrange a site meeting.

26.11.25 – Cllr Giddins noted that Mark Francis had contacted him. The original s.106 plan did not show circulatory lines so the developer is not responsible but the developer will be approached to request their support in upgrading this roundabout. Now in progress to be completed this financial year.

28.1.26 – LT stated that this was programmed for February, weather permitting and confirmed that the developer drawings showing the road markings previously discussed with Cllr Giddins would be used.

6 November 2024

TA5/24

Item for future agenda: 20mph speed limit

It was noted that county council officers were expected to review new limits to address any issues after they had had time to become established.

29.1.25: the scheme continues to be rolled out across the county and review of the new limits will be considered when the scheme is completed. NF reported that the

	<p>number of road traffic collisions has reduced in areas where 20mph limits have been introduced. In addition, there is evidence that insurance premiums are reducing in areas with 20mph zones, which is positive for everyone. LT reported that the county council would review the schemes and seek feedback from the 20mph areas.</p> <p>4.6.25: Cllr Greenaway was asked to contact Anthony Kirkwood for an update on this. Chris Hulme advised that this is ongoing.</p> <p>26.11.25 – LT advised that the team is finalising plans to review schemes across the county.</p> <p>28.1.26 – LT advised that following the completion of the implementation phase of the project at the end of the 2025-26 financial year, the council will evaluate its effect on vehicle speeds and safety, and on people’s choice of travel modes; additionally, OCC will seek the views of the local councils participating in the project.</p> <p>Information on the new speed limits is being sent to the GPS Sat Nav companies for them to update their systems however individuals are also required to update their software.</p> <p>CH advised that the 20mph signs were adequate and compliant.</p>
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29 January 2025

TA13/24	<p><u>Daisy Bank visibility issues</u></p> <p>Resident of Daisy Bank raised the issue of parking in the local area. Parking is a problem on residential roads with industrial estate workers and large vehicles parking on roads in the residential area. This causes congestion and hazards for residents and makes exiting the trading estate hazardous due to poor visibility. Parking issues appear to be getting worse. The issue has been raised before and does appear to be acute.</p> <p>LT advised that it should be possible to cut back the hedges to improve visibility.</p> <p>4.6.25: hedges had been cut and LT would ask officers to inspect the junction again to see if additional work is required.</p> <p>26.11.25 – noted that vegetation was cut back and has re-grown. It will be tidied again. LT invited EA to email him with any requests for white lines to indicate areas where cars should not park.</p> <p>26.11.25 – Cllr Astone raised the issue of hazardous car parking on the entry/exit road to and from the Daisy Bank estate and the resulting dangers to pedestrians, cyclists and other car users living on the estate. EA mentioned overgrown vegetation and LT noted that the previous minutes record the cutting back having been done. LT understood that there was a plan to look at this again. LT invited EA to email him with any requests for white lines to indicate areas where cars should not park.</p> <p>28.1.26 – It was noted that OCC cut back vegetation at the Champion Road junction on Daisy Bank in December and the council had received thanks for this. LT advised that junction protection markings (10m length) at Champion Road junction on Daisy Bank will be ordered in the new budget (after April).</p>
TA15/24 and	<p><u>Abingdon Bridge traffic survey</u></p>

TA16/24

The issue of construction traffic using Abingdon Bridge and the town centre was raised as a number of significant developments are planned. LT has referred this to the county council bridge engineer for analysis and he is awaiting a response. LT will share any information when received outside of the meeting. NL advised that there is an HGV strategy for the county which may address these concerns. NL will speak to colleagues to find out how this might be applied.

The town council Planning committee has considered the planned development in Culham and is keen to monitor traffic flows into and out of Abingdon before this takes place to enable any changes to be identified and appropriate action to be considered as a result. LT could connect the town council to the team at the county council which can organise this. A basic survey does speed, volume and classification so this would provide the information MG has suggested is needed. LT would check if there is a permanent traffic monitoring survey in this area.

RESOLVED to ask the town council Town Infrastructure committee to contact Oxfordshire County Council to establish if there is existing survey data on traffic flows across Abingdon Bridge and what data it might be possible to obtain with a traffic survey in advance of planned development at Culham. Data collected would enable any changes in traffic volume and type to be identified and appropriate action to be considered as a result.

3.3.25 – OCC information received for traffic flow/speed data from ATC 282 located on the A415 south of Abingdon Bridge. Summary information as follows:

	Ave. Speed (mph)	Ave. Daily Flow
Jan	40.6	9274
Feb	41.4	9579
Mar	41.9	8352
Grand Total	41	9384

4.6.25: Cllr Giddins commented that the site of the survey was not clear and it would be useful to have this information. MG also asked for information on HGVs from the county council and for information from engineers on the strength of the bridge in terms of future possible use by construction traffic. Cllr Fawcett advised that an HGV strategy is not possible. Andy Sweeney updated the meeting with the location of the speed survey.

26.11.25 – Mark G noted that additional data was sought from the county council for busier periods in the area to give a true reflection of traffic use. Mark G is liaising with county council.

28.1.2026 – Cllr Giddins will continue to liaise with the OCC bridge surveyor regarding structural data on the bridge, and on upcoming the bridge TTROs.

TA15/24

Traffic congestion on Radley Road

Cllr Rooke raised the issue of traffic congestion on Radley Road along the section between the roundabouts outside St Edmund's and Audlett Drive, mainly delays and congestion in the mornings and afternoons. It may be possible to consider 'school streets' schemes and NL would discuss the 'school streets' process with TG and Cllr

	<p>Rooke. It was noted that the issue is traffic volumes primarily so it may not be easy to resolve. 4.6.25: Cllr Ley to update Cllr Greenaway on this issue as it is in TG's division. 26.11.25 – TG has looked into options but work continues. 28.1.2026 – TG has received no responses and with no plans it was agreed to remove this from the Actions Register.</p>
TA15/24	<p><u>Radley Road</u></p> <p>This road is quite minor but it is used by a lot of large lorries. It may be useful to consider restricting HGV access along this road and redirecting lorries along Audlett Drive. There is a need for access for lorries along Radley Road, such as for Radley Road Industrial Estate. It would be useful to survey the level of usage of Radley Road by lorries. Current road signage directs traffic round Audlett Drive and the county council would need evidence of an issue for it to make any changes. LT encouraged local councillors to obtain this. LT recommended that the town council requests the proposed changes to signage to discourage lorries.</p> <p>RESOLVED to ask the town council Town Infrastructure committee to request that the county council change the signage at the town end of Radley Road to redirect lorries. LT advised that the end signage is correct at the top of Radley Road at the roundabout with Twelve Acre Drive. Officers were asked to add this item to the Town Infrastructure committee agenda.</p> <p>27.5.25 – OCC advised on 27.2.25: 'With regard to signing in Radley Road, we wouldn't be able to restrict lorries using Radley Road as there isn't a vehicle weight restriction there, we could look at signing Audlett Drive as the 'through route' – would that be acceptable?'</p> <p>4.6.25: the town council has written to the county council to request that signage is installed, county council to address. It was noted by Cllr Forder that old signs at the top of Radley Road directing through traffic down this road should also be removed and Audlett Drive be signed as the through route for all traffic. LT would action this.</p> <p>26.11.25 – LT noted that action is pending. To update a future meeting.</p> <p>28.1.26 – LT advised that installation of the new traffic direction signage remains on the works programme for this financial year.</p>

4 June 2025

TA9/25	<p><u>Zebra crossing on Faringdon Road – Abingdon School</u></p> <p>Abingdon School contacted the town council to request a speed warning sign near the pedestrian crossing on Faringdon Road adjacent to the school. This request followed a recent accident that occurred at the crossing.</p> <p>EA would contact Abingdon School to discuss whether they would fund the installation of a pole to allow for this.</p> <p>26.11.25 – EA met with Abingdon School health and safety team. School happy to fund a speed indicator sign. EA observed high speeds on the road and asked if the</p>
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	<p>county council could consider any further traffic calming measures. Chris Hulme noted that TVP has no policy for specific 20mph zones and that any such monitoring would fall to local community speedwatch groups.</p> <p>The enforcement of 20mph zones was discussed and LT noted that the policy which town and parish councils were invited to sign up stated that they would be responsible for monitoring.</p> <p>16/1/26 – at meeting - If Chris Hulme could inform the chair on process for community speed gun usage 28.1.26 – LT advised that the location for a Speed Indicator Device (SID) was being determined. Ch advised that the markings on the current zebra crossing were wearing badly. LT agreed to pass this on and get it added to the maintenance list.</p> <p>Second Zebra Crossing on Faringdon Road. LT advised that the Zebra crossing near St Helen’s and Larkmead schools agreed by OCC on 10/10/2024 was progressing. The crossings street alterations and street furniture will be installed in February, however, road markings wouldn’t be installed until after the scheduled road surfacing, due late April/May is completed.</p>
TA9/25	<p><u>Public right of way in Abingdon – Blacklands Way</u></p> <p>A resident commented on problems with access from North Abingdon to Fairacres Retail Park by bike, in particular getting from Colwell Drive to Marcham Road, which is not cycle friendly at all. Mr Darcy mentioned a possible alternative route, Blacklands Way off Collwell Drive, which provides a quiet route to Fairacres. The road is private and signs state that there is no public right of way. Mr Darcy asked if this could be confirmed and if it would be possible to review the use of this road? Blacklands Way is private so it is not possible to change its use. It may be worth asking for cycle access: the road is likely to be owned and managed by the trading estate company.</p> <p>EA would inspect the site and speak to the security company to find out more. 26.11.25 – no update, EA to report to a future meeting. 28.1.26 – Blacklands Way is a private road, and Fairacres will not permit anything that impacts it as a private road. However, although it is not a public right of way, cyclists, at the discretion of the Business Park are able to use Blacklands Way. Fairacres did note concern over the safety of cyclists on Nuffield Way due to lorry parking.</p>
TA9/25	<p><u>Parking on Boxhill Road</u></p> <p>A resident asked if any action could be taken to address vehicles parking on the Boxhill Road and Oxford Road junction. Vehicles can block the dropped kerb, making it difficult for wheelchairs and pushchairs to cross over. It also affects visibility for vehicles turning into and out of Boxhill Road. Double yellow lines or some other kind of enforcement were needed. This road has a very wide entrance and there is often parking there. Options such as single white lines or bell bollards might be considered. There is a related issue of frequent pavement parking opposite outside a takeaway restaurant on St John’s Road, which could also be addressed.</p>

	<p>LT advised that some maintenance might be possible, including considering lines or bollards and he would look into this with colleagues.</p> <p>26.11.25 – LT advised that it is not possible to install bollards but it may be possible to install no waiting lines.</p> <p>28.1.26 – LT advised that the cost of a consultation to install parking restrictions was significant and didn't need to be for just one parking restrictions as many as desired could be included in one Traffic Regulation Order (TRO) which makes them more economical.</p> <p><u>Meeting Action:</u> Identify which roads to be included in the TRO and bring to a future meeting.</p>
TA9/25	<p><u>A415 Thames Bridge Street</u></p> <p>A resident raised the issue of Thames Bridge Street which is often reduced to one lane by activity at the Nags Head pub, which can cause congestion on Stert Street, the Vineyard, Radley Road, Oxford Road and Stratton Way. The county council had undertaken informal consultations on parking restrictions in Abingdon in the past year to identify any areas where parking and loading were authorised and where restrictions might be considered. This area could be considered as part of the review, with a peak hour no loading restriction introduced. Any changes would be made in consultation with the pub to work around their needs as far as possible.</p> <p>26.11.25 – Mark G noted that there is a live consultation for introducing loading and unloading times which the town council planning committee will comment on.</p> <p>28.1.26 – This area is part of an OCC formal consultation on parking amendments in Abingdon Town centre. It was agreed that a no loading restriction between stated times was imposed on Abingdon Bridge even though there is currently no agreed way of implementing it. Abingdon Bridge is Grade 2 listed and Heritage England do not want any signage attached to the bridge and lampposts are unable to support a sign larger than 0.3 square metres due to wind loading and the lamppost falling over. Cllr Giddins as Chair of Planning will contact OCC TRO team in support of implementing Abingdon Bridge loading and unloading restrictions.</p>
TA9/25	<p><u>HGV training vehicles</u></p> <p>A resident asked about articulated lorries using local roads as training routes for HGV learner drivers. It is not possible to restrict access to HGVs unless all such vehicles are prohibited, affecting all businesses in the town, many of whom rely on large lorries to make deliveries. EA suggested that it may be worth contacting the company to discuss the issue.</p> <p>26.11.25 – no action to date, EA to report to a future meeting.</p> <p>28.1.26 – EA reported that no positive responses have been received to date. We understand the resident's concerns but there is no legal power to stop them.</p>

26 November 2025

TA17/25	<u>Radley Green Estate – Cllr Elio Astone</u>
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	<p>EA raised the issue of cars parked at the entry/exit road to and from the estate and resulting dangers to pedestrians, cyclists and other road users. LT offered to meet with EA to view the problem during busy periods and TG noted that he was looking into this as part of his work on problems on Radley Road.</p> <p>28.01.26 – White junction protection markings will be provided from Radley Road back into Kennet Road to the far side of the uncontrolled pedestrian crossing, in the new budget (from April).</p>
TA17/25	<p><u>Yellow lines on Coromandel</u></p> <p>A resident requested double yellow lines on a section of highway on Coromandel in Abingdon as vehicles were constantly parking partly on the highway and partly on the verge alongside 10 Coromandel. This obstructed the only vehicular access to 35 properties and, due to this being a narrow section of carriageway, this obstruction presented a highway safety hazard and caused waste collection vehicles and other large vehicles to drive over and damage the verge and pavement on the opposite side. The introduction of double yellow lines on this short section of highway would deter vehicles from parking there and enable fines to be issued if necessary.</p> <p>LT had researched the problem and advised that yellow lines are not usually put in place in residential areas. It appeared that the traffic and parking was primarily residents and visitors, not commuters. Yellow lines tend to displace the problem elsewhere. A harder verge was recommended, subject to funding being identified. LT would follow this up with colleagues to see what could be done.</p> <p>Options would be considered by AS with LT to report back to a future meeting.</p> <p>28.1.26 – LT recommended that the verge was hardened with concrete blocks, as had been done in Grundy Crescent, Kennington. This work would be subject to funding being available.</p>
TA17/25	<p><u>Crossing outside Old Station House, Abbey Close – resident</u></p> <p>A resident asked about a formal crossing in Abbey Close outside Old Station House. There is an existing raised crossing table but traffic can still ignore pedestrians waiting to cross. LT advised that the current raised crossing could not simply be changed to a zebra crossing as a zebra crossing requires full installation of additional measures which would come at a significant cost. Additional road markings could be considered to make the current crossing clearer and the raised crossing table could be widened to make it safer. The town council might consider formally requesting this.</p> <p>28.1.26 – LT advised that hump triangles and SLOW markings will be ordered in April with the new budget.</p>
TA17/25	<p><u>Bath Street southbound bus stop – Cllr Mark Giddins</u></p> <p>It was suggested that the southbound bus stop on Bath Street could be moved closer to town following new parking arrangements to improve traffic flows by enabling buses to stop in a wider part of street. LT would refer the enquiry to the public transport team. TG noted the cycle lane planned for Bath Street so he suspected that this had been looked at already.</p>

	<p>28.1.26 – LT advised that this enquiry had been referred to the Public Transport Team and were awaiting their response.</p>
<p>TA17/25</p>	<p><u>Concerns regarding speed of motorists on Faringdon Road/Wootton Road/Spring Road - resident</u></p> <p>A resident raised the issue of speeding on Faringdon Road, Wootton Road and Spring Road, with many exceeding the 20mph limit. It was noted that this issue had been considered and a new speed indicator was being considered. TG had discussed with other county councillors the possible introduction of a new crossing and would seek an update.</p> <p>28.1.26 – LT advised that a SID was planned for Faringdon Road, see item TA9/25 (Zebra crossing on Faringdon Road). CH is to forward information about the Community Speedwatch scheme to EA</p>
<p>TA17/25</p>	<p><u>Cycle safety – resident</u></p> <p>A resident raised the issue of cycling infrastructure in relation to a road traffic accident involving them and their four-year-old child. The resident had been struck from behind by a vehicle at the Radley roundabout when they had come to a complete stop to allow traffic to pass.</p> <p>The resident noted that cycling infrastructure in this area is fundamentally flawed and dangerous as it requires the use of the pavement and the road, making it difficult to be seen by motor vehicles. The resident noted that inadequate cycling infrastructure makes commuting difficult and potentially dangerous to cyclists.</p> <p>The resident asked if consideration could be given to:</p> <ol style="list-style-type: none"> 1. redesign of the dangerous cycle path junction at Radley roundabout where oncoming traffic cannot see cyclists emerging from the side path onto the road; 2. a comprehensive safety audit of all cycling infrastructure in the area; 3. implementation of proper visibility measures at cycle path entry and exit points; 4. improvement of traffic flow management to reduce excessive journey times for cyclists; 5. consultation with experienced cyclists and safety experts when planning future infrastructure improvements. <p>Cllr Nathan Ley emailed to advise that the planned new development in this area might include road improvements at the Radley Road junction to improve safety and TG noted the planned cycling improvements as part of the new development. AS noted that the county council must await the new development improvements as any work done by the county council now might be removed by the developer. It would also reduce the requirement on the developer to make the planned improvements. This junction is on the Local Cycling, Walking and Infrastructure Plan (LCWIP) and awaiting the developer’s action.</p> <p>28.1.26 – Cllr Giddins advised that the developer is beginning to start the first highway package, to complete these and other works. Work is tied to the housing</p>

	<p>developments with ongoing delivery. Safety improvements to the temporary crossing have been made.</p>
<p>TA25/25</p>	<p><u>Safety Barriers at Caldecott school – resident</u> A resident requested that the barriers on Caldecott Road are repaired.</p> <p>The barriers were installed to reduce a very high risk of 'school-run accidents' at/around the junctions between 44/46-54/56 Caldecott Road; the service road running the length of Caldecott Road; and the main length of Caldecott Road.</p> <p>Vehicles are diving up and down the kerbs onto the grassed areas in search of a suitable parking spot. The installation of safety barriers greatly reduced the potential for serious accidents in the immediate area.</p> <p>28.1.2026 - LT notified the meeting that this will be added to the highway maintenance works schedule in the new financial year.</p> <p>It was suggested that trees could be planted. If this was the case a County Councillor for the area would need to contact the OCC tree team to request the trees.</p>
<p>TA25/25</p>	<p><u>20 mph limit in the Wootton Road and Bath Street – resident</u> A resident requested a SID is installed in Wootton Road/Bath Street as the 20-mph speed limit is regularly being broken.</p> <p>This is a particular problem in Bath Street which doesn't have humps or pedestrian crossings and where the removal of the parking and the extension of double yellow lines has had the unfortunate effect of speeding up the traffic.</p> <p>Also, why doesn't the camera located in Wootton Road, close to John Mason School ever work. If it was operating, it might deter some of the speeding.</p> <p>28.1.2026 - LT advised that more SID units could be installed if Town Council funding was available as the unit cost is not currently covered by OCC.</p> <p>A community speed watch group may be possible. CH to send Cllr Astone the contact for the Community Speed Watch for instructions and equipment required to set up a community speed watch group. Volunteers would also be required to operate.</p> <p>CH informed the meeting that the Fixed Safety Cameras cannot currently work in a 20-mph speed limit, but the housing is a deterrent. This may change and the police are currently looking at new systems for enforcing speed limits including increasing the usage of mobile vans which are more flexible.</p>