

**Delegated Decisions by Cabinet Member for
Transport Management
Thursday, 13 November 2025**

ADDENDA

3. Petitions and Public Address (Pages 1 - 14)

Written statements attached.

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Resident of Ferndale Street (o13)

Having read the papers for the Proposed Parking Restrictions – Faringdon, below are further comments which I would like the Cabinet Member to consider in reaching decisions please:

Many of the residents and traders who have commented cite objections which in summary could ultimately lead to **‘the death of the town centre’**

Please consider a more holistic approach to the parking problem(s)

Please consider the need for easier parking to encourage people to ‘pop’ into the town centre with the aim of regenerating it. Local Traders are trying so hard to breathe life into our town – can we not encourage them rather than hammering more nails into the coffin

Please give more consideration to where we can create parking spaces rather than where we can prevent people from parking

We need to make it more obvious with **directional signage** where the existing car parking spaces are, especially Gloucester Street Car Park which seems underused? Many ideas have been put forward also for where we can **create extra on-street spaces** around the town

- Ferndale Street
- Coxwell Street
- Church Street
- Lansdowne Road
- Marlborough Street – Telephone Exchange
- Marlborough Street – side of former Red Lion
- Pulling Close – Police Station

to name just a few - can they please be explored / considered? Driving round the town shows what is and isn’t possible. I would happily accompany someone to point out what I encounter daily on my drives in, through and out of Faringdon, and for that someone to point out what is and isn’t legal / feasible. **Reducing** parking space in Radcot Road seems nonsensical? and I believe would not improve traffic flow? We all agree we have a shortage of parking spaces – **creative positive thinking is the only way we can solve this problem**

and finally, The comment on the **Blood Donor Service Van** is very concerning as it may discourage Donors (like myself), if the Service is forced to move (as they can no longer use the Corn Exchange because of parking restrictions).

Currently Donors can walk there (better for the environment and more convenient) but if the Service relocates outside of Faringdon they will need to use their cars (worse for the environment and may decide not to travel in any case and therefore lose them as Donors)

Many thanks for your consideration of my further comments

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This consultation illustrates just how unwilling Oxford's car-lobby campaigners are to engage with reality. There was a social media campaign urging people to object to all the measures in this consultation, but that was completely misleading, trying to scare people by giving the impression that hundreds of parking spaces were being removed and that they were being removed at shops and other destinations. At least one response is gobbledygook that has been generated by AI. And the response by ROX, accusing the council of "social engineering" for attempting to ensure access by fire engines, is not much better.

We support all these changes. I haven't visited every single one of the sites involved, but I have looked at the ones I couldn't get to on StreetView. Most of them are either necessary to ensure access by refuse trucks and emergency services, or have a clear safety rationale, keeping corners and junctions clear. However we have some suggestions as to alternatives to "no waiting at any time" double-yellow line restrictions.

The junction corners offer fewer options, but in some of these locations restrictions are being put in because there isn't enough width for cars to park without potentially blocking the road. There are, however, kerbside uses which take up less than the two metre width needed for car parking, and we think these should have been considered at least at the locations on Frenchay Rd, Jowett Walk and Park Town.

The most obvious use of kerbside space is for public cycle parking - simple Sheffield stands - for use by visitors but also by residents who may lack off-street parking. Oxfordshire has no tradition of putting in cycle parking on residential streets, but it is badly needed. On most streets there is nowhere for visitors to park, leading to cycles attached to lamp posts, street signs, fences and so forth, often blocking footways or obscuring street names. For comparison, Lambeth's kerbside strategy calls for public cycle parking every fifty metres on every street.

Given the desire to expand the hire cycle schemes, the other obvious use for kerbside space is for parking bays for hire cycles and scooters. That needs to be done on a much larger scale than this, but there is no reason not to look at individual sites if their use is being reconsidered anyway.

The Frenchay Rd location, for example, could easily accommodate a set of Sheffield stands for public cycle parking and a bay for a dozen hire e-bikes - with room left over for a bench or a parklet.

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Reducing the speed along South and North Bar in Banbury to 20mph. – 13/11/2025

BATS is a group of local Banbury people campaigning to improve our public thoroughfares by making them safer and more accessible for all active travellers. We are fully in favour of reducing the 30mph speed limit along North Bar and South Bar in the centre of Banbury.

This stretch of road is heavily used by pedestrians, cyclists and vehicular traffic including some buses. It is lined with shops, churches, restaurants, pubs, housing, offices and a primary school. It passes Banbury's most famous landmark, Banbury Cross, which is visited by many tourists and visitors. We think that the current traffic speeds are intimidating and dangerous. Many motorists perceive it as a bottleneck and although during busy times vehicles are moving slowly or queuing, when the opportunity arises traffic often moves too quickly for such a central and busy environment. The current situation favours vehicles and prioritises their journeys over the local journeys being made by the many pedestrians, cyclists and people with mobility difficulties.

A 20mph limit will make the area safer and easier to navigate, particularly for people walking with children, older residents and those using mobility aids.

This is one of Banbury's busiest streets where large numbers of pedestrians and other active travellers are in very close proximity to vehicles. The evidence shows that lower speeds reduce the number and severity of collisions, whilst also creating a calmer, more pleasant town environment.

Members of our local group regularly use this area. We know how intimidating the current traffic can feel. Reducing the limit to 20mph will make the heart of Banbury more welcoming, encourage walking and cycling, and help improve overall quality of life in the town.

I therefore urge Oxfordshire County Council to adopt the 20mph limit for the benefit of residents, businesses and visitors [alike](#).

Of course, installing a few road signs may not make a significant immediate difference to the traffic using this road but they serve as an important reminder that traffic is expected to be slower in built-up areas, especially town centres.

Additional displays and signage should also be installed to show drivers what their speed is and remind them about the speed limit. Public information messages explaining the rationale would also be helpful. (BATS will work to amplify the messages about the benefits locally.)

Many studies show that support for speed limit reductions to 20mph increases after their implementation time as the clear benefits emerge.

In summary we support the reduction in the speed limit to 20mph for 3 main reasons:

- Safety: reduced risk and severity of accidents.
- Health: encourages walking/cycling, improves air quality with smoother traffic flow.
- Community: makes the town centre more welcoming and accessible.

Cllr Kieron Mallon – A361 North Bar 20mph Speed Limit (CMDTM 13/11/25)

Reducing the speed limit at this location alone will do little to aid pedestrians. I had a site meeting with Highway officers when the original Road Traffic regulations were implemented and we walked the corridor from Banbury cemetery southwards past St. Marys primary school, Warwick Road junction, N. Bar, St Marys Church, S. Bar to Banbury Cross.

The whole corridor needs a scheme to assess the existing crossing at the cemetery, School, major four way traffic lights at the Warwick Rd/Castle St. junction, informal crossing at Parsons St, formal traffic lights at St. Marys Church and the crossing at Banbury Cross itself.

The phasing of these lighted crossings and junctions should be re assessed and re calibrated, traffic activated lights near the school implemented, barriers repaired, replaced or implemented as needed

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We support this speed limit change.

Several of the people who objected to this scheme made comments along the lines of "20mph is ok outside schools". But there are two primary schools and three nurseries on the one kilometre of road in this scheme, and another primary school and maybe half a dozen care homes just off it! It might be helpful if consultations on speed limit schemes included maps that highlighted schools, nurseries, care homes, parks, etc. as well as stretches of shops where there is regular demand for crossing. And it wouldn't hurt to include a note about the health gains from noise pollution reduction.

On the subject of the primary school that is not quite included in the scheme, it is a missed opportunity that the proposed 20mph limits do not extend far enough down the A361 Bloxham Rd to cover the pelican crossing, the Harriers View junction and the entrance to Harriers Banbury Academy. That school is getting a School Streets scheme - or at least that has just been consulted on - and a speed limit reduction would be an obvious complement to that. Better coordination between the Schools and Vision Zero teams would be good.

And I repeat my question from the consultation. It is great that the Oxford Rd in Banbury is getting 20mph speed limits, but how long do we have to wait for 20mph on the Banbury Rd in Oxford? Do we have to wait for someone to be killed here, too? And there are at least six schools here.

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CoHSAT Address to Transport Delegated Decisions Meeting 5 September 2024

20mph Speed limits for A361 Banbury

In September 2024 when 20mph speed limits for most roads in Banbury were approved we made the case for including Bar Street.

We noted that it was a central shopping street carrying over 15,000 vehicles per day. A higher speed of 30mph. We described how these higher speeds were bad for road danger and bad for encouraging people to the shops. “Bar Street shows clearly on Crashmap” we said.

We were not aware at the time of the death of Mr Anthony Paine, killed by a car driven on North Bar Street on 24th March 2023. The crash investigator found the vehicle to be driven at between 29mph and 36mph and stated that if it had been travelling slower, the driver might have been able to react. In other words, a 20mph speed limit could have saved a life.

We note that even the police Traffic Management Officer, faced with the evidence of a recent death at a higher speed limit, has not raised concerns as they did in 2024. 20mph speed limits have proven effective at reducing casualties even with the very limited existing enforcement. 36% of people killed and injured on Oxfordshire roads are in urban areas. We hope that the police will see the importance of enforcement on urban streets where so many people are injured or killed by speeding drivers.

The reduced speeds will both improve safety and improve the streetside environment for people who want to shop or stop off at a café. Importantly the proposal now extends to the St. Mary’s Primary School which should be a priority for safer roads.

Changes like this are the very heart of the Vision Zero strategy.
We fully support this proposal for safer streets.

Robin Tucker, Co-Chair, CoHSAT

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Proposed Parking Changes – Bucknell Road

Dear Local Residents

You may be unaware or unconcerned, but Oxfordshire County Council are proposing to further restrict the parking on Bucknell Road. They are looking at adding double yellow lines after Brookside Primary School up to the Hudson Road junction. To both sides of the road.

Field Street residents - There are currently about 20 houses that are unable to park outside their home on Field Street, due to space restrictions/steps. Where will we/our visitors/tradespersons all be parking? The old bus bay by the school can fit 7 normal size cars max, but with the number of multiple occupancy houses on Bucknell Road now, we share it with the residents with work vans and additional vehicles. I know of at least 1 resident that lives on Banbury Road and parks on Bucknell Road regularly. After 6pm and weekends, finding a single yellow space may not be as bad, but the rest of the time will be impossible.

Roman Way & Crockwell Close residents - you may not think this will affect you, but consider where the occupiers/visitors to Field Street, with overspill from the town, the Station and The Plough, will park going forwards? You have enough of a parking issue already, without pushing additional cars to your roads.

The Brookside School staff, parents and children being dropped off/collected – you have limited parking, and unless you build a helipad or monorail, I'm not sure how that's going to work? Ideally everyone can walk there, but that is not the reality of the world we live in.

Apparently, there was an "informal consultation" with Bicester Town Council, which I'd be interested to see who was involved or if any notes were made. Or if indeed it happened? I have contacted the relevant councillors in the hope that they can provide some support. I understand safety concerns regarding the particular area of Bucknell Road, but I'd hate to think that they are behind this suggestion of a solution.

To me, this seems to be another poorly planned idea, that has not been communicated directly to the people it could impact. Unless of course, you all know and I'm the last to see the little A4 sign or find out from a neighbour! I don't know why I'm worried – I think they're hoping we'll all be fed up of driving at 20mph and cycling instead...

You may not have any concerns about the proposed changes – if so, you can ignore this letter and pop it straight in the blue bin. I'll not be offended.

But if you do have concerns, you can find further information and the survey relating to the proposals using the QR code above. Or you can visit https://letstalk.oxfordshire.gov.uk/bicester_parking2025 . Your response should be completed and returned by **5pm on Friday 12th September 2025**.

Perhaps you have some ideas to share in the survey, like permit parking on Bucknell Road or creating additional spaces on the grass area between the school and Brookside Court, or the school and Hudson Street? Or perhaps just leaving it as it is...?

Additionally you may want to contact christian.mauz@oxfordshire.gov.uk, the Senior Officer (TRO and Schemes) for Oxfordshire County Council, with your thoughts. I'll also be writing to **Calum Miller** (our local MP - Calum.miller.mp@parliament.uk) but I'm sure he's busy trying to sort the London Road railway crossing mess.

Yours sincerely,

Grumbly Field Street Resident

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