

# **Delegated Decisions by Cabinet Member for Transport Management Thursday, 17 July 2025**

## **ADDENDA**

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

Questions and answers attached.

### **3. Petitions and Public Address** (Pages 3 - 8)

Written statements attached.

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## QUESTIONS WITH NOTICE FROM MEMBERS OF THE COUNCIL

Questions are listed in the order in which they were received. The time allowed for this agenda item will not exceed 30 minutes. Should any questioner not have received an answer in that time, a written answer will be provided.

<b>1. COUNCILLOR JAMES FRY</b>  In order to interpret the conclusions better, can you please provide an analysis of the relative numbers of vehicles in each of the identified categories, i.e., full battery EV, hybrid, commercial delivery vehicles, taxis, etc., as well as those car drivers with petrol or diesel engines who possibly entered the ZEZ by mistake?	<b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b>  I understand that officers have sent you the link containing the information required. Should you have any further questions, do let me know.
<b>2. COUNCILLOR JAMES FRY</b>  Since St Peter's College and Frewin Hall in New Inn Hall Street use that street for the unloading and loading of students' property at the start and end of each term, do you have data on the numbers of private vehicles that pay full charges at those times? Did you consider providing some form of dispensation to allow the drivers of the affected vehicles at those times to receive reduced, or zero, charges, if university colleges provided a list of such vehicles to the County?	<b>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</b>  Thank you for the clarification. Officers will look at the data they hold and produce a comprehensive response for you in due course.



## **CMD Transport Management – Item 11: B4031, Hempton – Proposed New Traffic Calming Features (17 July 2025)**

Deddington Parish Council has long requested traffic calming measures for Hempton. There was a serious injury accident at the pinchpoint on the B4031 through Hempton in November 2022. Traffic heading westward from Deddington village ignores the Give Way sign on occasion, hence there are frequent confrontations and minor scrapes at the Hempton pinchpoint.

Residents complain bitterly, too, about the speed of traffic, especially heavy lorries, in the main street once past the pinchpoint, or even eastward heading towards the pinchpoint.

The parish council, having conducted an engagement with Hempton residents, voted unanimously in favour of the traffic calming measures – that is a build-out at either end of the village – as proposed by OCC officer, Dave Catling. We note that some of the objections to the traffic calming came not from Hempton residents but from people from the Barfords, who are far less affected by the traffic problems in Hempton than Hempton people.

We urge you to implement the traffic calming measures as soon as possible.

**Deddington Parish Council**

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### Chinnor Parish Councils response to the formalisation of TROs and road markings on Thame Road, Chinnor.

The highway authority proposals are noted and Chinnor Parish Council (CPC) agree with the formalisation proposed. However, the issue for CPC is enforcement and prevention.

There has been a well-documented failure of highway users to respect the current markings, which has resulted in significant safety issues on the adjacent footpath and the pedestrian crossing, due to parked cars obstructing the view of other motorists. The council's main concern is the lack enforcement by both the highway authority and police. CPC's view is that the TRO proposals will only legalise what is currently there and will not prevent the unsafe parking

It is suggested that a temporary traffic enforcement camera could measure the effectiveness of OCC's proposals and also act as a deterrent.

CPC are also seeking a more effective way of preventing dangerous parking in this area and has met with officers to discuss the provision of physical barriers such as railings, bollards or planters.

As CPC have no powers to install such barriers, consent of the highway authority would be required.

OCC have indicated that although they are sympathetic there is no funding within the current budget for this provision. CPC are in a similar position. CPC fully support the TRO but request that consideration be given to physical barriers to increase the safety of pedestrians and for a temporary traffic enforcement camera to be installed.

Further discussions would be welcome to establish if funding/grants are available.

Maggie Mackenzie  
Chairman  
Chinnor Parish Council

16<sup>th</sup> July 2025

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Item 14: Ambrosden crossing - Quote:

“The proposed widths will be in accordance with TSRGD, and the route is not anticipated to have large enough pedestrian flow rates to require the use of maximum crossing widths”.

Let’s take the point about widths and compliance with TSRGD:

TSRGD - The Traffic Signs Regulations and General Directions 2016 permit a range of dimensions for the various components of a crossing.

Let’s have a look at these and compare them with the proposed design:

**TSRGD Sign table — Schedule 14, Part 2 Item 53** is a good illustration:

- The cycle crossing - min 1500 max 5000 – this design 1500 - *the minimum*
- The pedestrian crossing - min 2400 max 10000 – this design - 2400 *the minimum*
- The edge markings to zigzags - min 1100 max 3000 – this design 1100 - *the minimum*

And we can also look at the Traffic Signs Manual Chapter 6

Para. 17.2.6.

Where the cycle route is two-way, the minimum width should be 3 m.  
..... 1.5 m may be generally acceptable for a one-way cycle route.

The design is 1.5m. This route will be two-way, in which case the width should be 3m minimum: but why not go for the 5m maximum?

What message does this continual adoption of minimum dimensions say about priorities?

I have seen 10m wide zebras put in by other authorities - why not Oxfordshire as a default policy, with reasons explicitly given for any reduction from permitted maximum dimensions.

Is the proposed approach here innovative and always learning; is it daring to do it differently?

The second point:

“The Route is not anticipated to have large enough pedestrian flow rates to require the use of maximum crossing widths.”

This sounds an awful lot like “Predict and provide”. What happened to “Decide and Provide”?

The proposals have been put forward to encourage journeys made by walking, wheeling and cycling, so *decide* to encourage such journeys and *provide* for them to the maximum extent possible.

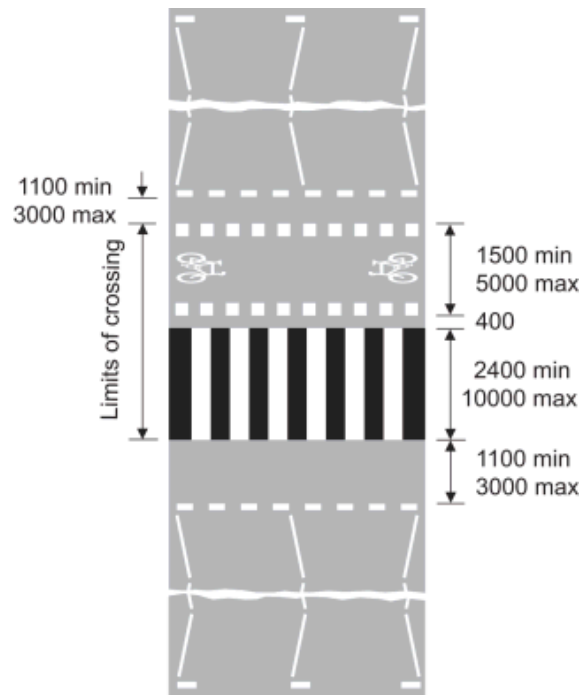
There is a nearby children’s centre and a primary school and as noted: “The village does have busy spells around school pick up and drop off times”; and “there are a lot of children that cross that road to and from school;”

Decide and provide? Maximum dimensions by default please.

Finally, to pick up on Danny's point on colour, again from the Traffic Signs Manual Chapter 6:

Para. 17.2.4 .... Coloured surfacing may also be used to highlight the cycle route.

This *will* encourage journeys by cycling.



TSRGD Diagram 1003.5