

Delegated Decisions by Cabinet Member for Transport Management

Thursday, 10 October 2024

ADDENDA

- 2. Questions from County Councillors** (Pages 1 - 2)
See questions and responses below.
- 3. Petitions and Public Address** (Pages 3 - 6)
See written statements from members of the public below.

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DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT – 10 OCTOBER 2024

ITEM 2 – QUESTIONS FROM COUNTY COUNCILLORS

<p>1. COUNCILLOR MARK CHERRY</p> <p>Whilst I appreciate Oxfordshire seen a lot of storms and heavy rainfall of late, can I draw your attention to the ongoing issue with the overcapacity storm drain outside 51 the fairway? This location has seen flooding over the last two- or three-years. Highways engineers have inspected and found some sort of blockage in the storm drainage and there has been ongoing liaison between the County Council and Thames Water, but we are still awaiting a schedule of excavation works.</p> <p>Would the Cabinet Member keep local Banbury Ruscote ward councillors in the loop on when this issue will be resolved?</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>You are right, the County Council and its contractors are dealing with many challenges and requests regarding drainage matters. Oxfordshire County Council are only responsible for the highway gullies and connections, the wider drainage system is owned and managed by Thames Water. I can confirm officers are liaising with Thames Water, but the resolution is very much with them. I have asked officers to keep you informed of progress made and to share any updates on timeframe for repairs when they are informed of this by Thames Water.</p>
<p>2. COUNCILLOR MARK CHERRY</p> <p>Can the Cabinet Member for Transport Management, Cllr Andrew Gant, note that the area from 276-264 Warwick Road continues to</p>	<p>COUNCILLOR ANDREW GANT, CABINET MEMBER FOR TRANSPORT MANAGEMENT</p> <p>I can confirm that work orders have been raised to clear the gullies outside 276 Warwick Road. However, these gullies are connected to the Thames Water surface water sewer which may be out of capacity</p>

<p>flood as there is root ingress in a lot of the old storm drains from the trees? Consequentially flood driveways of resident who have had to put up with this situation for over eight years. Can the Cabinet Member assure me that funding will be available to rectify this long running issue?</p>	<p>at times. Therefore, we cannot guarantee that removal of the root ingress will fully resolve the issue. With downpours of exceptional volumes of water, such as happened recently, flooding may still occur as systems become overwhelmed by the sheer volume of water coming down in a short timeframe.</p> <p>The budget priority for drainage maintenance that is the responsibility of the county council is risk based and targeted at the many locations that are in flood prone areas and that have experienced highway flooding.</p>

Questions are listed in the order in which they were received. Should any questioner not have received an answer in that time , a written answer will be provided.

Agenda Item 3

Written Statements – Delegated Decisions by Cabinet Member for Transport Management (10 October 2024).

7. Oxford City Cycle Parking Improvements 2024

Reviewing most of the proposed documents, I have to say the cycle spots seem quite well considered. The only place I'm not convinced about is the space nearest us, (marked 'Cycle Racks 2') opposite the library, where there are already ample spaces, and where parking is already slated to be heavily cut back for the contra-flow cycle lane to be added. From the perspective of our business, the few remaining short-term spaces are often filled with residents all day, meaning there is very little opportunity for customers to legally park, pop in and pick up cases of wine. Removing a resident's space will put even more pressure on these spaces and reduce those opportunities further. By contrast, cycle parking is amply provided for, and our many cycle customers park either in the library, or simply lock to themselves for the few minutes they're in the shop. I would propose removing that space from the plans, leaving the one further down South Parade ('Cycle Rack 1') for later evening North Wall patrons to use in addition to the library spaces.

Michael Jelley
Director – Grape Minds.

9. A420 Faringdon and Shrivenham Bypasses – Proposed 50mph Speed Limits

I know that the consultation on the A420 Oxford to Swindon Road Corridor has now ended. However, I wanted to pass this email on by way of showing support of Cllr Gant's proposals to improve the road safety.

As a District Councillor for Faringdon (along with colleague Cllr Bethia Thomas), I hear daily of residents' concerns over the safety of the road. I know over the years various ways of reducing the speed limits around Faringdon have been considered – therefore these proposals have my full support. I am particularly in favour of the reduced speed limit to 50mph away from the national speed limit.

It is great to see action, particularly as some of the methods rely on developer money such as at the Great Coxwell exit, so make earlier remedies is welcomed and would be appreciated by residents.

Cllr Lucy Edwards,
Faringdon Ward – Vale of White Horse District Council

9. A420 Faringdon and Shrivenham Bypasses – Proposed 50mph Speed Limits

The housing developments in Swindon, Highworth, Shrivenham, Faringdon and the whole surrounding area has increased traffic so much that the connectivity is being "stretched" beyond endurance within the existing infrastructure. The A420, when it was detrunked by the Labour Government in 2003 was a decision taken at the time as it was considered that the road only carried local traffic - this most definitely isn't so. Car travel for business and school bus transport from villages close to Faringdon is essential as there are no public bus services for example in Fernham, Buscot, Eaton Hastings, Coleshill and other villages - equally, traffic from across the Wiltshire and Gloucestershire borders has increased too, with housing growth that has been experienced likewise in these two counties. As we all know drivers will find a route and the village of Gt Coxwell is seen as an excellent "shortcut" from the B4019 from Coleshill through to the A420. It is to be remembered that the Faringdon Division lies adjacent to the county boundaries of Gloucestershire and Wiltshire.

Road safety is so important - and the slowing down of the traffic is also important. I recognise that the proposed 50mph speed limit which in itself is not the complete panacea as accidents will still happen but, slower speed makes accidents less severe, and I whole heartedly support the proposal. Access onto the A420 is horrendous and the planned for new A420 Great Coxwell Turn Layout/installation of traffic lights will break the flow of traffic making the the whole area a lot safer. Traffic will be able to turn onto and off the A420 at the Gt. Coxwell junction. The Steeds South Development with the planned for new A420 Gt. Coxwell turn layout/installation of traffic lights is essential. I was advised by officers, that the VWHDC secured the highways contribution through a bipartite agreement and they now hold the sum of £864,653 (index linked) towards the cost of the Works together with any traffic orders that may be required and maintenance of traffic lights in connection with the works etc.

Judith Heathcoat
Honorary Alderman – Oxfordshire County Council.



Addresses to Transport Delegated Decisions Meeting 10 October 2024 Abingdon: Faringdon Road Zebra Crossing

I am Robin Tucker, Co-Chair of the Coalition for Healthy Streets and Active Travel, and a resident of Abingdon, living than 5 minutes cycling from the proposed crossing.

The need for this crossing to aid healthy school travel is evident to anyone familiar with this area. Secondary students, who are mostly capable of independent travel by walking or cycling, many need to cross the road at some point, but Faringdon Road sees 4 to 5 thousand vehicles a day, peaking at school times. So a crossing will make things safer for children, and rightly give priority to the pedestrians at the top of the road user hierarchy.

You can see the massive support for the scheme in the consultation responses, with 64 in support and only three against, and one of those objections has been resolved by altering the position of the crossing in response to the consultation.

The other two objections concern high amount of traffic on the road, and the high number of people walking to the school. The first is an undesirable outcome of our current unsustainable transport system. It afflicts Abingdon and other towns almost as much as it affects Oxford. It is unsustainable, on many dimensions, and soon someone is going to have to act upon it.

The second, pupils walking to school, is exactly what we should hope to see at any thriving school. Evidence shows they will arrive more energised, more productive, and better able to learn, and we should commend the schools for having so many of their pupils walk.

9-13. 20mph (and other) speed limit proposals

I am Robin Tucker, Co-Chair of the Coalition for Healthy Streets and Active Travel. We have been very supportive of this Council's locally driven approach to 20mph speed limits. Budget and resource has 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. Some have come forward with whole town or village schemes, to maximise safety. Others have preferred to prioritise HGVs travelling at 30mph through their town centre at all hours, despite the impact on school travel and sleep.

Over 200 schemes have been approved, and over 150 have been implemented. On Monday, my cycling commute took me through Culham village where the signs were being put up for another. This we think is a model for other Councils.

But any scheme is only as good as its results. So we awaited the DfT release of the road casualty statistics for 2023, two weeks ago, with interest. In Oxfordshire, combining 20 and 30mph roads, casualties had dropped by 26%. Now we can't link that fully to the 20mph programme, partly because any one year's results may fluctuate, and partly because 2023 captures a part-year result for many schemes, but the indication is very promising. It may be possible for someone to analyse specific locations by dates to get a better indication of impact.

But a one-quarter reduction in injuries from road crashes would be very consistent with wider findings, whether you look at Wales, London, Edinburgh or a meta-study of 40 cities. In addition, benefits have been seen in Emissions, Noise, Fuel consumption and traffic congestion.

So we come to the 5 schemes proposed today. Once again, officers have done an excellent job in translating parishioners' wishes for safety into practical plans for zone extent and signage placement. Consultations are not referendums but seek to identify potential problems, even so, is notable that every one of these schemes has a majority of consultation responses in favour of the schemes, from 58% to 97%. This is a measure of local support for these schemes which make local communities safer, and we are very happy to support them.