



Addresses to Delegated Decisions – Cabinet Member for Transport Management – 9 October 2025

These comments are from Robin Tucker, Co-Chair of CoHSAT. I will be unavailable for the meeting, so I supply these written addresses. You may view them as multiple addresses for multiple items.

A44 Bus Lanes – We support the bus lanes. However, as the Cyclox response notes, the cycle lanes need some work, in particular the staggered crossings which introduce hazards and unnecessary delays into active travel journeys for no perceivable benefit. National guidance has been against these for five years now, so there really should be no excuse. Yet they keep appearing in both developer and county led schemes. They have appeared in A40 plans and physically at Valley Park, Didcot. We are pleased that we have had a productive discussion with officers about the A40 ones. We hope that the elimination of the continuing gap between LTCP ambitions and developer delivery will be a major benefit of a unitary approach across Oxfordshire.

School Streets – We support school streets to create a safer space for children and parents around school entrances, and as an encouragement for active travel. It's great to see the positive responses from the school communities and we strongly urge you to make these schemes permanent. We note however that the most effective modal shift we've seen is when school treatments have been accompanied by safe routes for the whole journey such as achieved with a low traffic neighbourhood or the Marston Ferry Road cycle track. It's also great to know that there is another batch of School Streets in consultation.

Carterton LCWIP – LCWIPs have emerged as the key first step to securing funding or developer contributions to cycling and walking network development. We're pleased to see two come forward for approval today, and both have had strong community engagement in their development which we are proud to have played a role in enabling. The Carterton plan is a thorough plan including comprehensive measures in the town and extending to nearby villages, somewhat overlapping with the Strategic Active Travel Network. We are happy to support it.

Thame LCWIP – The Thame LCWIP is also very good, but we had three comments from our Thame group.

First, they found the plan very technical. In Wantage, a similar approach from the same consultant was praised its detail and comprehensiveness. To some extent this type of plan needs a lot of detail and I see this as a feature not a problem.

Second, they were concerned that the scope did not cover nearby villages, for example Moreton. Some LCWIPs do and some don't, which is an unfortunate inconsistency. The Strategic Active Travel Network naturally focuses on the priority routes on a county basis, Third, they felt that opportunities to use small lanes as cut-throughs in the town had been missed. I haven't been able to check this, but I don't think that it should stop approval of the main plan.

An LCWIP is intended as a 'living document', and for the Thame LCWIP in particular it may be valuable to consider whether routes to villages and these extra routes within the town would be valuable additions to a future version.

A4074 speed limits – One of the best bits about this proposal is that it completes the 50mph (or less) on the southern part of the ring road, avoiding the currently wide variations in speed. I can understand why there are large numbers of objections to reducing speed limits - drivers rarely want to go slower, and the A4074 is a very 'open' feeling road for most of its length. Unfortunately, that leads to a lot of unsafe behaviour. From my observation on the A4074 this is speed and dangerous overtaking (and I'm sure that drink and drugs play a role in some). This Council can't stop people exceeding the speed limit or overtaking dangerously, but it can reduce the speed they start from, the speed of vehicles they overtake and the speed of the vehicles coming the other way. You can hope and persuade Thames Valley Police to do some enforcement. The thing that would be transformative on this road is average speed cameras.

Weston on the Green Speed limits – Weston on the Green is a village that finds itself unfortunately on a B road and occasional rat run that connects to the A34. It is also on National Cycle Network Route 51 and cyclists and cycling groups quite often come past here and may stop at The Milk Shed cafe. Reducing the speed limit to 30mph for about half a mile would benefit the safety of both residents and visitors to the village and seems like a very minimum concession.

A40 no right turns onto A40 at Barnard Gate – This looks sensible as a low cost, easily implemented safety measure given the fast and busy nature of the A40 and the casualty record. Others note that further measures may be required here and in other places – this is a reminder of the constant dangers inherent in motor traffic, which kills five people a day. We're not sure why the police response is more concerned about extra enforcement workload rather than positive to support something that may reduce casualties.

Rose Hill proposed traffic calming SRET – I can see both sides of the argument here. I haven't spent enough time looking at the junction to have a strong view on what would happen if you adopted a one-way or filtered approach - I think they would be preferable, but I can see why officers are reluctant. If implementing the SRETs would preclude further measures then I would be concerned, but I don't see why they should, and further plans have not been worked up. So approving the SRETs, seeing how they work, and going from there would be a reasonable approach.

Holton/Wheatley gap closure – This appears a very sensible safety measure.

Witney parallel crossing – This looks a good design (short of doing more 'arms'). We are astonished by the motonormative comment by the police traffic management officer consultation response, more worried about car shunts on the roundabout, with people protected by 2-tonne metal boxes, than in protecting people from being squashed by 2-tonne metal boxes while trying to cross a roundabout exit where drivers cannot be relied on to signal their direction.