

**Delegated Decisions by Cabinet Member for
Transport Management
Thursday, 14 November 2024**

ADDENDA

3. Petitions and Public Address (Pages 1 - 28)

Written statements submitted.

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Chris Heron – Iffley and Rose Hill CPZ's

Controlled Parking Zones are much more than just reducing commuter parking issues. While Rose Hill might not yet suffer significantly from that particular issue, it will, as soon as the Iffley CPZ comes into effect, as commuters who currently use Iffley Turn and Iffley borders will simply park near the Rose Hill bus stops instead. A surprising proportion of the Iffley Turn car park does not regularly move, meaning there is a lot of 'spare car' parking there also, that will just move into Rose Hill.

The 2022 introduction of a CPZ in Florence Park has greatly improved the road safety of the neighbourhood, due to well-designed double-yellow line parking restrictions, and a limit on resident permits. We no longer have cars parking on junction corners, blocking sight lines for pedestrians, in particular giving children and the elderly more time to cross the road safely. We no longer have a local resident using the side roads as storage for their second-hand car dealership – they now use Iffley Turn instead, and presumably will soon move their vehicles to Rose Hill. We no longer have cars from one or two HMOs on some streets taking up most of the parking spots for everyone else. We no longer have people using the eastern side of the estate to avoid car parking charges at Cowley Centre. Where parking on grass verges had become more frequent, it is no longer a thing as there is more space and people who buy permits are less likely to destroy the green spaces in their neighbourhood. Similarly, fewer parked cars means less pavement parking, although that is still an issue everywhere in the city. We no longer have the main active travel route of Rymers Lane used as a long stay car park, which was exacerbated by the parking overspill from when the Cowley Marsh CPZ was introduced. The free visitor permits are plentiful, and the timing of the restrictions means they are rarely required. Business parking permits are easy to apply for. Buses and emergency services are less frequently blocked by haphazard parking. Overall, the £1.50 per week cost of an annual permit is very reasonable given the benefits of more parking spaces, better junction safety, and the general reduction in vehicle dominance of what is a quiet residential suburb.

While local councillors asking to delay or cancel a Rose Hill CPZ now might curry some favour in local elections next May, it is wholly disingenuous to not acknowledge that the parking situation will only worsen in the coming years, and a CPZ is the best way to address this, which is part of the wider, cross-party agreed policy to eventually CPZ every part of Oxford. Every other neighbourhood in Oxford has realised this as their nextdoor CPZ is introduced, so Rose Hill councillors would be better off serving their communities by preparing them for this. There are no less than 45 existing CPZs across the rest of Oxford, which after understandable initial resistance to change, are now very popular (in fact all of the local councillors objecting to the Rose Hill CPZ actively support CPZs in other areas). Iffley didn't want a CPZ until the Donnington CPZ was introduced, and Donnington didn't want one until the Iffley Fields CPZ was introduced, and Iffley Fields didn't want one until the Robin Hood CPZ was introduced, and so on. I urge the cabinet member to not wait until Rose Hill has become the de facto Cowley Park & Ride site to implement this CPZ.

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Iffley CPZ – 14 November 2024

It is pleasing to see that account has been taken of the resident's feedback and changes made. The increase to 3 hr at the village hall is particularly welcome though still not felt to be enough and the 24/7 objections seem to have been dismissed. Though unless I have missed it in the report I can't see the extent of this relaxation being defined? Can you help by giving clarity?

There is one change of significant concern – the removal of the double yellow lines near 28 church way. This was an excellent initiative in the original proposals in that it removes the problem of deliveries and coaches obstructing church way because entry cannot be achieved in a single movement due to parked vehicles. My recollection is that at the public meeting this was an issue raised by many people. Also there is a visibility issue for those residents of Hartley Russell Close exiting their gate.

Whilst it is a matter of compromise with respect to providing car parking for Church way residents this decision seems short sighted in that the opportunity to resolve an ongoing major problem That created congestion has been negated. Can this be reviewed as reverting to the original proposal will avoid the necessity for revision downstream.

34. The proposed No waiting at any time restrictions (double yellow lines) provide additional protection in terms of ensuring that access is maintained, and safety is improved for both motorists, pedestrians and cyclists, and prevents damage of the footway from vehicles mounting and parking on it. Concerns are however noted from the respondents in Cavell Road about the proposed reduction of the double yellow lines at the junction and the impact of the loss of parking the proposed yellow lines near No. 28 Church Way would have on residents. Therefore, the recommendation would be to approve all other proposed no waiting at any time changes, except for the changes in Cavell Road and near No. 28 Church Way (highlighted below in yellow on the plans).

Thank you for your help.

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I am a resident of Iffley Turn. I fully support the introduction of a CPZ in Iffley and sincerely hope it is implemented.

Since CPZs were introduced in the surrounding areas, parking and traffic on Iffley Turn has become a serious problem. As one of the few remaining areas without restrictions and being closest to those areas that now have CPZs, Iffley Turn is overwhelmed by displaced vehicles including cars, vans, lorries, motor homes, and even horse boxes!

To give you some examples of what we have to live with – during the week commuters start parking on Iffley Turn from around 7:30 a.m. with some even coming from places such as London, Heathrow, and Wallingford. Weekends are just as busy when Iffley Turn becomes a free park-and-ride for people heading into town and I've even learnt that the Marcham village Facebook group tells its residents to park on Iffley Turn and then catch the no. 3 bus into Oxford when they are visiting the city. As well as commuters and shoppers; cars, vans, and motor homes are regularly abandoned here for weeks or even months on end with some motor homes clearly being lived in. Additionally, a man who lives on Church Cowley Road runs a vehicle recovery business from Iffley Turn, regularly parking his lorry, sometimes with cars on it, and often leaving multiple vehicles outside my house for weeks on end.

There are always vehicles parked on both sides of the road now and sometimes half over the pavements. As a result traffic on Iffley Turn is down to a single lane, which frequently causes gridlock, often resulting in confrontations between drivers. Bin lorries have to block the road when doing their rounds as they are unable to pull over, and large delivery lorries struggle to access the care home on Anne Greenwood Close due to all the parked vehicles.

Living on Iffley Turn now feels like living next to a busy and chaotic car park and as soon as one vehicle leaves it is quickly replaced by another – I've even witnessed a motor home circling Iffley Turn waiting for a parking space to become available. It is now much more dangerous and you often have to stick your head out between vehicles to see if there is any oncoming traffic before crossing the road. Cars and vans are parked so close to driveway entrances that visibility is severely reduced and I recently spoke with a long-term resident of Iffley Turn who told me how she has to walk into the road to guide drivers out of her driveway and to quote her Iffley Turn is now "an accident waiting to happen."

Our driveway is frequently blocked as there are no double yellow lines in front of it, and a car was recently parked across it for a week. With no other spaces available and nothing we could do about it, we had to park in the village and I cannot tell you how frustrating it is to see the surrounding areas that have CPZs with ample free parking spaces while we on Iffley Turn cannot park outside our own homes due to all the non-residents parked here.

I note that feedback from the consultation shows that some residents in those parts of the proposed Iffley CPZ not affected by this parking and traffic chaos have objected, in particular residents of the Iffley Borders, and I sincerely hope they can be taken out of the CPZ rather than yet again being able to dictate to residents of Iffley Turn whether or not we get a much needed CPZ. I would also like to point out that the majority of church services and Iffley village hall events are either less than 2 hours or take place in the evening when non-permit holders can park freely and it should be pointed out that local residents who say they need longer to park by the church and village hall will of course be eligible for permits.

I would further highlight at this point that two of the aims of Oxfordshire County Council's own network management plan are to promote the introduction of resident parking zones to improve the lives of residents and to encourage the use of public transport by cutting down on opportunities for commuter parking.

To conclude, without a CPZ that will be it for Iffley Turn. Our residential area will continue to be a short and long stay car park for commuters and non-residents, leaving residents to live with the resulting parking and traffic chaos and with nothing we can do about it. Iffley Turn will remain far more dangerous and it will also be highly discriminatory, with the chaos we have to endure imposed on us by people who don't live in the area. Ultimately, the needs of residents who are directly impacted by this danger and chaos—and who urgently need a CPZ—must surely take priority over those who aren't affected and simply prefer not to have one.

Please note I have lots of photos and videos to illustrate the points I am making should you wish to see them.

Thank you for taking the time to read this statement.

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Danny Yee – Sheep Street ETRO – 14 Nov 2024

If the county is at all serious about its cycling trip targets, or about transport equity, it has to provide an accessible and inclusive north-south cycling route through Bicester town centre. This is essential both for local trips and for longer-distance ones, as it forms part of the National Cycling Network. It also needs to be possible for people to cycle to the shops and services on Sheep St.

If it turns out to be impossible, for whatever reason, for Sheep St to be used by people cycling, then the only real alternative is to implement a town-wide circulation scheme that includes a bus gate on Manorsfield Rd, reducing motor traffic there to levels that allow for safe, accessible and inclusive cycling.

There are other reasons for considering such a circulation scheme, but it would be considerably more controversial than a trial to allow cycling on Sheep St, as well as a lot more expensive. So I urge you to proceed with this trial and see how that works before considering more difficult solutions.

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Two-Way Cycling in Sheep Street - 12.11.24

I'm a Disabled person for whom cycling is easier than walking, and less difficult than driving. When I first came to Bicester I found the restrictions in Sheep Street problematic. Under the current arrangement, with a blue badge, I can get someone to drive me to the shops I use but I can't legally cycle there by myself. From my point of view this situation is ridiculous - but it appears that to most people, I'm the problem because I don't drive.

Observing what goes on in Sheep Street I became aware that if I worked or lived there I could also drive through it but would not be allowed to cycle to or from my home or my place of work. Which says to me that we value and trust people when they drive, but we don't value and trust the same people when they cycle.

We can't unpack here how we've become conditioned over years to distrust people when they cycle, but the outcome is we hold them to such a high standard of behaviour that it puts many people off doing it in the first place. And those that do are regularly chastised for finding a safe way through an environment designed primarily to accommodate motor vehicles. It's a vicious cycle that justifies not trusting them in the first place. The anonymity of driving is the safest option.

That gives the District and County Councils a massive problem in achieving their joint aims. Where I live in Northwest Bicester both the planning and the highway authorities are counting heavily on shifting people out of cars and onto buses and bikes. The bus that takes me to Bicester Village Station is hourly, doesn't run after 7pm, doesn't run at all on Sundays, and doesn't match up with the train times when returning. That means cycling is the best option, but the cycling ban in Sheep Street, my preferred route, has me fuelling the view that people who cycle can't be trusted.

So I support the County's view that permitting cycling in Sheep Street is a necessary step. However, I'm not sure the consultation process as it currently stands is the best way to engage with people on topics like this, and wonder if better ways can be found in the future?

Kevin Hickman, Bicester

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Paul Troop, Secretary, Bicester Bike Users' Group (BBUG)
Address to CMD 13 November 2024

A successfully integrating cycling with walking on Sheep Street would have significant benefits:

- It would allow people to safely cycle to and through the town centre to key destinations such as Bicester North and Bicester Village stations, thereby making the north and the south of the town accessible by another form of transport;
- It would support mental wellbeing and physical fitness;
- It would bring more customers to the town centre and enable them to dwell longer, bringing economic benefits;
- It would reduce traffic and noise; and
- It would help the environment.

Against that, concern has been raised at the proposal. This should be taken seriously, but given appropriate weight:

- It is mainly from the older generation who believe there will be accidents;
- It is predominantly from people who don't cycle or who are hostile to people who cycle;
- It is from people with little or no experience of integrating walking and cycling; and
- That experience which people have is of occasional cycling on Sheep Street in breach of the prohibition.

However, the evidence from numerous sources where integration has taken place, is that:

- Such concern is invariably unjustified;
- Objections subside once people have reasonable experience of how it operates; and
- Accidents are very rare, and if they do take place, are seldom serious.

Finally, we should also recall that this is only a trial, to gather evidence for the various views. If we do not hold a trial, we might miss appreciating the significant benefits that this would bring Bicester.

Therefore I would invite you, on balance, to approve the proposed trial.

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Addresses to Transport Delegated Decisions Meeting November 2024 Bicester Sheep Street Cycling Proposal

From: Robin Tucker, Co-Chair of the Coalition for Healthy Streets and Active Travel, Chair of the Oxfordshire Cycling Network.

We support the Experimental testing of cycling on Sheep Street in Bicester.

We are aware about concerns about this, and we agree with national guidance that in general walking and cycling should not mix. However, Sheep Street is wide, with defined pedestrian and carriageway zones, and some motor traffic is already permitted, notably on market days when this includes large goods vehicles.

The one analysis we know that analysed the risk to other road users from different modes of transport¹, shows that cycles were substantially less danger to others per mile than cars, and cars less danger than HGVs. So if the goal is reducing danger on the roads, then shifting motorised traffic to cycling is the way to go.

Considering the danger for people cycling, the alternative route of Manorsfield Road, is not suitable for most. It does not meet guidance levels for safety, because of traffic levels and lack of suitable infrastructure.

In summary, this scheme will reduce traffic danger for everyone.

The decision should be mindful of the benefits of cycling, most significantly: physical and mental health through physical activity, improvement in social equity due to better access for low cost transport, reduction in traffic congestion and reduction in climate change, in addition to the safety benefits already mentioned. There is also evidence, particularly from TfL and Living Streets, that people who cycle will bring more business to the shops and cafes.

It is important that this decision is based of evidence rather than feelings. We have seen cycling work safely in several other towns and cities, as set out in our submission. We believe Bicester's experience will be the same. But perhaps it will differ. So we agree the ETRO test, with monitoring for a period of months is an appropriate way forward.

¹ <https://injuryprevention.bmj.com/content/27/1/71>

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Danny Yee – St Clement's Bus Lane – 14 Nov 2024

This scheme has brought significant improvements for cycling, providing continuous cycle lanes for a much longer stretch of St Clements and removing the need to cycle around parked cars in the presence of dense motor traffic flows. So Cyclox supports part a) of this decision, making these measures permanent.

However we wish to express some concerns about the way this scheme has been brought forward and evaluated, and would like part b) of the decision modified.

Since this scheme significantly affects cycling we find it startling that cycling is not mentioned in the motivation or background. It is good that cycling flows on St Clements have increased during the course of the trial, but that data seems to have been collected only "to provide reassurance that cyclist and pedestrian flows have not been adversely affected", whereas the goal from the outset should have been to improve cycling, not just to not make it worse.

Part b) of the recommended decision is to "Instruct officers to review the need for the bus lane following the introduction of the trial traffic filters". We oppose this unless it is modified to say something like "review the need for the bus lane and continuous cycle lanes".

The traffic filters may reduce traffic to the point where the bus lane is not necessary, but will not reduce traffic to the point where most people will be willing to cycle mixed with motor traffic. Cycle Infrastructure Design (LTN 1/20) suggests a threshold of 2500 motor vehicles per day for that.

And this scheme is one of a number of schemes which significantly affect cycling but which have been pitched entirely as bus schemes: others include the removal of parking on Abingdon Rd and the (still under consultation) proposal to remove parking on Hollow Way. All these schemes can be seen as implementing Action 6 of the Central Oxfordshire Travel Plan - "to remove on-street public parking where necessary on corridors identified in the strategy as either being active travel Primary Routes or situated on core bus routes" - but none of them acknowledge that.

Such schemes should be considered from the outset as both bus and cycling schemes, and their evaluation and monitoring should reflect that.

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Addresses to Transport Delegated Decisions Meeting November 2024 Abingdon Bath Street Parking Proposal

From: Robin Tucker, Co-Chair of the Coalition for Healthy Streets and Active Travel.

Bath Street in Abingdon is a vital link between the centre and south of the town and several schools and the college that are located on or near Bath Street or Wootton Road.

Abingdon already suffers from too much traffic, and the arrival of 2000 houses in North Abingdon is not going to help that situation, so the developer funding for cycle routes on this road was welcome. Following approval of the Bath Street cycle route scheme itself in February 2024, we have been glad to work with the engineers on some of the design details to get the best out of the limited road space. As is often the case, it won't be perfect, but I think it is the best that can be done within the current constraints.

Part of those constraints was a reduction in the number of parking bays, and the February meeting agreed that a parking review would be conducted. This identified potential issues for some residents, and we consider the in parking provided by this proposal as a reasonable outcome at this stage.

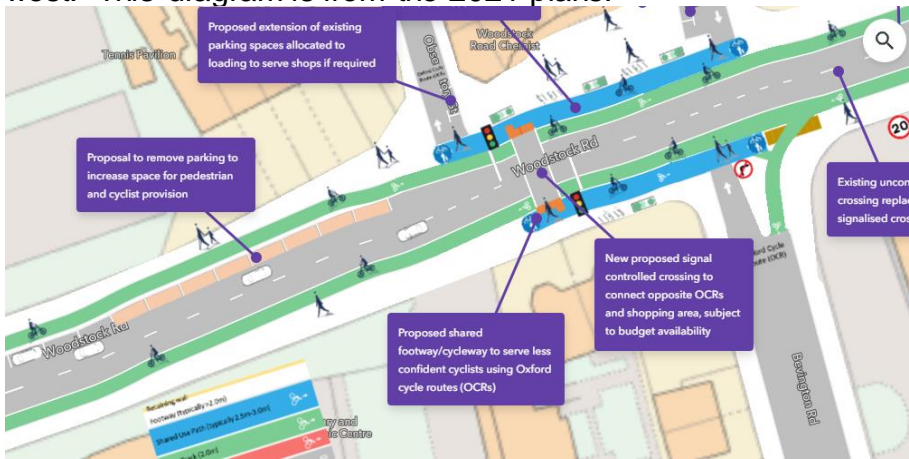
For the longer term, the Council should consider a countywide strategy for the range of uses of valuable kerbside space, which may include further improvements to sustainable travel, climate change mitigation, or civic amenities beyond the free storage of private vehicles. This could follow the direction of Kerbside Strategies adopted by an increasing number of forward-looking councils.

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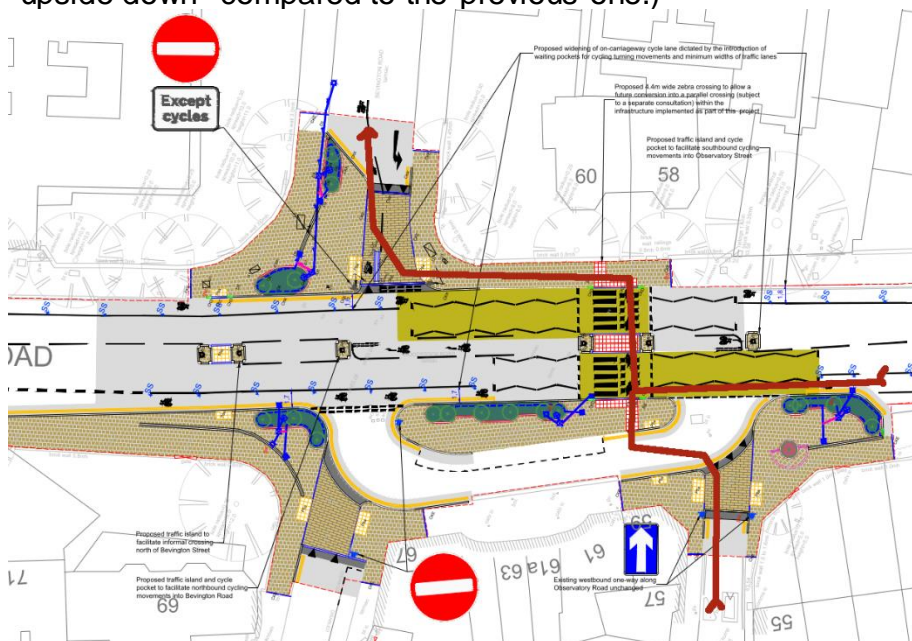
I am speaking on behalf of both Cyclox and Oxfordshire Liveable Streets.

This is a case where funding deadlines have forced both construction and planning to happen too fast for proper consultation or coproduction. This crossing was originally planned as a zebra crossing but is being changed to a parallel crossing at the very last moment.

The problem is that, because of this, the features that would allow proper utilisation of a parallel crossing are missing. This can be seen by looking at the plans for Woodstock Rd created in 2021, which had a toucan crossing in a similar location. Those plans had provision for contra-flow cycling, to allow people to cycle from the crossing to Bevington Rd on the east side and Observatory Rd on the west. This diagram is from the 2021 plans.



Without that, this crossing will encourage people to cycle on footways that have no cycle tracks marked to authorise cycling or to warn pedestrians to expect people cycling. There is also nothing at the Bevington Rd exit onto Woodstock Rd to alert drivers to the possibility of people cycling approaching from their left. This diagram shows the design of the current scheme, with one of the potentially dangerous movements, cycling from Observatory St to Bevington Rd. (Note that this diagram is "upside down" compared to the previous one.)



In general, parallel crossings should be used to connect cycle tracks on either side of the road, not cycle lanes, as direct use of crossings from cycle lanes will be unpredictable and dangerous. Imagine someone cycling north along Woodstock Rd wanting to turn right onto Bevington Rd. The current plans provide an island protected central waiting space (with a cycle symbol and turning arrow). A parallel crossing would create a second option, turning out of the cycle lane onto the crossing, and then either cycling on the footway to get to Bevington Rd or cycling contraflow on the carriageway cycle lane. (It may be argued this is not the intended use of the parallel crossing, but what then is the purpose of having it at all?)

Turning directly out of the cycle lane onto the crossing is not safe. People driving are not going to expect people cycling on the left of the road to turn right across them. And if people cycling stop to wait for a gap in the traffic, it will look like they are stopping to let a pedestrian cross rather than trying to use the crossing.

So we think this should be left as a zebra crossing. If it is to be made into a parallel crossing, then it needs to be accompanied by measures to allow it to be legally used - most importantly support for contraflow cycling connecting it with Bevington Rd and Observatory St.

This illustrates a broader problem with Oxford's cycling infrastructure. Too often there are two or three - in some locations as many as six - ways for people cycling to make turns or crossings. This is a wayfinding problem for people cycling, but also a source of danger, because it makes it difficult for everyone else - pedestrians, drivers, and other people cycling - to know where to expect people cycling to be and understand where they are likely to go. We need designs where there is one simple and clear (and safe and expeditious) way for people cycling to proceed.



Addresses to Transport Delegated Decisions Meeting November 2024 20mph speed limit proposals esp. Radley

From: Robin Tucker, Co-Chair of the Coalition for Healthy Streets and Active Travel.

We strongly support this Council's locally driven approach to 20mph speed limits. Budget and resource have been allocated, and every elected town or parish council, with their county councillor, has been able to come forward with a proposal for a scheme. We understand that the county is now approaching 300 applications and is well over 200 schemes approved.

The evidence for 20mph schemes making roads safer is very strong. There is academic evidence from a combining 70 studies of 40 cities, which shows that the lower speed limits reduces collisions and serious casualties by 25 to 30%, and also improve emissions, noise, fuel consumption and traffic congestion. The latter might be surprising to those who confuse speed with flow, but it is achieving smoother traffic flow rather than stop-start that does it. Early results from Oxfordshire are also encouraging.

On the schemes proposed today, they generally map on to the inhabited parts of the villages very well, and we support them.

However, we are concerned about **Radley**, which is proposed as a minimal scheme only affecting most minor streets. We consider that the boundaries of this consultation were set too narrow, these omissions are inconsistent with the outcomes in other villages, and would leave people in and passing through Radley exposed to higher levels of road danger.

We believe that the consultation should also have considered:

(a) the loop around the village, Foxborough Road and Church Road, which is vital for accessing the primary school, for Abingdon residents cycling the 2 miles to the station. This is part of NCN5, and no infrastructure improvements are currently proposed so it needs to be 20mph to meet safety standards.

(b) The stretch of Whites Lane that includes residential frontages, the sport centre, Radley College and will have two parallel crossings for the new cycle track being funded by Pye Homes. The 20mph here is to protect people using those crossings, the sports centre and college, and residents.

Now that the safety of 20mph schemes is proven, we suggest this is reconsidered and reconsulted with these streets included before the scheme is implemented.

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Statement – Clifton Hampden 20mph Speed Limits (CMDTMT – 14 Nov)

I live on Oxford Road in Clifton Hampden. We have only lived on the street for 2 years but unfortunately we have now sold our house due to the unbearable traffic and road conditions.

Congestion aside, we are confident that 30mph is simply not safe. Many of the driveways on the road have to pull out blind onto Oxford Road. We have a mirror to increase visibility down the road, but even still cars are travelling too fast down the street, and we have had several near misses since living here. It's only a matter of time before a serious incident occurs. We understand that earlier in the year a car did crash into one of the properties on the street demonstrating this is not a safe road.

Walking down the street feels unsafe. Many residents have dogs and children, and we often have to stop and step into someone else's driveway to feel safe when large SUVs or trade vehicles come down the road. This often discourages us from walking to the local facilities such as the village shop or pub. Clifton Hampden on paper is an idyllic riverside rural setting with a fantastic community, but unfortunately the road conditions make this far from reality, so we are very disheartened to leave.

I urge the council to put the residents who live in Clifton Hampden at the forefront of their decision. Clifton Hampden must have safer roads.

Kay Dale and Steven Fountain.

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Mrs Sharon Groth FSLCC fCMgr
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Clr Owen Collins
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To: 20restrictions@oxfordshire.gov.uk

From: Witney Town Council – Climate Biodiversity & Planning Committee

Hailey Village – Proposed 20mph Speed Limit

As a neighbouring parish where lower speed limits were introduced in 2022, Witney Town Council supports the introduction of 20mph speed restrictions in Hailey village which will help provide continuity for residents of Witney and West Oxfordshire. Its introduction would also improve safety for cyclists and pedestrians in the area and compliment the proposed active travel proposals for the Hailey Road corridor which are detailed in the Witney Local Cycling and Walking Infrastructure Plan (LCWIP)

A reduction to 20mph helps realise Oxfordshire County Council's Vision Zero approach that, no human being should be killed or seriously injured as the result of a road collision; whichever mode of transport you are using. As stated in their Vision Zero Strategy, 'At 20mph a pedestrian is likely to survive an impact with a motor vehicle whereas at 30mph the pedestrian is significantly more likely to be killed.'

Additionally, evidence published by the Welsh Government in June 2024, where a 20mph limit is implemented nationally, shows casualties have reduced on roads since the introduction of the 20mph speed limits in 2023.

The Town Council extols the benefits of 20mph speed limits which result in a healthier and safer walking, cycling, and driving environment. In Witney, Community Speedwatch sessions carried out in 20mph areas is showing evidence that tolerances to the 20mph limits are better than perceived.

Lastly, should the proposed North Witney Strategic Development Area proceed then this will bring Witney much closer to Hailey Village emphasising the need for consistency in the speed limits.



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Danny Yee – 14 November 2024

We (Oxfordshire Liveable Streets) and CoHSAT objected to elements of this scheme.

The officer response to our objections says that Whites Lane and Kennington Rd will be getting an off-carriageway cycle track. However, this track will need to cross the main road three times, all of which will be danger points which would be safer with 20mph speeds. And most of this cycle track will have no buffer from the carriageway, which is acceptable with 20mph traffic but not with 30mph traffic, especially with a two-way track which will have people cycling directly towards oncoming motor traffic and its headlights.

The other points we raised were not addressed in the response. Even people who oppose 20mph speed limits often support them outside schools. Why are the stretches of road around the Radley College entrance and Radley primary school not being changed to 20mph? This relatively short stretch of road has had two serious injuries in the last four years. And Church Rd and Foxborough Rd are essential parts of accessible and inclusive cycling routes from Kennington and Abingdon to Radley station.

Involving parish councils and local councillors is important, but they can't be the only people to get a say in decisions about the safety and accessibility of routes used by people outside the area, which are also important for both the Vision Zero and LTCP trip targets. In this case I have been told that if a different selection of parish councillors had turned up to a meeting a rather different 20mph request might have been made!

It is unrealistic to expect parish councillors to have read and understood the LTCP, LTN 1/20, the plans for the housing developments, and other such documents. So we urge you to approve this scheme but to delay implementation and ask the parish council to reconsider broader 20mph limits, perhaps with a briefing from officers explaining the road danger and cycling accessibility concerns.

It is too late here, since the consultation has already happened, but I have seen other 20mph schemes where officers have modified proposals from parish councils because they were deemed to be too wide in scope. It should be possible to modify, or at least reconsider, proposals from parish councils that are too narrow in scope.

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