

# DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

26 FEBRUARY 2026

## THAME: NELSON STREET – PROPOSED EXPERIMENTAL ONE-WAY RESTRICTION

Report by Director of Environment and Highways

### RECOMMENDATION

The Cabinet Member is RECOMMENDED to:

- (a) Approve the introduction of an Experimental Traffic Regulation Order (ETRO) to create a northbound one-way traffic restriction on Nelson Street, Thame,
- (b) To continue to allow southbound cycling, following consultation feedback,
- (c) To give delegated authority to the Director of Environment and Highways to make changes to the ETRO, if required, in consultation with the Cabinet Member for Transport Management.

### Executive Summary

2. This report presents responses received to an initial/informal consultation on proposals to introduce an Experimental Traffic Regulation Order (ETRO) on Nelson Street in Thame, which would create a northbound one-way traffic restriction between its junction with Southern Road and the Fire Station – as shown in **Annexes 1 & 2**. Following consultation feedback, the proposal has been amended to allow two-way cycling to be permitted with appropriate lines and signs to reinforce this. The Consultation plans for these will be updated accordingly.
3. The proposals have been put forward following concerns being raised, and through initial informal engagement with the immediate community about the challenges being experienced with the current two-way traffic on Nelson Street. As a result, it has been identified that when two vehicles travelling in opposite directions meet, there is not enough space for them to pass each other. This results in one vehicle either mounting the footway, which in turn affects the safety of pedestrians, or reversing a significant distance, so that both vehicles can pass.

4. An initial traffic survey was undertaken in 2022 – This identified that approximately 80% of traffic travelled in a Northerly direction, towards Upper High St, whereas approximately 20% of vehicles travelled in the opposite direction, towards Southern Road. Therefore – after initial discussions with residents and the Fire Service – the following changes are proposed to be introduced:
  - (a) Implement a Northbound one-way movement on Nelson Street from Southern Road to the fire station (80% of current traffic flow), with the restriction only applying to motorised vehicles,
  - (b) The top end of Nelson Street, between the Fire Station and Upper High St. will remain two-way, and
  - (c) Change of priority at the Nelson Street / Southern Road junction to give priority to those travelling between Elms Road / Windmill Road and Southern Road.
5. The surveys were rerun in January 2026 which showed the same results as the 2022 surveys, with 80% of the movements on Nelson Street recorded as northbound journeys, and 20% southbound.

## Corporate Policies and Priorities

6. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:
  - (1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*
  - (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
  - (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*
7. In July 2022, the Local Transport and Connectivity Plan (LTCP) was formally adopted. This includes ambitious targets and policies for giving residents more options for travelling around Oxfordshire by investing in the walking, wheeling and cycling infrastructure. These proposals actively support the following policies:

- (a) Policy 1 – Transport User Hierarchy – “We will develop, assess and prioritise transport schemes, development proposals and policies according to the following transport user hierarchy:
  - i. Walking and wheeling
  - ii. Cycling and riding
  - iii. Public transport
  - iv. Motorcycles
  - v. Shared vehicles
  - vi. Other motorised modes”
  
- (b) Policy 2 – Cycle and walking networks – “We will:
  - i. develop comprehensive walking and cycling networks that are inclusive and attractive to the preferences and abilities of all residents in all towns.
  
- (c) Policy 3 – “We will:
  - i. Develop Local Cycling and Walking Infrastructure Plans (LCWIPs) for all main urban settlements (over 10,000 inhabitants across the county by 2025, according to national guidance and best practices with the aim of increasing walking and cycling activity.
  - ii. Implement local cycling and walking networks in line with LCWIP proposals as funding opportunities arise to achieve a step change in the use of cycling and walking in line with local and national targets.

8. As referenced in the LTCP, an LCWIP was completed for Thame and approved in October 2025, following extensive community engagement and consultation. This comprises a blueprint for the active travel network in Thame with walking, wheeling and cycling infrastructure improvements identified, costed and prioritised. Within this, a one-way working on Nelson Street with contraflow cycling provision was identified.

## Financial Implications

9. Funding for the proposals has been provided by various Section 106 Agreements as well as a Transport Corporate Funding allocation, which will also fund the implementation should the proposals be approved. The breakdown is as follows:

<b>Source</b>	<b>Amount</b>
S.106 (S/TH/HWY/1)	£25,645.25
S.106 Transport Corporate Funding	£75,000
	<b>£100,645.25</b>

10. This covers the full cost of the ETRO, and the associated works, staff time, and extra resource should the scheme be made permanent.

*Comments checked by:*

*Matt Kocak – Finance Business Partnering Manager*  
[Matthew.Kocak@Oxfordshire.gov.uk](mailto:Matthew.Kocak@Oxfordshire.gov.uk)

## **Legal Implications**

11. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.
12. The informal/preliminary consultation that has been undertaken to date complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
13. Any implementation of the Experimental Traffic Regulation Order (ETRO) and any subsequent decision to give it permanent effect will need to comply with the relevant legislation, including the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
14. If approved, the experimental restrictions would be in place for up to a maximum of 18 months. A general consultation would then be open for a minimum of six months after the scheme is introduced to allow feedback to be given, and any objections reported to the Cabinet Member as required.

*Comments checked by:*  
*Nicole Olavesen – Solicitor (Regulatory)*  
[Nicole.Olavesen@Oxfordshire.gov.uk](mailto:Nicole.Olavesen@Oxfordshire.gov.uk)

## **Staff Implications**

15. There are no negative staff implications, with the appraisal of the proposals, the consultation process, scheme delivery and future monitoring being undertaken by Officers from the 'Place Shaping' and 'TRO & Schemes' teams as part of their regular day-to-day duties, with no additional/negative impact on capacity expected.

## **Equality & Inclusion Implications**

16. No negative implications in respect of equalities or inclusion have been identified in respect of the proposals.

## **Sustainability Implications**

17. The proposal seeks to help reduce incidents of driver conflict, improve road safety, and enhance the street environment.

## **Risk Management**

18. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## **Initial Consultation**

19. An initial pre-ETRO commencement consultation was carried out between 08 December 2025 and 16 January 2026, with an email sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, relevant local District Cllrs, Thame Town Council, and the local County Councillor representing the Thame division.
20. Letters were also sent directly to approximately 100 properties in the immediate vicinity of the proposals.
21. During the course of the consultation, 22 responses were received, of which nine had concerns, and one objected.
22. The full responses are shown in **Annex 3**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

## **Officer response to objections/concerns**

23. Thames Valley Police raised no objections to the proposals; however, they did query the enforcement. They also raised a concern regarding drivers who will need to turn as they are unaware of the change. Engagement with the fire station manager throughout the scheme's development has given Officers confidence that they are happy for the station forecourt to be used for turning vehicles. This will be tolerated for a short period post-implementation with the understanding that should this not rectify itself soon, the fire station will alert officers, and other measures will be considered.
24. The County Councillor for this division is fully supportive of the scheme, another County Councillor expressed support for the scheme including contraflow cycling, and Thame Town Council also supported the proposals.
25. 'Oxfordshire Liveable Streets' expressed support for the proposals, with consideration to be made for contraflow cycling. This was subsequently reviewed by Officers and has now been incorporated into the scheme.

26. 'Thames Players Theatre Company' (a local company operating in the Nelson Street Theatre) expressed concerns around waste collection and blue badge parking.
27. *Non-compliance with speed limit with the road being one-way* – pre- and post-speed & volume survey have been and will be commissioned to monitor the way the street is used following the implementation of the ETRO. Additional monitoring will take place with the use of a 'Telraam' sensor which counts pedestrians, cyclists, vehicles and large vehicles and their respective speeds. Repeater 20mph signs will be implemented if needed as well as carriageway roundels. Additionally, engagement with the town council and the residents will be ongoing throughout the ETRO to help assess its performance.
28. *Enforcement of the one-way* – a planter and clear no entry signs are being put in as part of the scheme. This will reduce the available space for vehicles to pass and create the appearance of one lane. Furthermore, no-entry signage will be installed both on the planter and appropriate signage at the entry of the junction to indicate the new order.
29. *Additional traffic on Rooks Lane* – pre- and post- monitoring is taking place on both Nelson Street and Rooks Lane. Surveys from both 2022 and 2026 demonstrate that 80% of the movements on Nelson Street are in the northbound Upper High Street direction, meaning only 20% of the flows may reroute via Rooks Lane to reach their destination, with alternative routes available like Southern Road round to High Street / Bell Lane.
30. The nature of the ETRO means that its performance will be monitored continually and any changes can be made accordingly during the time the ETRO is in place for.
31. *Proposed planter location restricting available space for loading* – the planter is as limited in size as can be whilst being needed to emphasise the one-way restriction and help to ensure compliance. There remains plenty of kerb space along Nelson Street where any vehicle can load for up to 10 minutes on existing double yellow lines and any blue badge holder can also park here for up to three hours.
32. *Traffic management during annual events, such as the fair* – the one-way traffic regulation order can be temporarily suspended for the duration of the fair or any other events and road closures.
33. *Request for contraflow cycling* – surveys have been completed in January 2026 to gather updated vehicle flows and speeds. These have been analysed in conjunction with national guidance on cycle provision, such as Local Transport Note 1/20, which states that "There should be a general presumption in favour of cycling in both directions in one way streets" (6.4.21) and in the context of roads such as Nelson Street, that where speed is low in urban areas, contraflow cycling without a dedicated cycle lane has been found to be successful even on narrow streets with on-street parking.

34. Should approval be given, Officers would closely monitor the effects on all road users during the course of the experiment, specifically regarding potential non-compliance – and should the ETRO be recommended to become permanent in the future, the need for any further supporting measures to ensure compliance would be considered.

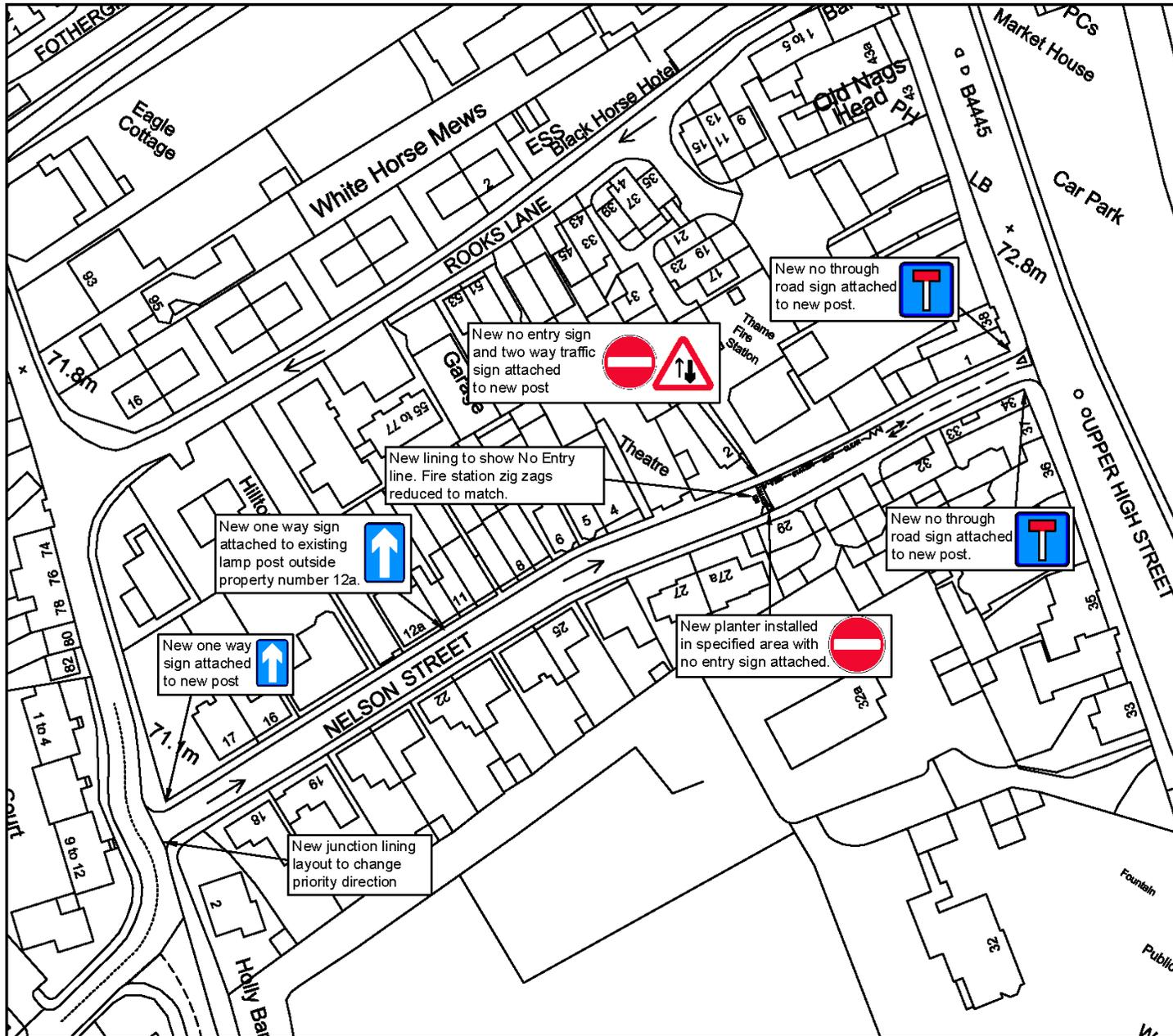
Paul Fermer  
Director of Environment and Highways

Annex(es):                      Annex 1 & 2: Consultation plan  
   Annex 3: Consultation responses

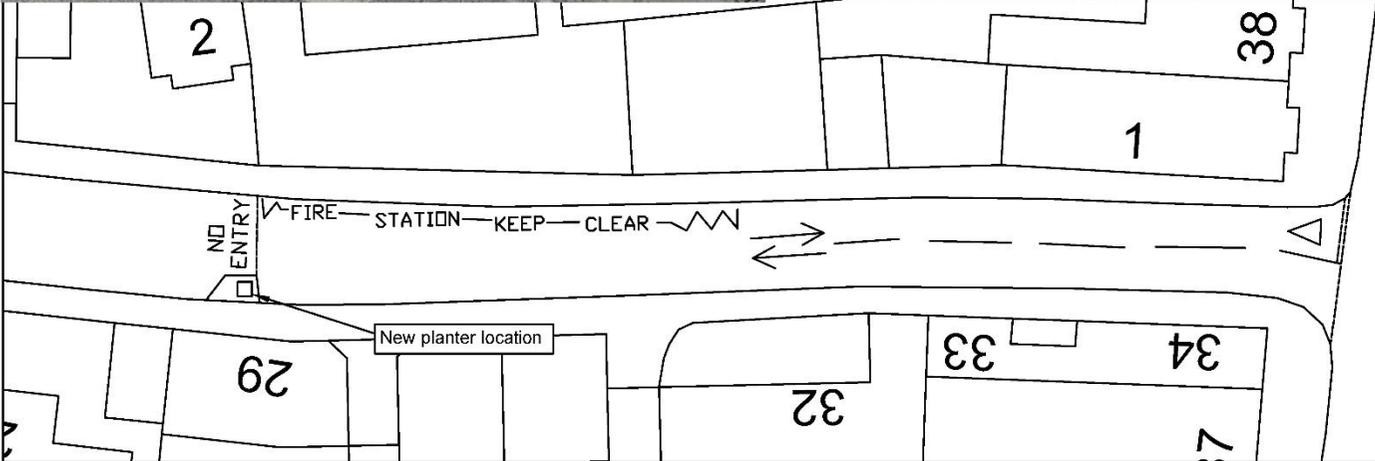
Background papers:        n/a  
Other Documents:         n/a

Contact Officer(s):        Rosie Lawrence (Senior Transport Planner – Place Shaping)  
   Andy Sweeney (Team Leader – Place Planning & Coordination)

February 2026



Drawing No.	Revision				
<p>Drawing shows planned changes to make Nelson Street into a partial one way road.</p> <p>Nelson Street to remain two way from High Street to the fire station. Nelson Street to be northbound only from Southern Road to the fire station. Rooks Lane to remain southbound only.</p> <p>Arrows shown on roads are diagrammatic and are not new lining to be installed.</p>					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Bill Cotton Director of Environment and Place Oxfordshire County Council County Hall New Road Oxford OX1 1TD Tel: 0346 310 1111					
Project title					
Nelson Street Partial One Way System					
Drawing title					
Experimental TRO Information Plan Sheet 1 of 2					
Drawing Status Design					
Scale @ A3	Drawn by	JA	Checked by	JB	Approved by
Date drawn	03/06/25	Date checked	04/06/25	Date approved	
Oxfordshire Project No. & File Ref					
Drawing No.					Revision



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**ANNEX 3**

RESPONDENT	COMMENTS
(1) Traffic Management Officer (Thames Valley Police)	<p><b>No objection</b> – Thank you for the consultation documents . I am also aware of previous consultation over a number of years and have visited the location on numerous occasions.</p> <p>Even though your new proposal is Experimental my main concern focuses on Enforcement once implemented .There is no mention in the documents how this will be achieved .</p> <p>Can I make it clear that burden must not fall upon Thames Valley Police, despite the fact I have already alerted the Neighbourhood Officers.</p> <p>One hopes most 4 wheeled vehicular traffic will comply . My worry focuses on the two wheeled version. Can I also ask what arrangement is in place for those residents in the lower part of Nelson Street to turn around at the restriction point</p>
(2) County Cllr	<p><b>Support</b> – I am fully supportive of the ETRO for a one-way system on Nelson Street.</p>
(3) County Cllr	<p><b>Support</b> - I'm aware that French campaigners attribute contraflow cycling (under national legislation in 2021 on all roads which are 30kph) as one of the key policy changes which has improved cycling rates. The European Transport Safety Council report of 2018 - linked below - supports it. So it does seem that if we are converting a new street to one way and - vitally - if it doesn't add a whole load of extra cost or work, it might be worth looking at.</p> <p>Nelson Street looks a very similar width and type to Howard Street in Oxford, which is contra-flow, and that works well. Oxford's South Parade has almost 2k vehicles a day, and that was recently made contra-flow.</p> <p>In my experience of ETROs, it's very unlikely - unprecedented? - that contra-flow cycling would end up being introduced at a later stage. It would be more effective to test contra-flow by putting it in as part of the switch to one-way, and then to have it removed if there are problems.</p>

	<p>Alongside cycle campaign groups, I'd like to see a County-wide policy to put in contra-flow by default in everywhere 20mph. But in the meantime, I think it makes sense to put it in tactically when we are making changes to one-way streets</p> <p><a href="https://etsc.eu/wp-content/uploads/Briefing-Contraflow-Cycling.pdf">https://etsc.eu/wp-content/uploads/Briefing-Contraflow-Cycling.pdf</a></p>
(4) Thame Town Council	<p><b>Support</b> - I am pleased to confirm that at the Thame Town Council Full Council meeting held last night, under agenda item 9) Nelson Street, Proposed Experimental one-way restriction was supported by Thame Town Council.</p>
(5) Local group/organisation, (Oxfordshire Liveable Streets)	<p><b>Support</b> – Making Nelson St south of the fire station one-way northwards seems sensible, but we urge that the one-way section support contraflow cycling. This does not seem dangerous given the low volume of traffic and a narrow carriageway keeping speeds low; people cycling are likely to stay central, avoiding car door risks, but will have room to pass cars going the other way. Incorporating contra-flow cycling as part of the ETRO would allow any risks to be discovered and the support for contraflow cycling dropped if necessary.</p> <p>Southbound cycling on Nelson St is not critical to the cycling network because of the presence of Rooks Lane (one-way southwards) to the west and the new foot-cycle path through the Elms development to the east, though it does connect more directly to Windmill Rd than either of those. It is, however, almost certain that residents of Nelson St itself will continue to cycle southwards, both to reach their homes from the north and to make trips to the south, rather than cycling what in some cases would be an extra half kilometre. This should be made legal unless there is a clear problem.</p>
(6) Local resident	<p><b>Support</b> – I would suggest that an additional 20 mph sign should be positioned on the lampost - for example - outside number 5 Nelson Street. Note that the existing 2nd 20 mph sign on the street is not visible to drivers until just before the fire station.</p>
(7) Local resident	<p><b>Support</b> – A quick reply to you letter regarding the proposed one way restriction; I am whole heartedly in favour of this being implemented. I live on Nelson Street and my son and I have had numerous incidents of damage to our cars including, but not restricted to, broken wing mirrors, dents and scratches resulting in substantial personal costs to ourselves to repair. This is not a one off occurrence.</p>

	<p>There is not enough room for 2 vehicles to pass each other without one mounting the footpath which is a health and safety issue for pedestrians, and the other vehicle having to drive so close to the parked cars, thus causing damage. If a vehicle refuses to mount the footpath to let the other vehicle pass, this results in vehicles having to reverse a significant distance up or down the road to create enough space for both to pass, creating yet another opportunity of potential damage to parked cars and unnecessary stress to all concerned.</p> <p>I believe it will reduce the health and safety issues for pedestrians, substantially reduce the constant damage to the residents parked cars and reduce the general stress for drivers having to constantly reverse a significant distance/mount the footpath or squeeze their vehicle past the residents parked cars without damaging them. I look forward to it being implemented at it's earliest convenience.</p>
(8) Local resident	<p><b>Support</b> – I have read the proposal for the above which you sent to me recently. Whilst I agree that it would be a good thing I have some concerns. I live at [REDACTED]. [REDACTED]. What will happen when the junction of Nelson Street with Upper High Street is closed during the fair. [REDACTED].</p>
(9) Local resident	<p><b>Support</b> – Thank you for your letter concerning this matter. The proposals you set out are well-considered, eminently sensible and badly needed. We are fully supportive in every respect and sincerely hope they remain as a permanent change.</p>
(10) Local resident	<p><b>Support</b> – I am contacting you to confirm we, myself and my husband [REDACTED], are in support of the proposed Experimental one-way restriction on Nelson Street (CM/12.6.383/E0011_Pre).</p>
(11) Local resident	<p><b>Support</b> – I'm pleased to advise you that I fully support the introduction of the one-way restriction. I would, however, prefer if the one-way movement was in a southerly direction. The pedestrian crossing point in front of 36 Upper High Street is widely used throughout the day and the large number of vehicles entering Upper High Street at speed in the Chinnor Direction make this crossing point quite frightening to use.</p>
(12) Local resident	<p><b>Support</b> – I would like to confirm that I am in favour of the proposed experimental one-way system. The one concern I have is that cars will be driven at excessive speed on Nelson Street, knowing that there will be no vehicles coming in</p>

	<p>the opposite direction. I suggest that the new one-way signs also have a 20-mph reminder. Traffic calming measures may ultimately be required.</p>
(13) Local resident	<p><b>Support</b> – We have lived on Nelson Street for [REDACTED], and we fully support these proposals. There is a major safety issue, with motorists routinely mounting the pavement to pass oncoming cars in the street. This is alarming and dangerous for pedestrians. In the summer months, with car windows open, there are often shouting matches between motorists who refuse to reverse hundreds of metres and those who, quite correctly, refuse to mount the pavement. So something needs to be done urgently, and these proposals will help to alleviate the problem. Please can you proceed with these proposals.</p>
(14) Local resident	<p><b>Support</b> – We are in full agreement with this proposal, for all the reasons that you have stated</p>
(15) Local resident	<p><b>Support</b> – my husband and i were so pleased to read about a possible one way-system for nelson street. We live at [redacted], and we witness heavy traffic ,and lots of very near misses .!!</p> <p>It really needs to be addressed in the very near future ,before there is a nasty accident.</p>
(16) Local resident	<p><b>Support</b> – I am a resident of Nelson Street and I am delighted that this is being considered and put into place. My family and I have lived here for [REDACTED] and during this time my car has been damaged 3 times by cars passing by, with only 1 driver stopping and leaving their details. When I spoke to the driver he said that he had been driving down Nelson St towards Southern Road and had tried to squeeze close towards my car to avoid a van that had mounted the kerb and was travelling at speed whilst still driving on the pavement towards the Fire Station. The 2 other drivers that struck my car failed to give any details.</p> <p>I know there are numerous other residents on the street who have also had their cars damaged in similar circumstances.</p> <p>I work predominantly from home and regularly see cars travelling northbound mounting the nearside kerb and driving at 20mph+ whilst there are southbound cars too far down Nelson Street to be able to reverse safely, or have other cars following them. This is dangerous and a one-way restriction will mitigate this.</p>

	<p>I have also heard and seen countless altercations between motorists travelling in opposing directions who are unwilling to reverse, and I intervened recently in a road rage incident between 2 motorists which resulted in the road becoming blocked by other cars behind the 2 involved. Most times the altercation results in a stalemate with the road becoming blocked until someone mounts the kerb whilst travelling towards the Fire Station, followed by a stream of the other vehicles that were behind. This is so dangerous.</p> <p>I am glad that the road layout is being revised at the bottom of Nelson Street as it is also dangerous: a lot of vehicles travelling along Southern Road towards Elms Road drive straight across into Elms Road as if it were a continuation. Whilst driving down Nelson Street, at least half a dozen times in the last 12 months, intending to continue into Southern Road I have had to perform an emergency stop to avoid cars shooting across the road into Elms Road. The hazard centre lines on Southern Road which are intended to reinforce to motorists that the road bends round into Nelson Street are badly faded, with the result of motorists continuing into Elms Road without pausing to see if the road ahead is clear. It is so dangerous I have warned my teenage children to not cycle down Nelson Street when they are going towards Windmill Road/ Phoenix Trail but to remain on the pavement.</p> <p>I am relieved that the one-way restriction is being trialled: modern cars are so large now that there is simply not enough room with parked cars on one side of the road and to also have opposing traffic pass safely by each other. The volume of traffic at school times exacerbates the problem with parents dropping off/picking up their children at John Hampden Primary School and using Van Dieman's Road to park whilst they do so.</p>
(17) Local resident	<p><b>Support</b> – In principle, we have no objection to this but do have a couple of concerns.</p> <p>1. When drivers have the certainty that they will not meet traffic coming in the opposite direction there may be two outcomes; firstly, they may drive a little slower as they won't have the worry of meeting a vehicle coming in the opposite direction (this would be a positive outcome); secondly, in our view, what is most likely to happen is that drivers will speed up (definitely a negative outcome).</p> <p>[REDACTED]. Admittedly, the volume of traffic heading down Nelson St should be much reduced (although there are still pedestrians to be mindful of) but we fear that traffic coming the other way will generally be doing so at some speed. Evidence that the new 20 mph limit is working is sadly lacking with many examples of drivers speeding along Upper High Street and we fear the same will remain on Nelson Street ( a number of drivers already seem to take it as a challenge to see how quickly they can drive coming up to the Upper High Street junction). As an adjunct to these works, a couple of speed limit reminder roundels painted on the road would not go amiss!</p>

	<p>2. We assume that appropriate arrangements will be made when the various street closures are in force for the Fairs etc to allow residents to drive down Nelson Street to allow egress. And, no doubt, the Fire Service will have made a similar point to ensure they have unrestricted access in whichever direction is required.</p>
(18) Local resident	<p><b>No objection</b> – Thank you for your letter dated 8th December 2025 advising us of the proposal to introduce an Experimental Traffic Regulation Order (ETRO) on Nelson Street between Southern Road and the Fire Station. While we appreciate the reasons why this is being considered, we are concerned that the negative impact this will have on the street environment and road safety along Rooks Lane and Southern Road between its junction with Rooks Lane and Nelson Street has not been taken into consideration. Our concerns are as follows:  Since an initial traffic survey was undertaken in 2022 there has been a significant increase in the volume of traffic using Rooks Lane, especially at peak times (start and end of the working day and school drop off and pick up). This proposal will only make the situation worse.</p> <p>Rooks Lane is very narrow at its junction with the High Street and this results in some vehicles and lorries (there is a sign saying not suitable for HGVs but they still use the road) mounting the pavement along the side of the Black Horse. This is already a danger for pedestrians, many of whom are elderly, without an increase in traffic. The residents of numbers 74-82 Southern Road have no footpath or driveway outside their front entrances - they just step straight out onto the road. This is already a significant danger for pedestrians. An increase in traffic using Southern Road would increase this danger.</p> <p>A change of priority at the Nelson Street/Southern Road junction to give priority to those travelling between Elms Road/Windmill Road and Southern Road will mean that those travelling along Southern Road will no longer have to give way and so will be able to gather speed more quickly than they already do. Southern Road is designated a 20mph zone however very few drivers adhere to this. Some travel at great speed and this proposed change of priority will only exacerbate this. Southern Road is in urgent need of some form of traffic calming.</p>
(19) Local resident	<p><b>No objection</b> – Whilst I do understand the problem Nelson Street has with two way traffic since they were given parking permits, I am concerned about the amount of traffic that will come down Rooks Lane and also the speed people drive along Southern Road at the moment.</p> <p>My concern is [REDACTED]. People are very inconsiderate and drive behind me when I am reversing rather than give me time to get out, even though they were not present [REDACTED] when I start to reverse. The reason I pull in</p>

	<p>forwards is because I do not like holding the traffic up to reverse in, also the traffic is going too fast and there will be much more of it with this suggested new system.</p> <p>Perhaps you could bear this in mind when you are making plans for this new system for Nelson Street.</p>
(20) Local resident	<p><b>Objection</b> – I'm writing in response the letter we received before Christmas. We are strongly against this change of traffic flow being suggested on Nelson Street.</p> <p>[REDACTED]. We have [REDACTED] drivers in the family, so a minimum of [REDACTED] cars access this a number of times a day. Our visibility is not brilliant and it has to be done with great care. We feel there will be a significant increase in the traffic coming down Rooks lane if these changes are put in which would be a danger to those coming and going from our property. The rest of the street would also suffer. The retirement home up from us has a lot of elderly people coming and going and even though its 20miles an hour....people go way to fast done it. We also have the childrens centre at the very end with mums and buggies coming out and crossing over at the end of the road. More traffic on Rooks lane will endanger them as well.</p> <p>Rooks lane is also simply not big enough to sustain more traffic. The entrance to the road at the top by the Black Horse pub is already far to narrow and is a really dangerous area. I see cars mounting the pavement as they come around the corner often and think it's basically an accident waiting to happen. If traffic flow is increased, it will be quite terrifying to be honest. Larger vehicles like vans and lorries are simply too big to have safe access through that part of the road either.</p> <p>We do understand that congestions happens on Nelson street and it's not ideal. But his one way system is not the solution. It will endanger more people just one road up.</p>
(21) Local resident	<p><b>Support</b> – My name is [REDACTED] one of the Committee members of Thame Players Theatre Company. I'm been asked by the Committee to write to you concerning the proposed ETRO for Nelson Street. We are very happy with the proposed one way system, having been in residence in our Nelson Street Theatre since 1977 we are fully aware of the traffic issues.</p> <p>We have looked at the proposed scheme and have one concern.</p> <p>The proposed planter position helping to add clarity to the one way system raises a problem for our Theatre.</p>

	<p>At present we use that area for the collection and delivery of items to the theatre as it doesn't infringe on our opposite neighbours garages/driveways or the fire station restricted zone.</p> <p>Collection and deliveries for us include our supermarket delivery, collection and delivery of items for our stage shows, delivery and collection of items used by our incoming amateur and professional shows as well as deliveries of timber and heavy commercial plant for the Theatre.</p> <p>Our commercial and Council waste collection vehicles also use the same area in preference to using the pavement area outside the Theatre which blocks Nelson Street.</p> <p>It is also the closest drop off point for our disabled patrons who have mobility issues.</p> <p>Could we suggest that the one way sign that is proposed for the planter is placed outside the relevant residential property in NelsonStreet and the planter is not put into position but reviewed with the one way system after the initial experimental period of 18 months to see if it is required.</p>
(22) Local resident	<p><b>Support</b> – Many thanks for your letter regarding the proposed one-way restriction on Nelson St Thame. We live at [REDACTED]. Whilst I understand some of the reasons behind the proposal our concerns with the plans would be cars travelling from Southern Road turning left on to Nelson Street doing so too quickly as they will no longer expect traffic coming the other way. It is unfortunately easy to anticipate cars turning quickly and accelerating in the knowledge that no car will be coming the other way. This in turn presents a danger to us exiting our driveway (already sometimes difficult with [REDACTED]) and for our young children crossing the road.</p> <p>I would ask what will be done to warn/prevent drivers from coming too quickly and raising awareness of the driveway?</p>