

**Delegated Decisions by Cabinet Member for  
Transport Management  
Thursday, 23 April 2026**

**ADDENDA**

**3. Petitions and Public Address (Pages 3 - 12)**

Written statements attached.

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## Public Statement - Steventon Lights Consultation

**Meeting:** Cabinet Member for Transport Management - Delegated Decisions

**Date:** 23 April 2026

**Re:** A4130 Steventon Lights - Proposed Traffic & Highway Improvements

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Good morning. I live on Squire Lane and strongly support the 30mph limit, but it doesn't go far enough.

Every morning I turn right out of Trenchard during rush hour. Cars coming off Milton Interchange treat this road like a competitive hill-climb - by the time they reach me, they're doing 50, 60 miles an hour. So yes, 30mph here is essential.

But the scheme stops at Steventon Lights. Five hundred homes now exist off Milton Hill, the Blaise Park development, and those residents face a blind exit at the Packhorse pub onto what still feels like an unrestricted road.

I'm not alone in saying this. Your own consultation heard it from Oxfordshire Liveable Streets, from the Cycling Network, and from Milton Hill residents at Potash Lane and Grandy Crescent. All are asking you to extend the limit westward.

Your Strategic Plan promises 'Healthier Oxfordshire' — residents who are happy, healthy, and safe. Right now, simply leaving home shouldn't require the nerve of a rally driver.

Please approve the 30mph limit as proposed, and consider extending it to the Packhorse. Thank you.

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## **Danny Yee – Copenhagen Drive, Abingdon - Proposed Toucan Crossing and Shared Use Path**

The proposed crossing is on an important walking and cycling route and will make that safer and more accessible, so we support it. However we have concerns about the location and design, which raise some general issues.

The plans don't have a scale on them, but the new crossing appears to be about 20 metres from the roundabout, perhaps 13 metres further than the existing non-priority crossing (with tactiles and dropped kerbs, but nothing else).

Pedestrians are extremely loathe to deviate from desire lines and walk further than they need to, so many will continue using the existing crossing to avoid walking the extra 25 metres. People cycling are less concerned about distances like that, but may prefer the old crossing as it is straighter and avoids the two near ninety degree turns using the new crossing. This will mostly happen when there is less motor traffic, but that is also when drivers are most likely to speed. There is also a risk that a green light on the crossing may lead drivers to stop thinking about pedestrians or cycles, and perhaps speed up.

So we think the crossing here should be more like the ones at the Middleton-Stoney-Kings Rd-Oxford Rd roundabout in Bicester, which you approved in November last year. This has parallel crossings much closer to the desire line.

Obviously this scheme can't be changed now, and was constrained by the Secion 278 agreement. But we hope that more forward planning, especially the LCWIPs and MAPPs, will allow us to move away from this kind of patchwork upgrade and instead integrate funding into larger schemes. With a full roundabout redesign here we could tighten the roundabout, reduce speed limits through it, put in parallel crossings on raised tables, closer to the desire line, and so forth.

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## **Address to Delegated Decisions – Cabinet Member for Transport – 23 April 2026**

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

### ***Wallingford LCWIP***

An LCWIP is a crucial document in the development of a town's walking and cycling networks. It sets out the vision for a complete and coherent network, and the individual improvement that are required to achieve it. It's a vital step towards gaining funding towards these schemes.

We are pleased that the process of developing the Wallingford LCWIP has been a good exercise in co-production. Walking and cycling groups in and around Wallingford have been involved throughout the process, and the result is a thorough plan. It's still a long journey to deliver high-quality networks, and there are many ways to get things wrong, but these plans as we've seen in many towns are a key starting point.

Turning to the detail, there are still a few things that we'd like to see in here, including better routes along Hithercroft and to Shillingford.

Overall, this is a valuable plan that we'd like to see delivered, *and to deliver* bring high quality walking and cycling networks Wallingford.

### ***A4130, Steventon Lights - Proposed Traffic Management Measures***

These measures support the works being implemented to improve capacity and safety, primarily in public transport and active travel between Steventon and Milton Interchange. I've lived in Steventon for 20 years and travelled between Abingdon, Didcot and Harwell Campus for a further seven, by bus, bike and car, so I have a lot of experience of this section.

The physical improvements will bring significant improvements to these journeys, in particular the one I cycled daily for several years to and from Didcot station. I note that the cycle lane uphill on Steventon Hill that I mention in my consultation input is in fact provided, but was just not described in the consultation papers as it is not a change in this proposal. I note that as a communication issue, not a substantive one.

Traffic is expanding fast in this area, contrary to LTCP, thanks to Didcot, Harwell and HIF1. Shifting at least some of it on to buses is essential, and rapid, reliable buses are needed for this.

We note the comments of the Thames Valley Police Traffic Management Officer, and the Project Officer's response that the various factors mentioned have been considered in the assessment of the proposed speed limits.

The other responses of the Police Traffic Officer appear to be premised around minimising potential enforcement effort, summed up in their comment on bus lanes "The burden of any future enforcement must not fall to the Police". I can understand a risk-based approach, but there is nothing in this statement that shows any connection to the Vision Zero principle set out in the PCC's Road Safety Strategy.

Plans to reduce road danger are drawn up by the county's Vision Zero programme. It is a shame that attendance by Thames Valley Police at stakeholder meetings is so sparse. They could provide valuable input, perspective and resources. On the long journey to zero deaths, partnership is essential.

This Council I hope remains committed, both to safer roads, and to promoting the active and public transport modes which are greener, fairer and healthier, and so I hope will approve these proposals.

### ***Copenhagen Drive, Abingdon - Proposed Toucan Crossing and Shared Use Path***

This proposal is a simple one, not far from where I live. I did think I had responded to the consultation, but I couldn't find a copy, so I think I forgot. But I will add my support now.

I would have added a similar question to others about whether the crossing could be a bit closer to the roundabout, but I think that is clearly answered. It is good to see the crossing is a single-stage one.

There is one other niggly problem near here that the officers may be aware of. The shared path heading north crosses the entrance to Aldi. On the plans, this was to be a cycle priority crossing. In reality, it lost its priority. Worse, now, it has sprouted a pair of Cyclists Dismount signs. I appreciate this is unrelated to the scheme, the officers may not be familiar, and Cllr Ley has raised it before, but I feel obliged to point to this, as it is on an increasingly important route.

## ***Three proposed 20mph schemes/extensions: Forest Hill, Brightwell Baldwin and Chesterton***

I'll address all three 20mph proposals.

The Shotover proposal connects a country park, a green lung, to Oxford. It goes up a hill that is, let's say, a challenging ride up. Many walk – there's no footway. It connects via steps to the Ring Road cycle track. You really don't want fast traffic in what should be a tranquil space here – this is 'Quiet Lane' territory. 8-1

Brightwell Baldwin I visit on the way to Tetsworth and maybe Thame. It is a very small village, and a small, but valuable and well supported proposal. 32-5 (2)

I visited Chesterton via train and bike last year to engage in the discussions about Bicester Market Place. I think I even rode on this section on my way to the hotel. The 20mph extension is short and for good reasons. It makes complete sense. 12-6 (1)

My comments about my cycle trips might seem frivolous, but they show from a small and biased sample that these routes do get used by active travellers, even today. But I've been cycling in all traffic and weather conditions for years and do it for fun. We need routes that work for everyone. Whatever your age, fitness, gender or ethnicity, people need to feel comfortable walking, wheeling and cycling for their everyday journeys. And measures like the 20mph programme make this more possible. It's an improvement to life in almost every village and town in the county.

So support for all three of these.

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## **Danny Yee – Forest Hill 20mph Proposals**

Amusingly, the police still think roads should only be changed to 20mph when people are already driving at that speed -- the old approach where speed limits were descriptive rather than prescriptive -- while objector o2 thinks speed limit changes are unnecessary here because people are already driving at 20mph.

Obviously we support this change.

I would just like to use this to make two general suggestions.

There seem to be moves by the Department for Transport to reconsider the National Speed Limit default on rural roads. It might be helpful if Oxfordshire encouraged them to do this, as it might save us some work. (My suggestion is that any rural road without a marked centre line should default to 40mph instead of 60mph, though that wouldn't help here.)

It is also notable that, despite being a stub that goes nowhere, the section of Old Rd being changed to 20mph is classified -- it is unnumbered but still classified. When updating speed limits, the county could perhaps reconsider classifications at the same time. This is not critical - though at least some phone apps use classifications for routing - but if this just involves notifying the National Street Gazetteer it would not be much extra work.

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