CABINET – 15 MARCH 2022

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Cabinet Member
1. COUNCILLOR MICHAEL O'CONNOR In light of the recent fatal crash at The Plain, could the Cabinet member let us know what they are doing to make meaningful change? This is the second cycle death in Oxford as a whole this year. The Plain was ranked the second most dangerous intersection in the UK in 2017 and hasn't improved much since. Indeed, there were more serious accidents 2015-19 than 2009-15 – 55 to be precise according to Crash Map–despite re-designs and tweaks. I know that a lot of people felt anxious about cycling on The Plain. Even more feel this way now.	**COUNCILLOR TIM BEARDER, CABINET MEMBER FOR HIGHWAY MANAGEMENT** Thank you for this question and I want to put on record that I share your frustration and the pain of the wider community that we keep reading about the deaths of vulnerable road users on our roads. I understand that Cyclox are very keen that the County adopts Vision Zero. Transport for London have already adopted this policy structure and in doing so have joined an increasing number of major cities around the world who are taking a stand to end the toll of deaths and injury seen on their roads. They have committed to eliminating all deaths and serious injuries on their transport network by 2041 and we must do the same and probably sooner. We have the Local Transport and Connectivity Plan out for consultation now and I would personally like to see Vision Zero adopted for Oxfordshire in that policy framework. But I also understand that there is a strong consensus that we need to take some immediate actions and the County's Cycle Champion, Cllr Gant, has led the way on this with the Corporate Director of Environment and Place, Bill Cotton.

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	Together they have instigated two site visits to the Plain and Oxford Parkway to be held in the next couple of weeks where we will examine again, with our Highway Officers and Cyclox representatives what can be done.

I think we need to accept and tolerate the fact that safety measures might slow down and or possibly restrict other modes of transport, but we must believe that fundamentally it is neither inevitable nor acceptable that anyone should be killed or seriously injured when travelling in Oxford. All our residents should be able to leave their homes each day feeling safe and confident about the journey ahead.

Oxfordshire's Fair Deal alliance will prioritise that above trip numbers, flow rates or any other metric that might otherwise determine a 'successful' road. |
| **2. COUNCILLOR IAN MIDDLETON**

A recent consultation in my Division on the redesign of the A44 between Cassington and the Loop Farm Roundabout appears to be flawed and incomplete.

The project includes the provision of a bus lane as part of a proposed 'rapid transit system' that was a fundamental element of the Cherwell local plan partial review. However, restrictions at two 'pinch points' along the route - a canal bridge and a railway bridge – brought the viability of these proposals into question.

Briefings prior to the consultation included proposals to deal with these problems by means of a bus gate on at | **COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL & DEVELOPMENT STRATEGY**

We will investigate the issues you have raised and provide you with an explanation as soon as possible. |

Questions	Cabinet Member
least one of these bridges, but these are not shown on the plans attached to the public consultation, nor are they mentioned in the description. This would seem to be a fundamental omission. If these bus gates are to be included in the design, respondents to the consultation should have had the opportunity to comment on them. I have asked officers why the bus gates we omitted but have been unable to get a clear answer. As the consultation has now closed, can the cabinet member please undertake to investigate this matter and revert to me with an explanation as soon as possible, preferably before any works connected with this consultation are programmed?	