

***Delegated Decisions by Cabinet Member for Highway
Management***

20 July 2023

Speakers

Written Statements Received

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Address to Highways Decision Meeting, July 2023 re Banbury LCWIP – Robin Tucker, Co-Chair, CoHSAT, Chair, OCN

An LCWIP is a key document to aid the walking, wheeling and cycling development of a town. It identifies the schemes that will be candidates for funding from DfT, developers the council or other sources.

The Banbury LCWIP has had a somewhat troubled history, but we are glad to see that it has emerged at last, and in good form. Schemes from this will be implemented in the future, and we should remember the efforts officers, consultants and stakeholders who contributed to the plan that set out the vision that made them possible.

Banbury is not a large town, but it is not very friendly for walking and cycling. This plan shows how a transport network of 25 routes can be developed in the town and between neighbouring villages to change that. The proposed network would allow travel by walking, wheeling and cycling that would save residents all money, benefit health and help the climate into the future.

We support the approval of this plan, but of course what we really would like to see is these routes being funded and implemented, to improve people's journeys and lives. We look forward to these next steps.

*Robin Tucker
Co-Chair, CoHSAT
Chair, OCN*

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Dear committee services

I won't be able to attend the highway cabinet meeting on the 20th of July 2023 10am .

Can the following be noted as a local member for Banbury Ruscote

A lot of Oxfordshire County Council officers time including councillors time to get to the final decision on Banbury Local Walking and cycling infrastructure plans the process has taken in public consultation local . Banbury councillor views from Cherwell District council, Banbury Town Council and north Oxfordshire county councillors from all political affiliations .

I wanted to fully support the proposal for Banbury LCWIP as the best for Banbury and my constituents and take time out to personally thank Officers like Jacqueline Cox and many other officers for their hard work.

Councillor Mark Cherry
Labour Cherwell Group Whip
RHHN Community Forum Chair
Member for Oxfordshire County Council Banbury Ruscote
Member For Cherwell District Council & Banbury Town Council Banbury Ruscote

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Agenda Item 6

My name is Debbie Hopkins, and I am an associate professor of human geography at Oxford University.

I am both a scholar of transport decarbonisation, and a resident of Barns Place.

Barns Place is a community of 40 apartments including a high proportion of affordable housing. It is in Temple Cowley, less than half a mile from the ring road.

The proposal to remove parking permits eligibility from Barns Place reflects a problematic blanket approach to parking allocation which will reinforce housing inequity.

Permit parking is described on your website as being to protect local residents from commuter parking.

It is contested in our part of the city with some communities rejecting their installation.

The decision to exclude Barns Place was flawed from the outset.

Car-free developments are increasingly popular, incentivise the development of apartment buildings, have sustainability benefits, and are part of the LTCN.

But they should be a carrot, not stick, in transport policy.

The priorities behind and benefits of zone parking and car free developments have become muddled in the present issue.

Sustainability was mentioned in the report from the Corporate Director Environment and Place.

I suggest this is a flawed assessment. Sustainability needs to be understood more holistically, as social as well as environmental.

The present issue also reinforces asymmetries in the Oxford housing market.

Barns Place flats cost from £250k; £100k cheaper than the city average for flats.

Houses on Fredrick, Knowles, Boswell and Bailey Road – the roads directly behind Barns Place and the roads on which residents might park - sell for over £400k.

Significantly, there are **188 houses** on those four roads, **180** of these have private off-street parking on top of that, they are able to access **TWO** parking permits per household and visitor parking for the roads.

There is not an issue of overcrowded parking on these roads. Yet parking is to be denied to the small number of Barns Place residents who use them.

That permits are removed from Barns Place, but approved for flats in Jericho speaks volumes.

Many residents of Barns Place work for the HNS and in care jobs, in jobs that require a vehicle to see patients in their homes.

Car clubs are not a solution for people in these jobs – despite being suggested in the letters we received.

Car clubs are there to reduce second car ownership – yet your policy allows some houses 3 or more cars, and denies apartments even 1.

The council needs to rethink its position. And this starts with you today.

It isn't fair, it isn't just, and it shouldn't be thought of as a decarbonisation nor sustainability.

While a city without the need for private vehicles is an aspiration you and I share, Oxford is a long way from realising this.

You will not solve Oxford's transport issues nor be acting sustainability by recommending the removal of these permits.

You will be damaging our community and exacerbating inequalities and I urge you to think carefully before making your decision.

Thank you for your time.