

Policy & Programmes

HEAD OF SERVICE: Harry Barrington-Mountford



By email:

consultations@oxfordshire.gov.uk

CONTACT OFFICER: [REDACTED]

planning.policy@southoxon.gov.uk

Tel: 01235 422422

Textphone: 18001 01235 422422

Abbey House, Abbey Close, Abingdon,
OXON, OX14 3JE

30 November 2022

Dear Oxfordshire County Council,

Thank you for inviting responses on the Abingdon Local Cycling and Walking Infrastructure Plan (LCWIP). We would like to take this opportunity to highlight our strong support for infrastructure planning for active travel. We welcome these proposals to make walking and cycling easier and more enjoyable in Abingdon, which sits close to the border of South Oxfordshire and is an important service centre for both existing residents and future residents of some of our strategic housing allocations, e.g. land adjacent to Culham Science Centre and at Berinsfield Garden Village. Abingdon also provides homes for workers in South Oxfordshire, like at the Culham Science Centre. Providing safe active travel links between Abingdon and South Oxfordshire is vital.

We would also like to confirm our support for the delivery of further LCWIPs across the District, notably Didcot, which is underway, Thame, Wallingford, and Henley-on-Thames.

The LCWIP proposals support our [South Oxfordshire District's Corporate Plan 2020-2024](#) through progressing measures to support modal shift away from the private car to reduce emission pollution levels and help to address the climate emergency. Promotion of walking and cycling modes through provision of suitable infrastructure forms a key element of our climate action target for South Oxfordshire to be a carbon neutral district by 2030.

We recognise the value of walking and cycling infrastructure, not only to help active travel for work and other purposes, but also because it supports leisure journeys as well. It is well documented that levels of activity correlate positively with health and well-being. The Abingdon LCWIP aligns well with our corporate plan priority for 'Improved economic and community well-being', which seeks to improve the proportion of residents achieving recommended targets of physical activity. The presence of the Thames Path through Abingdon connecting the town to the South Oxfordshire countryside and on to Oxford and Wallingford is an important national trail which brings visitors to the district as well as providing daily active travel opportunities for our communities.

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The proposed LCWIP network presented also supports our corporate priority ‘Homes and infrastructure that meet local needs’ which promotes projects which provide *“Sustainable transport solutions [that] prioritise walking, cycling and public transport to reduce car dependency and air pollution”*.

On the balance in the LCWIP between walking and cycling, we note the explanation at 1.4.3 of the report which states that *“It was therefore decided to produce a single network map, which identifies the key routes for both walking and cycling (noting that some routes are appropriate for walking only and that some routes further out of the town are less likely to be walked than cycled)”*. It may be helpful to state this on the LCWIP map as well, to ensure this is clear to those using the map, because a brief glance of the ‘Abingdon LCWIP Network’ map and ‘Abingdon LCWIP Core Walking Zone’ may suggest that walking has not been considered in much detail.

We suggest that when the LCWIP document is finalised, the appendices are incorporated in the main document, so that the most important elements of the LCWIP (the baseline map, the infrastructure proposals and the map of proposals) are more visible and easier to find. An interactive map might be good way to display the final outputs and provide a map that residents and visitors can use.

Yours sincerely

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[Redacted name]

Senior Transport Planner
South Oxfordshire District Council