



Address to Delegated Decisions – Cabinet Member for Transport – 26 February 2026

These comments are from Robin Tucker, Co-Chair of CoHSAT. I am unfortunately unable to attend on 26 February

10/26. Proposed Speed Limit Amendments B4047 Minster Lovell

We support these as a means to improve safety on an increasingly busy road.

Reading the consultation and paper, description of increasing traffic, and people crossing the road, we do not consider this as arbitrary.

Even 50mph is high for some parts of this country road.

11/26 Proposed 20mph Upper Milton

We support this extension to the 20mph speed limits at Upper Milton, as part of the countywide 20mph programme. The evidence for how 20mph speed limits reduce casualties is very strong.

12/26 Proposed ETRO Nelson Street, Thame – One Way Street

We support the proposal to make Nelson Street one way, with a cycling contra-flow. The street is narrow, so difficult for motor vehicles to pass – hence the need for one-way. There is a one-way street in the opposite to the direction proposed 70 metres away in Rooks Lane.

There is enough space for contraflow cycling because the parked cars provide shelter. For cyclists, there is essentially no change from the current situation, except the southbound cyclists will not be in a flow of motor traffic.

So this proposal should reduce conflicts in traffic flow, but also improve usability for cyclists, in line with the Council's transport strategy.

13/26 Proposed Pedestrian Crossings - Ladygrove, Didcot

We support these crossings on what will become an important active travel route through a rapidly expanding Didcot.

We are glad that the initial description as a 'puffin' was a simple error and that has been resolved – toucans are appropriate.

We note the comment that 'Staggered barriers are now advised against' – it is not completely clear, but we hope that this means that there will not be obstructive barriers, and the plans will be updated to be inclusive for mobility aids and cargo cycles.

That covers this crossing.

The plans here expose a wider problem however. These are all shared use paths. Since 2020 and LTN 1/20, national guidance has set a guiding principle that cycling should be separated from walking as well as from motor traffic. Shared paths cause problems for people who want to walk, wheel or cycle. We should not still be seeing them emerge in new plans.