

Delegated Decisions by Cabinet Member for Transport

Thursday, 16 July 2026

ADDENDA

3. Petitions and Public Address (Pages 3 – 12)

Written statements attached.

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Agenda Item 3

This is an excellent policy. It takes the county's policies on active travel and the hierarchy of users seriously and seems comprehensive. It also remains clear and easy to understand, which is important not only for the contractors who will use it directly but for people walking, wheeling and cycling to be able to understand what they should expect around street works.

Communicating this to contractors and getting them to follow it will remain a challenge, but this policy lays the basis for better provision for walking, wheeling and cycling through and around roadworks.

I have two corrections, to what look like simple typos, and a suggestion.

8.22 (i)

There is an error here. LTN 1/20 doesn't suggest separating cycle and pedestrian flows unless there is 5m of width: "structures with a width less than 5m overall should normally be shared use". If cycling is one-way then separation can be done with less width, but still requires at least 3.5m. (The foot-cycle tunnels under the Botley Rd railway bridge will have 3.5m effective width, allowing for the vertical wall.)

So the ">3m" here should be changed to ">5m".

8.22 (ii)

This is also backwards: it should say "shared use is acceptable if there is MORE than 3m width and ...". LTN 1/20 Table 6-3 says "Cycle Flows up to 300 cyclists per hours -> Minimum width 3m". Also "Over 300 cyclists per hour -> minimum width 4.5m". (The latter probably only applies to the inner sections of Oxford radials: Magdalen Bridge and its approaches, High St, Longwall St, the inner sections of Botley Rd, Banbury Rd, Woodstock Rd.)

An easy fix would be to change "less than" to "more than", and maybe append "; with flows above that, 4.5m is necessary."

Paragraph 9.22 could maybe explicitly reference LTN 1/20 Table 5-3, on the extra width necessary if there are vertical obstacles alongside the lane/track. This is often forgotten.

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Something has gone seriously wrong here.

As part of the housing being put into the east of the A4130, a key requirement should have been the provision of walking and cycling links to the town centre and the railway station. But we are not getting that: we have a thirty-metre gap in cycling provision on the east side and a toucan crossing that connects to only a footpath! The section involved is marked in red on this detail from the plans.

The officers' assumption is that people cycling will dismount. Firstly, this is just not acceptable on a cycle route: Cycle Infrastructure Design LTN 1/20 says bluntly, "Routes should be complete with no gaps in provision". Many people cycling can't dismount - some people with disabilities, riding cargo or other larger cycles, and so forth. And since a cycle route is only as good as its worst segment, this is a failure of the whole scheme.

Secondly, this is not at all realistic. What will happen as a result of the failure in provision here is that some people will not cycle at all, some people will cycle on the footway even though it's not a shared path, and some people will cycle on the carriageway.

This development should not have been approved without a plan - of some kind - to provide a continuous cycle route. Measures should have been taken to fill the missing gap, either by obtaining some land from South Oxfordshire District Council or by narrowing the carriageway.

It is too late for any of that now, but **there are some easy measures that could still be taken to ameliorate the harm done by this failure.**

While two metres is too narrow for a shared path, given a choice between a short stretch of sub-standard shared path and no provision at all, we think the former is the better option. So we ask that **the 2 metre path be made a shared path**. To support people who choose not to use that, and to cycle on the carriageway, we ask that **cycle symbols be placed in the middle of the southbound lane**; there also needs to be **a dropped kerb opposite the bus stop to allow people to move from the end of the cycle track onto the carriageway**.

And **the speed limit should be dropped to 20mph on the section of road lacking cycling infrastructure** (or with sub-standard provision if the suggestions in the previous paragraph is adopted). This would make cycling safer and more accessible both for people who opt to cycle on the carriageway and for people who cycle on the too-narrow footway or shared path. (Driver compliance with signal crossings is also better with 20mph speed limits, so I would suggest 20mph speed limits to cover both toucan crossings and the Tamar Way junction.)

More generally, we think officers should always be willing to consider narrowing the carriageway to improve walking and cycling routes - here that could provide not only continuity, but also a buffer along the A4130 between the carriageway and the shared path. With 30mph traffic, the "desirable minimum" buffer between a cycle track or shared path and the carriageway is 0.5m, and Transport Development Management should be asking for that instead of always allowing developers to get away with the "absolute minimum" of no buffer.

And lowering speed limits should always be considered where walking or cycling provision is missing or sub-standard.

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Addresses to Cabinet Member Delegated Decisions for Transport - 16 July 2026

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

MyBus ticket prices

This paper makes clear that the MyBus ticket has been a great success, partly due to its cross-network basis and partly due to its price. We understand that that the Council currently reimburses the bus companies for the difference to previous ticket prices and the success of this ticket has resulted in an unexpectedly large cost.

We know that the Council is not made of money and that any funding essentially has to come from somewhere else. However, before making this decision we ask you to consider these three factors.

First, we know from local news and our own encounters that young people are finding it hardest to pay for, well everything, and public transport is part of that mix. There is a real opportunity to keep them away from their own or their parents' cars. For a multi-million pound decision, there is no research here on the likely effects on how people will be affected, but the Impact Assessment notes that 5 of 9 protected characteristic groups and 3 out of 4 'additional communities' that OCC assesses will be negatively impacted.

Second, the paper notes that there has been bus usage growth, which is great news. But you don't know how much is due to MyBus and no research has attempted to find out this, or what would happen to people's journeys if the prices were increased. And, the paper makes no mention that you have asked the bus companies to share the opportunity of keeping MyBus at a lower price, possibly somewhere in the middle.

Finally, when Cabinet agreed the BSIP strategy in 2024 it included MyBus on the basis that it would provide, as I quote: "a more attractive joined up fare offer and in the case of young people better value". In other words, Cabinet specifically authorised a discount for young people. The role of MyBus has not been considered in the context of the OxBus 2040 strategy that is under development, nor in the light of funding that may be available from the Zero Emission Zone and Workplace Parking Levy. This proposal essentially asks to reverse part of a Cabinet policy decision without consultation or view to the long-term.

This all feels like a bigger decision than a simple pricing one, that will significantly impact people with less money, and we are concerned that you do not yet have enough data or consultation to make it confidently.

Active Travel Guidance for Street Works

We are very pleased to see and support the Active Travel Guidance for Street Works. It has been sadly common for walking, wheeling and cycling to be an afterthought in some works, and this can make journeys difficult for people, particularly disabled people.

This guide is excellent for pulling together material from other sources and adding material to cover almost every situation. It also includes issues such as skips and advertising signage.

The draft version was already good, but I will praise the lead officer, Phil Whitfield, for consulting stakeholders and taking on-board additional feedback that has made the guide even better.

Given such good guidance, I have two questions, which are all about implementation if it is approved today.

First, how will it be implemented and enforced with the many contractors working in the county, some for this council, but many on their own account?

Second, we have members in our groups who are particularly affected by unlicensed advertising boards on streets. I call out Cowley Road as a particular example where these reduce the usable pavement to less than 2 metres, sometimes a lot less and block people in wheelchairs, mobility scooters and with pushchairs. According to the Government's website, OCC has not delegated enforcement powers, and so has sole ability to enforce against these. Will OCC get more active in enforcing against these obstructions?

[Note: I will aim to provide some examples before or shortly after the meeting]

20mph speed limits Carterton and Brize Norton (also covering

There is a simple fact that a collision at 30mph will most likely to kill you, and at 20mph you are most likely to survive. When the Banbury 20mph speed limits were introduced in 2024, North Bar Street was left out, against protests from us and other residents, because a local Councillor considered it more important that traffic could travel faster through the centre of the town.

We did not know at the time, but a man, Anthony Paine, had been killed on a pedestrian crossing by a driver travelling, according to the police, between 29 and 36mph in the 30mph speed limit. The speed limits on North Bar Street were only then reduced. Urban speed limits can save lives.

We note the large number of objections to this scheme. However, as the officers' report correctly identifies they are almost all on incorrect premises and made without almost entirely without evidence. (One cites the Queen's University study of Belfast, which is known to be unique in having low impact due to being already slow-moving traffic). We look at the most definitive meta-studies to date, the 'Review of City-Wide 30 km/h Speed Limit Benefits in Europe'¹ looking at 70 studies in 40 cities, and 'Evaluating the safety and speed impacts of the 20mph speed limit in the UK'², which examined 20 studies.

These meta-analyses conclude that 20mph speed limits reduce crashes by about 25 to 40%, The objections that people may not obey the limits are nullified as they show that there are significant reductions in crashes and casualties for sign-only schemes. Objections about increased pollution are nullified by the European study showing that emissions are reduced by an average 18% and fuel consumption by 7%. This is indicative of the smoother driving style that 20mph speed limits encourage, which will also reduce damage to roads that appears to cause a lot of complaints, and will save the council money. We strongly support this well-targeted scheme overall for these reasons, and we support the Godington and Swinbrook schemes in following items as well..

We agree with many that there should be more 20mph coverage near schools. Virtually all of Carterton is within 15 minutes' walk of a school, and so all roads should be 20mph.

We are particularly concerned at the proposals to remove from the proposal the section of Upavon Road outside Little Giants Nursery and Carterton Community College, and the section of Burford Road outside Carterton Primary School. These two sections we strongly believe should be reinstated in the scheme. We note the near universal support for 20mph near schools and that the relevant bus company did not object to the scheme.

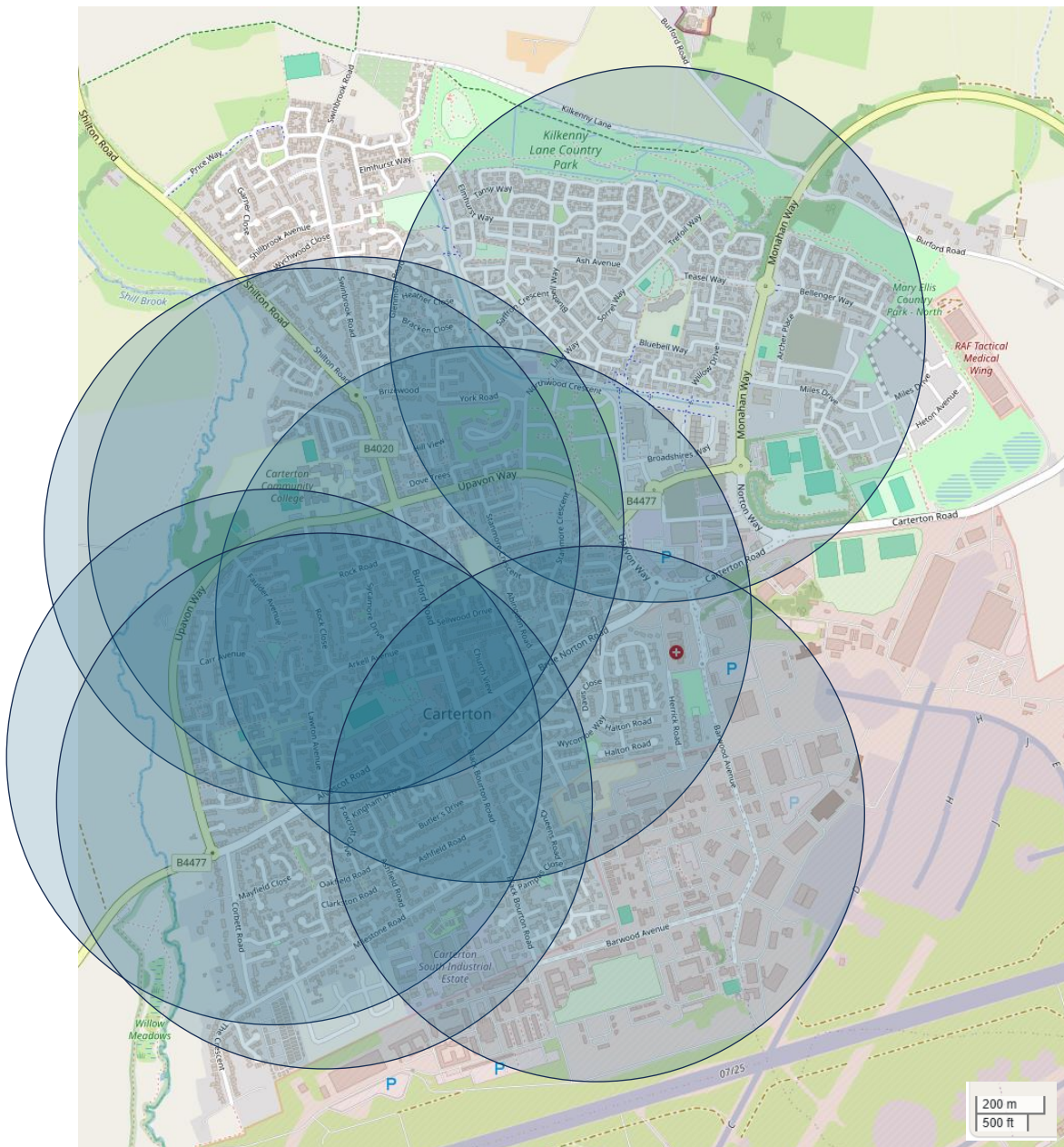
¹ [Review of City-Wide 30 km/h Speed Limit Benefits in Europe](#) (Table 4 summarises the results)

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

Carterton

with a 15 minute walking zone around each school (800 metres)

15 minutes walk at 3mph is approx. 1200m, reduced to 800m to allow for 'triangulation'.



A361 speed limits

We support these proposals because they will reduce road danger on specifically targeted sections of road. As the officer's report notes, they either have a high casualty rate or specific hazards.

Speed reductions in addition bring air and noise pollution reductions.

We are disappointed by how many consultation responses prioritise speed, rather than showing consideration and responsibility for the safety of others, as is required by The Highway Code. Cars, when driven, are inherently dangerous. But people with these attitudes are one of the main reasons that driving requires strict regulations and enforcement.

We agree with the current Head of Commercial at Stagecoach that bus priority measures would be a good option to offset impacts to bus journey times, if there are any significant ones. However, we note that speed limit changes will increase car journey times by more than bus journey times.

Ladygrove East / Abingdon Road

Didcot is growing vastly in population and it is currently doing so in a way that will increase the car traffic, both in Didcot, and on all the nearby roads and settlements. The District Council and County Council have together approved designs that put increased motor traffic first, with poor designs for active travel tacked on to the side. We have been campaigning against this since 2015, and always told that the next one will be better.

This latest version scheme is maybe a bit better, but still has significant flaws. The roundabouts are, as the report notes, built with traffic volume as the prime concern, despite the LTCP User Hierarchy and Decide and Provide approach. Active Travel provision is often provided at what LTN1/20 describes as 'Absolute minimum' levels, so we are pleased to see the 5 metres of provision which allows separation of pedestrians and cyclists here. As noted in the OLS consultation response, a buffer to the road is important and personally I would sacrifice 30cm of width for 30cm of buffer.

It is the section that is footway only that is the great concern however. I thank officers for explaining that this is due to that parcel of land being under SODC control and not part of the development, this does at least start an explanation and maybe offer some hope. However, I think the officer's view that cyclists will dismount, or use three crossings to access 'existing cycle facilities to the west', which is a shared path somewhat less than 2 metres wide, is somewhat optimistic.

Can I suggest two things please, to run alongside approval of this scheme.

First, that we both write to SODC to ask if they would give, sell or allow access on the 130m x 1-2m strip of land that would be required to enable a shared path, perhaps when the route is adopted. (This will all be in the same council in two years time, so let's not be precious).

Second, there are a lot of developments and new routes in this area, and it is not at all clear how they are intended to join up, and this was not all covered in the LCWIP. Could we have a meeting, including our local group in Didcot, so that we can understand the bigger plan and we might contribute constructively?