

Delegated Decisions by Cabinet Member for Transport Management

Thursday, 27 February 2025

ADDENDA

2. Questions from County Councillors (Pages 1 - 2)

Questions and responses attached.

3. Petitions and Public Address (Pages 3 - 22)

Written statements attached.

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**DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT – 27 FEBRUARY
2025**

ITEM 2 – QUESTIONS FROM COUNTY COUNCILLORS

1. COUNCILLOR MARK CHERRY Would the Cabinet Member for Transport Management, Cllr Gant, note that after numerous conversations with residents in Wimborne Avenue, Hilton Road, Cromwell Road and Fairway Road, concerns were raised over cars parking on grass verges, leaving a mess in Autumn and Winter. What is Oxfordshire County Council's strategy on this issue, as it will need funding to resolve?	COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT The issue of parking on the grass verges is not an easy one to resolve – the majority of residents do not have driveways or anywhere else to park and the roads are narrow which leads to people parking on the verges to avoid blocking the highway. There is a need for a parking review across Banbury, but this requires resources including funding - this area could be a first phase to understand the local needs for parking. Yellow lines could be considered as that would enable enforcement, but that wouldn't help local residents without any alternative place to park. The alternative would be to consider replacing some of the verge with parking bays, similar to the ones on Cromwell Road but that would require funding and prioritising against other projects. As a first step, I will ask officers to advise when a phased parking survey could be undertaken and the likely cost of options for resolving the issue.
2. COUNCILLOR DONNA FORD Can you please provide details of how the sheep street restrictions will work for the	COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT The restrictions will remain in place, but these do allow permit holders to enter the area. The intention is for market traders and other event organisers that require access

Friday market and when other events are held in Sheep Street?	to apply for a permit to enter the area during the hours of restriction. I can confirm that officers will be contacting the market organiser to advise on the process. Event organisers will need to liaise with the County Council so that the necessary permissions are granted.
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Questions are listed in the order in which they were received. Should any questioner not have received an answer in that time, a written answer will be provided.

ANPR Enforcement Proposal for Baldon Lane Marsh and Toot Baldon.

Baldons Parish Council, and our residents, strongly support this initiative.

The "access only" restriction has been in place for many years and is not a new restriction. It was put in place to protect the residents and other users of our narrow, winding, and single-track road that lacks pavements or safe pedestrian zones. In recent years, there has been a significant increase in traffic through the village.

Recent traffic monitoring through ANPR pilot trials revealed that almost half of the vehicles using the village road daily, contravene and disregard this restriction, c 80 vehicles per day. These drivers use Baldon Lane as a through route and the majority of them are regularly observed speeding through the village with little or no regard for oncoming traffic or other road users such as walkers, cyclists, horse riders, and parents with toddlers and pushchairs. Multiple "near misses" have been reported to us and we fear it is only a matter of time before there is a serious accident resulting in serious injury or worse. Residents are increasingly experiencing intimidation from "cut through" drivers whilst they are driving carefully.

The volume of traffic is causing erosion of the verges of the road and in particular the Green at Marsh Baldon. We have had to employ several reinforcements to the edges of the Green in an attempt to halt this erosion at significant cost to the Parish Council.

Looking at the detailed results of the consultation, the individual responses directly from our village residents and nearby villages demonstrate a large majority support for the initiative. There are a few objections from residents, but most are expressions of concern based on a need for clarification of how the scheme would work to ensure they can go about their day to day activities and have visitors etc. With clear communication upon implementation, we are confident that these concerns can be addressed.

We would appreciate the opportunity to discuss the enforcement parameters proposed with highways team, before implementation, to ensure that residents' concerns can be accounted for.

We appreciate that drivers who regularly and habitually use our village as a cut through may be slightly inconvenienced, however, the impact to their journeys will be minimal vs the much improved safety for all concerned.

Please support the proposal and approve its implementation.

Thank you

Baldons Parish Council.

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Statement to Oxfordshire County Council Regarding ANPR Camera Enforcement Decision

Submitted by email Ahead of the Cabinet Member for Transport Management Meeting on Thursday, 27th February 2025

To: Cabinet Member for Transport Management and Oxfordshire County Council,

A decision will be made today regarding the implementation of ANPR camera enforcement at multiple locations across Oxfordshire, including three specific sites in Didcot. As a concerned resident, I have reviewed the consultation process and data underpinning this proposal and wish to raise concerns about its validity, relevance, and implications for local residents.

The formal consultation conducted by the OCC included responses from 542 participants, of whom 458 identified as residents. However, a closer examination reveals a striking lack of representation from Didcot itself—the very community most directly affected by three of the proposed enforcement sites. Of the 542 respondents, only three were Didcot residents. Two of these individuals expressed strong opposition to the introduction of ANPR cameras, while the third in favour. This minimal input from Didcot residents raises significant questions about the consultation’s ability to reflect the views of those who will bear the brunt of this policy.

Further scrutiny of the consultation data shows that many respondents who commented on the Didcot sites were not local to the area. I have excluded those who selected ‘no opinion’ from my analysis, as it is reasonable to conclude that these individuals do not regularly use the proposed sites and thus lack a vested interest in the outcome. Their inclusion in the dataset appears to artificially inflate the sample size, potentially skewing the results to favour the proposal. For transparency, I have attached the relevant table from the OCC consultation report as an appendix to this statement, and I urge the Council to critically assess the weight given to such responses.

The OCC report also cites improved air quality as a purported benefit of ANPR camera enforcement. I challenge this assertion as unsubstantiated and misleading. No clear evidence has been provided to demonstrate a causal link between ANPR enforcement and measurable improvements in air quality at these specific locations. This claim risks being perceived as an attempt to justify the proposal with environmental benefits that do not withstand scrutiny—a pattern of rhetoric that undermines public trust in the Council’s decision-making process.

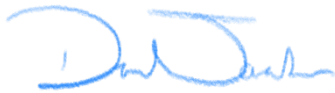
Historical precedent further fuels my concern. Previous OCC consultations have, at times, appeared to dismiss the preferences of residents in favour of predetermined outcomes. The proposed ANPR enforcement feels like yet another chapter in what many perceive as a broader ‘war on motorists’—a policy direction that burdens drivers

without adequately addressing their needs or concerns. Should this decision proceed despite the clear objections of Didcot residents and the questionable relevance of the consultation data, it will only deepen this perception.

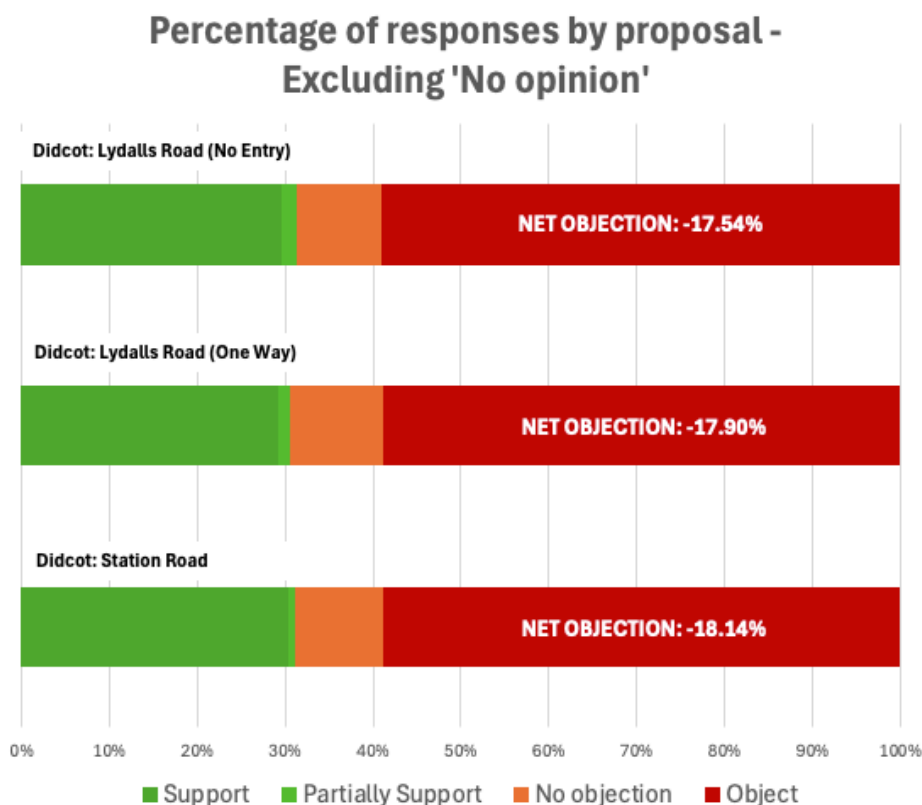
I urge the Cabinet Member for Transport Management and the Oxford County Council Administrator to reconsider the implementation of ANPR cameras at the Didcot sites. Decisions of this magnitude must be grounded in robust, representative feedback from those directly impacted—not padded with extraneous responses or propped up by unproven claims. The voices of Didcot’s residents deserve to be heard and respected, not sidelined in favour of a policy that risks alienating the very community it claims to serve.

Thank you for your attention to this matter. I look forward to seeing a decision that prioritizes fairness, transparency, and genuine local input.

Yours sincerely,



Dan Jackson
Resident of Didcot.



Paul Ardern – ANPR Camera Enforcement of Moving Traffic Sites

The lane between the B480 and the A4074 runs through both Marsh Baldon and Toot Baldon.

Despite the existing access-only restriction, it is often used as a through route between these two main roads. It has no footpaths, some sharp bends and several stretches where two cars cannot pass together, side-by-side. One of these stretches is completely blind. Cars come through at high speed, often ignoring the speed limits which are in place. This causes us some alarm. I live in Toot Baldon and my garden wall on the lane was partially demolished two years ago by an unknown vehicle.

The problem looks likely to get worse as there are two substantial developments along the route for which planning permission has been granted but which have not yet been built, one for a conference centre at the Mole public house, the other nearby for a cluster of living units for older people. These will add to the number of cars needing access.

The installation of an ANPR system should prove a simple and effective deterrent to those thinking of taking a shortcut all the way through.

This seems a very straightforward matter.

I urge the council to support it.

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I found it confusing to find that the regulations require that all reasonable alternatives must be considered first when this clearly has not been done; since the maps used by satnavs haven't even been updated; with routing still going through (for example) Witney high street. Given this it seems like even the bare minimum alternatives like updating maps have not been considered. In the response document it seemed like new signage was going to be added along with the ANPR cameras but this is not what the regulations required, they require that alternatives be considered, signs going up at the same time as ANPR cameras clearly aren't *alternatives* that have been tried.

Additionally, as shown in Witney high street, when street regulations are clear they are followed. Previously the road reduced its width when entering the restricted area (making it obvious) and compliance was high. Inexplicably this was replaced with subtle signs, causing people not to see the restriction causing the problems that the council seems to now want to work around by fining drivers. The council should instead concentrate on solving the real problem by reducing the cognitive load of our roads and making restrictions clear.

Further, this fine based enforcement policy will hit the poorest hardest. This should not be done during a cost-of-living crisis.

This attempt to make the roads more hostile and extracting money from people is a confusing thing for the council to be concentrating on.

Richard Tingle,
Witney Resident

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Address to Transport Delegated Decisions Meeting 27 February 2025

Proposed ANPR Enforcement of Moving Traffic Sites

We are pleased to see this proposal and recommendation come forward. These are all existing traffic regulations, there to protect all road users, and particularly vulnerable ones. Sadly, these often need more than signs to enforce them.

The police we know are over-stretched and under-resourced. It is positive to see their support for the measures.

15 of these 20 sites are directly known to me. The closest, in Abingdon, our community group identified as one of the three most dangerous junctions in the town in our 2020 community plan. It is already hazardous for pedestrians crossing due to large radii, and a driver breaking the law to turn from an unexpected direction, perhaps between a flow of traffic, adds to the danger. Even during the weeks of the consultation, I saw several violations.

I note the large number of people who responded in support of these safety measures, which is relatively unusual for a consultation. I note there are many objections, which seems odd given that these are simply measures to enforce existing regulations. Reading the statements in support and against gives a clear indication of one group of people who are concerned about reducing danger to people's lives, and another group who largely do not consider this. There are also a few more nuanced inputs on specific proposals. I commend Council officers for their thorough work in analysing the responses, and agree with their recommendations.

These measures are also consistent with your Vision Zero, reducing road danger, and more widely advancing your LTCP.

CoHSAT brings together 25 active travel and community groups across the county. We encourage you to adopt these recommendations.

Robin Tucker, Co-Chair, CoHSAT

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Danny Yee – Standing Advice for Transport Development Minor Planning Applications

The use of "standing advice" for smaller planning applications seems like an eminently sensible way to reduce the workload of Transport Development Management, allowing more time to be spent on larger developments. But we have a few concerns and suggestions.

From a transport perspective the amount of motor traffic generated by residential developments is almost always a central concern. A development with four houses and twelve car parking spaces might be of considerably more concern than an eight-unit development with no car parking. So we suggest that the definition of "minor planning application" in recommendation a) be modified to say "with five or fewer residential dwellings or units AND fewer than five car parking spaces" -- or some other number deemed appropriate.

Another concern is, of course, about what goes into the technical guidance that instantiates the "standing advice". The most common way in which small developments affect highways infrastructure is with driveway or parking lot accesses which cross over the footway (and in some cases over a cycle path, when it may be appropriate to refer to the county). We understand that Road Agreements policy is being modified to require the use of entrance kerbs here, allowing the footway to be kept flat. This is a change which we wholeheartedly welcome, and it needs to be incorporated into the technical guidance given to city and district planning officers, and in their training. Maintaining visibility and reducing speeds for vehicles exiting developments is a related concern.

There are also many less predictable possibilities. Perhaps a public path turns around the development, and keeping a corner of it free of walls is important for visibility. Perhaps a previous vehicle access is no longer needed, freeing up space on the carriageway which could be used for cycle parking, seating, or a parklet.

Paragraph 4 suggests that planning officers will have the flexibility to refer applications that are contentious or where standard criteria may not be met, which should help with this. We suggest that planning officers be asked not just to protect the public realm and sustainable travel, but to proactively look out for opportunities to improve them. This may be uncommon in smaller developments, but in some cases significant gains may be possible.

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Address to Transport Delegated Decisions Meeting 27 February 2025

Standing Advice - Transport Development Management for Minor Planning Applications

A high number of small developments can have a large cumulative impact. So we support the concept of Standing Advice for the use of Local Planning Authorities.

We will focus on the transport related aspects, based on our experience of where small developments have made transport worse, or opportunities have been missed.

First, the application should be checked against the LCWIP for the location. If it is on a planned active travel route, it should be considered whether the development would hinder the route, or whether the route could be facilitated either directly by the development, or as a planning gain as a co-benefit of approval. There are many locations where an extra metre of width would enable a much better route, and this could be gained from a planning approval.

Second, and more specifically, if an entry is being planned or modified, it should be with a Dutch-style entry kerb. This has several benefits. It allows the majority of the pavement to remain flat, making an easier journey for pedestrians, particularly those pushing a buggy or using a wheelchair, and it would be lower cost. And, it requires a lower entry speed, reducing the likelihood and the consequences of a collision.

Robin Tucker, Co-Chair, CoHSAT

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c/o Committee Officer
Cabinet Member for Transport Management
Oxfordshire County Council

Ann Newman
Battle Edge Cottage
1 Tanners Lane
Burford
Oxfordshire
OX18 4NA

20th February 2025

To whom it may concern,

OCC Decisions Meeting (27/02/2025) - Cabinet Member for Transport Management

I supported the restriction on large coaches over 12 metres in length being banned from Priory Lane. I have often seen their inconsiderate parking and waiting with their engine running.

However, I have since become aware that Burford Town Council still want to accommodate these very large vehicles in Burford, even though there is not another suitable coach park and the roads are not designed to accommodate them.

Specifically, the BTC are proposing a drop off and pick up with stays not exceeding 20 minutes for 15 metre coaches on Sheep Street. Without rigid enforcement the coaches would remain parked as they do in Priory Lane, with engines running, causing a noise nuisance and pollution.

Sheep Street, a narrow residential road with a narrow pavement on one side is not a safe or suitable location for these large vehicles or their passengers. Access to residents' driveways by car would be difficult and pedestrians' safety would be at risk when accessing homes or the Doctor's Surgery as they cross from the pavement from behind coaches. The exit route for coaches along Sheep Street which has busy parking on both sides and only room for one vehicle to pass at a time would lead to further obstruction and congestion. This is only a brief and not complete list of the unsuitability of Sheep Street.

I feel it is disingenuous of Burford Town Council to seek the restriction on large coaches in Priory Lane to then separately propose moving them to another unsuitable location as a fait accompli to those being affected.

Kind regards

Ann Newman

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Burford Priory Lane proposed changes – Pulhams Coaches objection

As stated in our objection, as well as objections from TVP and several local business owners, to simply exclude coaches over 12m long from Priory Lane as proposed, without any attempt being made by the council to provide an alternative will lead to:

- a) Loss of trade for local businesses, many of which depend heavily on coach patronage (one local business owner stated in his response that over 90% of his trade came from tourists arriving in the village by coach).
- b) Anarchy on the ground, as without an alternative facility those coaches that do continue to visit Burford will drop off passengers wherever they see fit, leading to unsafe practices, traffic congestion and poor visitor experience.

This is the experience that was seen in Bourton-on-the-Water, which attempted to implement a coach ban and which has subsequently reversed this decision, having found that this policy led to significant “unintended consequences” of this nature.

While we understand the desire for very large coaches to be excluded from Priory Lane on safety grounds, and would understand the reasons for this, the proposals as currently formulated are based on inadequate research - the concept of an “average size” coach has been used, along with what appears to be simply anecdotal evidence from the Town Council, rather than seeking to conduct any engagement with operators to understand where best to set the limit, or to carry out any on the ground survey work.

The following are the most popular 2 axle full size coaches currently being used in the UK:

Plaxton Panther – 12.8m long

Irizar i6 – 12.9m long

Mercedes Tourismo – 13.2m long

Each of these vehicles would have 49 seats or more and typically 53 seats. The next level of coach below this available would be a maximum of 10.8m in length, with only 41 seats and therefore the proposed ban on coaches over 12m, in reality will function as a ban on coaches over 11m, since there are no coaches on the market between 11 and 12m in length. The vehicles listed above would be the types of vehicles typically used to provide school trips for the Primary School and for the majority of visitors to Burford.

Larger, 3 axle coaches are also in use in the market and these extend to 15m in length, with many such vehicles being 14m or greater. To avoid the detrimental impacts noted above, we would propose that the length restriction is amended to 13.2m. At this level the restriction would serve to prevent larger, 3 axle coaches from accessing Priory Lane, while still permitting access to standard size or “regular” coaches, as we believe was intended by the consultation.

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Address to Transport Delegated Decisions Meeting 27 February 2025

20mph speed limit The Lawns Radley

The evidence is strong that 20mph speed limits increase safety continues to grow and it has been the Department for Transport's recommended design speed for residential streets since Manual for Streets in 2007.

The Lawns in Radley is a fully residential development, and we support the recommendation that it be fully 20mph as proposed. We acknowledge the great level of local support for this sensible measure in an area where people will be walking and cycling, and children playing frequently.

Robin Tucker, Co-Chair, CoHSAT

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