

# **Delegated Decisions by Cabinet Member for Transport Management Thursday, 11 December 2025**

## **WRITTEN STATEMENTS**

### **3. Petitions and Public Address (Pages 1 - 12)**

Members of the public who wish to speak on an item on the agenda at this meeting, or present a petition, can attend the meeting in person or 'virtually' through an online connection.

Requests to present a petition must be submitted no later than 9am ten working days before the meeting.

Requests to speak must be submitted no later than 9am three working days before the meeting.

Requests should be submitted to  
[committeesdemocraticservices@oxfordshire.gov.uk](mailto:committeesdemocraticservices@oxfordshire.gov.uk)

If you are speaking 'virtually', you may submit a written statement of your presentation to ensure that if the technology fails, then your views can still be taken into account. A written copy of your statement can be provided no later than 9am on the day of the meeting. Written submissions should be no longer than 1 A4 sheet

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# Agenda Item 3

## **OXFORD: VARIOUS LOCATIONS – PROPOSED ON-CARRIAGEWAY CYCLE PARKING**

Councillor Roz Smith

As local member for Headington and Quarry I would like to comment on 2 proposals for cycle parking on the highway - Wilberforce Street and St Andrews Road.

I share the concerns of local residents without off road parking and can understand their objections. Like Headington Liveable Streets, (HLS), I would like to see more cycle parking in the Headington area. However, several other suitable locations have been suggested by myself and other local residents, some are off road and on the highway and I would like to see these more fully explored and would be happy to meet with officers to help the investigation.

I object to the St Andrews Road car space being used for a new cycle parking on the grounds that it unfairly impacts St Andrew's Church and local residents, who do not have off road parking space and limited on road parking space for visitors.

I object to the proposed location of the Wilberforce Street parking space for cycle parking in a current parking bay. I support the creation of a cycle parking bay on the DYLS to the east of the current parking bay.

I am so sorry not to be there in person on Thursday morning.

Thank you for considering my points.

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## Susan Brown - Oxford Various Locations – Proposed On-Carriageway Cycle Parking

I have a Blue Badge for my daughter Amber Thomas who became disabled in 2018 at a dentist. She stood as a LIB DEM Candidate in 2012 for Northfield Brook ward and we canvassed several wards to help Steve Goddard become MP.

I have parked my car outside no 89 Magdalen Road for 30 years in a recessed parking bay since buying my house in 1988. I have applied for a disabled bay where the council proposes a cycle rack.

Since the inception of a residents permit holders CPZ in 2018 we have had nigh on ten thousand pounds of parking fines. This is due to the council designating our long standing parking space a 2 hour shared bay and not being able to move the car every 2 hours since my daughter needs caring for.

Since 2018 I have had to pay over half my income in parking tickets despite being a permit holder. I made a formal complaint about this

### **COM/00022482 Corporate Complaint**

and politely asked for a new sign saying Residents and shared 2 hours for visitors..

..

The response seems to be to try to take away the only safe place for us to park in Magdalen Road and use it for a cycle rack."

SINCE LTN's came into force LORRIES, cycles and CARS drive on pavements and lorries often MAKE 3 POINT TURNS MOUNTING PAVEMENTS; therefore CYCLE RACKS WILL NOT BE FEASIBLE anywhere in Magdalen road"

post script

Thank you for your application for a Disabled Persons Parking Place out side no 89 Magdalen road. Your unique reference number is 9150-9913-7141-2992."

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### **Charlotte Slade -School Streets Phase 3 ETRO**

I will not be able to attend any of the meetings as I am working. I did attend the local town council meeting as it was outside of work hours. However, I have questions I would like to answer regarding St Birinus school, school street:

1. Has the council considered the environmental implications of making the route to Wallingford longer for people like myself who live on Hardings Strings on the edge of the school street set to be on Mereland Avenue?
2. In the morning I will be forced to drive onto Broadway adding an extra mile or 2 to my journey to work. In which I will be sat in traffic and my journey which is 20-25 minutes will take 30-45 minutes. Thus increasing carbon emissions under scope 3 by the council because you will be forcing me and hundreds of others to take a different route.
3. Has the council considered the implications on the surrounding traffic congestion? And other routes. I go this way in the morning because all other routes are congested and it takes longer to travel the other ways. As this is including the Croft and the other alternative routes all traffic will be forced via the road on Edmonds park onto the Broadway. An already narrow and congested road during rush hour at 8am in the morning.
4. Has the council considered the health and safety implications of parents doing U turns in the road to drop off their children to school on the roundabout at the base of abbots road? The proposed school street will push the traffic further out off abbots road and onto my road, Hardings Strings in the morning. So not only will there now being people driving like idiots and trying to do u-turns on Queensway to avoid the cameras, they will be parking and potentially blocking our road. The school has a car park. Can this not be used more to drop kids off? We will be exempt where we live from passes to travel through school street.
5. Has the council considered zebra crossings and pavement barriers to keep children safe rather than just banning all traffic? The road is already 20 miles per hour, it has speed bumps and a one way part.
6. Has the council considered the impacts on commuters like myself? I start work at 8:30am in Benson and leave my house at 8am from Hardings Strings to get to work. I drive down Mereland Ave between 8am and 8:30am when the school street is proposed to be in session yet have little to no issues with parents dropping kids off. In fact, I don't see it happening between these times therefore I don't believe it is necessary in the morning. which is the only time I really object to as I am at work in the afternoon. The afternoon I agree it is chaotic. But in the mornings there are no issues.

I am a local resident living at Hardings Strings right outside of the proposed school street and I object to this proposal and demand my voice be heard on this, even though I am unable to attend.





East Challow, Cornhill lane,

Can I add to my original submission please?

I would support the modification of width restriction which would be incorporated in the TRO and which would allow continued motorcycle use which I consider not to be the cause of damage to this byway.

Regards  
Chris Blomfield

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## **Address to Delegated Decisions – Cabinet Member for Transport – 11 December 2025**

These comments are from Robin Tucker, Co-Chair of CoHSAT. I will be at a Cycling UK Board meeting and unavailable for the meeting, so I supply this written addresses.

### ***Oxford/Kennington, A423 & Approach Roads Speed Limits***

We are pleased to see this proposal come forwards on the basis of three clear benefits.

First, for motorists, the national speed limit on the southern bypass at present creates the absurd situation of drivers accelerating from a roundabout to up to 70mph for a 600m, having to brake for traffic lights, accelerating again to up to 70mph for 900m and then slowing to 50mph before another roundabout. This is grossly inefficient and dangerous. The 50mph speed limit on the A423 will make the road safer and increase capacity.

Second, the route is right next to the walking and cycling route that connects to Hinksey Hill. I'll be the first to agree that this is not the best walking and cycling route in the world, but for people who live there without a car or who have a medical condition that does not allow them to drive, and let's remember that 25% of adults and 100% of children cannot drive, it is the only choice. The A423 currently passes as little as one metre from this path. The absolute minimum buffer required by national guidance at 70mph is 3m, at 50mph it is 1.5m. So this is much closer to acceptable.

Third, on Old Abingdon Road and Kennington Road. These are used by cyclists from Kennington to reach Oxford. To require them to mix with traffic at the national speed limit of 60mph is well beyond the limits of guidance. Reducing the speed limit here to 30mph brings this towards more acceptable range.

There are more opportunities connected to these proposals. The crossings of the roundabout should be improved. The active travel provision on Old Abingdon Road and links to Kennington and northward should be improved. But the current recommendation for speed limit reductions are a valuable step at the present time and will make a helpful contribution towards the objectives of Vision Zero: to reduce deaths and serious injuries on the roads. On this basis we support these proposals.

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### ***Wantage and Grove LCWIP***

An LCWIP is a crucial document in the development of a town's walking and cycling networks. It sets out the vision for a complete and coherent network, and the individual improvement that are required to achieve it. It's a vital step towards gaining funding towards these schemes.

We are pleased that the process of developing the Wantage and Grove LCWIP has been a good exercise in co-production. We and local group Wantage and Grove Active Travel have been involved throughout the process. The result is a thorough plan. It's still a long journey to achieve the dream of fully implemented networks, and it's easy to turn good ideas into poor delivery by compromising on widths, junctions or transitions.

Wantage has seen particular problems were developments in the last few years on Reading Road which have not only failed to provide an active travel connection with the main part of the town, but have removed the space in which it is possible to provide one. This is a tragedy that should have been avoided and will blight future generations. This is not the only similar problem, in Wantage or across the county.

We hope that this LCWIP and improved processes in Transport Development Control will avoid such mistakes in the future, and enable high quality walking and cycling networks in Wantage and Grove.

We support this LCWIP.

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