

# **Delegated Decisions by Cabinet Member for Transport Management Tuesday, 24 June 2025**

## **ADDENDA**

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

The question and answers can be seen in the attached Addenda.

**3. Petitions and Public Address** (Pages 3 - 12)

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.

### 1. COUNCILLOR MARK CHERRY

With the welcome news that Oxfordshire County Council contractors will be undertaking gully clearance in Banbury Ruscote on 1st June 2025. My urgent question is that I take it contractors will work in tandem with road closures to move cars to allow for gully clearance.

The following roads Bath Road, Kings Road, Queens Road, Bretch hill, Edinburgh Road, Park Road, Mascord road, the Fairway Road, all have parked cars. That would make it impossible to clear all the storm gullys otherwise.

I have spent extensive time during the past 12 months putting in FixMyStreet reports to this effect as very few roads other than Orchard Way or Woodgreen Avenue, where there are no parked cars and the contractors lorries can simply go up and easily clear the gullies.

I look forward to your response on this matter.

### COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT

Information on the gully emptying programme can be found on the council's website and I can confirm that the council's contractor will give advance notice of planned gully cleaning dates to the public, residents, businesses, and others. This will be done via means such as leaflet drops and advance notices to minimise the risk of parked vehicles and obstructions. However, unless unavoidable, road closures will not be used. In the event of parked cars preventing cleansing works from taking place, then our contractors will return, following further notification, a second time. If this visit is not successful then enforcement action will be considered as a last resort.

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Living on Banbury Road two houses from the corner of Belbroughton Road, I am familiar with the road usage in this particular area and all the complications at the Belbroughton Road/Banbury Road junction.

- The exit from Belbroughton Road on to Banbury Road only permits a right turn on to Banbury Road which creates frequent delays during busy periods
- There is a pedestrian crossing controlled by light on Banbury Road immediately to the left on exiting Belbroughton Road which creates frequent delays during busy periods
- Oxford High School is at the bottom of Belbroughton Road which creates significant and above normal traffic flows at the start and at the end of the school day
- Due to Oxford High School there are daily coaches coming in and out of Belbroughton Road from/to Banbury Road and coach parking bays are now in place at the top of Belbroughton Road near Banbury Road. The size of the coaches, whether parked or moving, creates congestion during busy periods particularly on the junction with Banbury Road

The proposed SRET for Belbroughton Road will narrow the junction and inevitably lead to greater delays at the junction. SRETs are designed to make roads and pavements safer for all road users and especially pedestrians, cyclists and scooter drivers. However given the behaviour of all users of the road and pavement which I have frequently witnessed, the plan is likely to make the junction more dangerous for everyone. This will be the case especially during busy periods when frustration grows on the part of everyone including pedestrians. I was hit by a young cyclist recently whilst trying to cross Banbury Road at the Belbroughton Road junction but I could not see her and she could not see me due to a coach part way out of Belbroughton Road and traffic at gridlock.

The Belbroughton Road junction is much narrower than all the other proposed SRETs on Banbury Road and its further narrowing will be dangerous – I know this as I have lived at our house for 25 years and every day see the issues.

As a final point I am at a loss to understand why there is no proposed SRET for Bardwell Road given how wide that junction is compared to Belbroughton Road. I do wonder if this is due to the number of coach movements caused by The Dragon School?

I urge the Cabinet Member for Transport Management to reconsider the Proposed SRET for Belbroughton Road.

Submitted 19 June 2025

**Mark Chambers**  
**118 Banbury Road**  
**Oxford OX2 6JU**

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**Address to Transport Decision Meeting, June 2025  
– Robin Tucker, Co-Chair, CoHSAT  
Side Road Entry Treatments – Banbury Road and Iffley Road**

The Council's unanimously approved Local Transport and Connectivity Plan, its highest level transport policy, puts pedestrians at the top of the transport user hierarchy. And yet, through the accumulation of car-dominated design practice over the last sixty years, at almost every road crossing they are relegated to the bottom.

That has led to a city choked with cars, a horrendous injury toll that is astonishingly normalised by many, and a climate that is disintegrating in front of our noses.

It's time to change this, even if we have to start one street corner at a time. That is why we are so glad to see these continuous pavement proposals that put pedestrians first, and reinforce the Highway Code priorities.

We share Cyclox and OLS concerns that these SRETs may not be compatible with high quality cycle tracks on Banbury Road. A proper plan for this corridor, linking Oxford centre to Summertown, new housing and Kidlington, is essential.

On these designs, we particularly like the rain gardens, which provide a visual and tactile cue to pedestrians that a crossing is approaching, a visual cue and narrowing in addition to the ramp to nudge drivers to slow down, and provide a bit of sustainable urban drainage depending on how the cambers are constructed. They'll also look better like the new ones at the south end of St. Giles. The Cyclox/OLS response notes some specific design issues, and if approved, we'll be happy to engage on those at the next stage as suggested by officers in paragraph 55.

These designs are well suited for low traffic, low speed streets and we hope that you will work towards a standard set of SRET designs for a few types of side street rather than working from scratch each time. Based on extensive research by Living Streets, different designs, with more indication of a carriageway become more appropriate if the side road has more traffic.

In conclusion, we support these plans, and we hope you approve them for detailed design and implementation, and that the result becomes part of a set of Oxfordshire standards.

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I advocate for road safety, particularly for vulnerable children and adults. I am writing in support of the proposed traffic calming measures and changes to parking regulations on Canada Lane in Faringdon. I would like to provide additional evidence to support the importance of these changes.

There have been numerous instances where vehicles are parked illegally on double yellow lines. This not only creates hazardous blind spots for drivers but also obstructs access to designated crossing points—making it extremely difficult individuals using pushchairs, wheelchairs, or walking aids to cross safely.

In this neighbourhood, risk assessments such as, ambulances navigating this road, elderly individuals using mobility scooters, and parents walking young children in prams. These essential users of the footpath and crossings are often put at risk due to inconsiderate and illegal parking.

Additionally, Canada Lane is regularly used by business traffic, including HGVs and the town circular bus. The estate itself is a busy residential area. The introduction of traffic calming measures would significantly benefit the community by improving safety for all, especially our elderly, disabled, and young residents.

Sadly, speeding is a recurring issue on this road and has led to several near-miss incidents. These could have been avoided with appropriate traffic control and enforcement.

I urge you to consider these points when evaluating the proposal. Implementing these measures is not just a matter of traffic management—it is a matter of community safety.

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**Address to Transport Decision Meeting, June 2025  
– Robin Tucker, Co-Chair, CoHSAT  
A420 and Oaksmere Proposed Speed Limits**

The A420 is one of Oxfordshire's most dangerous roads. There are frequent crashes, some with horrific results, and many more of them cause substantial delay and disruption.

Speed is a major factor. It is noted as a causal factor in 35% of road deaths – over 500 a year across Britain. It reduces observation time and reaction time, contributing to other causes. And it increases the severity of any collision.

That's why we are pleased to see this Council taking the lead towards in the move towards safer speed limits as part of its Vision Zero programme.

For this stretch of the A420, it makes incredible safety and environmental sense to ask drivers to maintain a steady speed before and after the Tubney Wood roundabout rather than tempt them with an acceleration from 50 to 70 for 500 metres, see how fast you can get round the roundabout, back to 70 for another 400 metres and then slow to 50 again. It's really no surprise that there have been 9 crashes on this stretch in the last 10 years.

We note that the vast majority of consultation respondents agree. We appreciate that a consultation is not a referendum, but many of these people live in the local area and will have directly seen the consequences of over-fast driving around this roundabout.

They, like us, also support the speed reduction into Appleton village.

We hope these will be approved and implemented.

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Good morning. I am one of approximately 100 residents of Parklands Manor and it's 44 properties on the A420 at Besselsleigh, south of Cumnor and north of Tubney. In 2024, there was a pedestrian fatality near the Greyhound pub, where excess speed was a contributing factor

Through the addition of courier and trade vehicles, several hundred movements a day are generated on a daily basis by Parklands Manor. Planning permission was contentious in 2018 with the entrance design constantly changing, but seemingly without consideration for increasing traffic volumes and excessive speed

**For the entrance of Parklands Manor to remain within a busy road at the national speed limit surely cannot be right!**

Last year OCC moved Besselsleigh signs to their correct position on the Parish boundaries, but this did not address the problems of safe access and egress to Parklands Manor, for both vehicular and pedestrian traffic. The hazards are enhanced further during the hours of darkness or inclement weather.

Both Besselsleigh Parish Meeting and various Vale of White District Councillors, including the current leader, Bethia Thomas have acknowledged our issues and supported our campaign for speed reduction to improve safety

**An extension of the 50 mph speed limit zone is a clear and obvious step. To be effective it has to be supported by constant enforcement through ANPR camera control.** The suggestion of average speed camera deployment would give a clear message to the many drivers and weekend joyriders who regularly use speed and confusing road markings to pose risks to our residents and other road users. Stagecoach bus drivers would definitely appreciate 50mph limits!

A further point to take into account is pollution. We enjoy relatively clean air, but suffer noise pollution created through a combination of excessive speed and a raised road surface that should be replaced with material to reduce the noise generated from tyre noise – a reduction in speed will reduce noise pollution

Peter Richardson

Parklands Manor

Thursday, 19 June 2025

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