

**Delegated Decisions by Cabinet Member for
Transport Management
Thursday, 26 March 2026**

ADDENDA

3. Petitions and Public Address (Pages 3 - 16)

Submitted written statements attached.

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Danny Yee – Witney High Street and Market Square Enhancements

We support this as a step in the right direction. But it still seems like a small step: we think a more radical scheme, creating a large and attractive pedestrian space, would have had much more support and little more opposition.

The building of the Shores Green slip roads should have been seized on as an opportunity to radically re-visualise how traffic moves around Witney. Many Oxfordshire towns have no alternative to routing traffic through their centres, but the existence of Witan Way allows for circulation schemes that would remove almost all motor traffic from Witney's core retail and commercial area. Or perhaps allow one-way circulation of motor traffic. Market Square should be a genuine public square, not just a nicer road.

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Address to Delegated Decisions – Cabinet Member for Transport – 26 March 2026 Witney High Street and Market Square Enhancements

I'm Robin Tucker, Co-Chair of the Coalition for Healthy Streets and Active Travel, a federation of 25 groups across the county, including Witney and county-wide groups.

All over the country, high streets are struggling to come to terms with an economy that has first undergone a massive switch online, then seen a rise in home food deliveries, and then an economy in the doldrums with rising energy prices.

How do you get people back in the shops? Not by letting them drive past, creating a noisy, polluted, intimidating environment. "Cars don't shop, people do" – the words of Janette Sadik-Khan, former New York Transport Commissioner who transformed large parts of their city streets from congested nightmares into pedestrian plazas.

The key lesson they learned was about bums on seats. When Sadik-Khan's team closed off part of Times Square they realised they had regained about two football fields worth of space for people, but there was nothing there for them. They went to local hardware stores, bought about 400 folding chairs and set them out. People reclaimed the space and made it their own. They met, they talked, they ate their lunches. And they forgot that the week before, thousands of cars had dominated the space.

Now I'm not saying that New York is like Witney, but if you can make it there... .. and Abingdon is a lot like Witney. And we did reclaim our Market Place from cars – it took an Act of Parliament in 1978. But this has enabled markets and more than a dozen cafes to thrive, and other shops benefit from the people they bring.

That is why we are delighted to see this proposal come forward. This proposal in formal terms deals with the technicalities and the TROs, but it also enables the public realm improvements that will encourage people to visit and linger – the seating, greenery and materials that indicate that this is a place for people and not for traffic. There are plenty of car parks nearby, but the pedestrian pound is powerful, and we should encourage it here.

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Danny Yee – Temple Cowley CPZ Amendments

With the car parking proposals withdrawn, we now support these measures. It is good to see more cycle parking and an expansion of the micromobility provision.

But these are small steps and we feel this was a lost opportunity to reallocate kerbside space to support the county's transport goals. On the majority of roads in the Temple Cowley CPZ, 100% of the available kerbside space is still allocated for car parking and nothing is provided for sustainable modes.

The cycle parking bays recently put in with the East Oxford and Headington Central CPZ reviews are already heavily used, and the three ones proposed here will be too. But this is perhaps a tenth of what is needed. Pending a full kerbside strategy, we would like to see an interim goal of having at least one set of public cycle parking stands on every hundred metres of residential street. This is half of what Lambeth's kerbside strategy aims for, despite Oxford having higher cycling rates, but could be increased later.

And a new micromobility bay is great, but at least one more is needed in the Temple Cowley CPZ, somewhere near the library. The existing bays are also way too small to cope with an expanded hire bike scheme [photos are appended] and really need to be shifted off the footway and onto the carriageway. Quite apart from the space requirements, cycles and scooters should be ridden on the carriageway and not on the footway, so parking for them should also be on the carriageway wherever possible. This CPZ refresh was a missed opportunity to do that.

Achieving the LTCP headline - and addressing the climate emergency - requires rapid action, not waiting on a kerbside strategy that may be years away.

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Address to the Oxfordshire County Council Cabinet Decisions Meeting

Subject: Consultation Response – Summertown CPZ Amendments

I am speaking on behalf of the Summertown & St Margaret's Neighbourhood Forum.

Overall, we support your proposals which increase the amount of cycle parking and micromobility hubs on the carriageway and reduce the number of car parking spaces. We would have liked to see more cycle parking in residential streets to ensure secure lockable cycle parking for residents and visitors. I am sure there is no need to remind you that secure cycle parking makes an essential contribution to getting more people cycling.

We are pleased to see the provision of coach parking spaces on Hernes Crescent and Hernes Road as we have long campaigned to stop coaches obstructing footway and cycle lane outside d'Overbroecks School. We do feel concerned that tourist coaches will use these spaces, displacing the d'Overbroecks to outside the school again. We would like to see enforcement to prevent this potential.

Thank you for listening to our concerns about the additional car parking space in Oakthorpe Rd on the grounds of safety. However, it seems a lost opportunity not to use that space for cycle parking.

Regarding the addition of car parking spaces in Rogers St, we query why you have not provided on-carriageway cycle parking. Also it is a narrow street already and the addition of car parking creates a safety hazard for people on bikes.

In the spirit of co-production which the council supports, we would like to have been involved in the early stages of planning these CPZ changes.

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Danny Yee – Summertown CPZ Amendments

We are happy with officers' recommendations except for (f), which would add 30 metres of car parking to Rogers St. We urge you to reject this as inconsistent with county policy.

Policy 33 in the Local Transport and Connectivity Plan is clear: "Take measures to reduce and restrict car parking availability". And no evidence is given of a need that justifies overriding that. The report offers a general argument about the zone, but parking on Rogers St is not going to be of any use to people on the other side of Banbury Rd. Car parking will be used if provided - "build it and they will come" - but that is not evidence that it is necessary, and the additional car trips would undermine the headline LTCP goal. It is a lot easier to not put car parking in now than it will be to remove it later.

If space is available here, then allocating all of it to car parking would be unbalanced and inequitable. There are fifteen terrace houses on Rogers St with doors that open directly onto the footway, with no front gardens or anywhere else to store cycles. Their residents would benefit greatly from on-street cycle parking. While taking measurements I talked to two women who live just opposite the proposed car parking, and they were both enthusiastic about the possibility of on-street cycle parking (and skeptical about being able to fit car parking in safely).

LTCP Policy 33 again: "Ensure the parking requirements of all modes of transport are considered, in line with our transport user hierarchy." Providing no public parking for cycles at all, and allocating 100% of the available kerbside space on the street to car parking, is not consistent with this. The officers' report says "it is essential to ensure that proposed changes do not disproportionately benefit or disadvantage any group".

There are also safety issues. The westernmost stretch of proposed parking would obstruct (and obscure visibility of) vehicles turning in and out of Dudley Court; at least five metres needs to be kept clear, and more if bin lorries reverse here, as I believe they do. And Rogers St is two-way but barely 4m wide, so passing spaces between parking bays are essential. To ensure that, the eastern 10m of proposed car parking should retain its existing double yellow lines. (See responses e4 (Oxfordshire Unlimited) and o15, and note that No. 6 appears to have off-street parking.)

So we urge that this measure is either rejected or changed to put in cycle parking instead. We suggest the 10m on the west gets DYL, the 10m in the middle has angled cycle parking, and the 10m on the east has its existing DYs formalised.

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Danny Yee – Proposed 20mph Speed Limit, Parker Rd South Hinksey

We support this change, but as we said in the consultation we feel the 20mph limits should have been extended to cover the bridge over the A34 and the road on the west side of the A34. The officers' report seems confused about our motivation for this.

Given the lack of a connection to Betty Lane, the lack of a cycle route over the railway line at the Devil's Backbone, and the frankly terrifying path alongside the A34, South Hinksey has cycling connectivity problems that can only be touched on by tinkering with speed limits. What could be improved -- but isn't being -- is walking connectivity.

There is a popular recreational walking route running from New Hinksey, across the railway line and along the Devil's Backbone, and then through South Hinksey and over the bridge to get to the Chilswell Valley track. These plans leave the bridge over the A34 and the road to the garden centre at 60mph NSL, even though the latter has no footway of any kind. I have walked this several times with a young child and this section was by far the most stressful part of long loop walks.

More broadly, we urge that walking and cycling accessibility be taken into account when scoping speed limit schemes.

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Vision Zero is often achieved by "getting the small things right." While major infrastructure projects are crucial, incremental, proactive, and often low-cost "small" improvements—from better signage to targeted speed management—can significantly impact safety.

Saying that speeds on the short section of road are already low due to the proximity of the roundabout, is like saying “well that’s all right then, no need to bother”, does not align with a Vision Zero mindset. Why not do a proper job and move the sign up to the roundabout or even further, visually embedding the speed reduction message?

Parker Road, as a vital cycling route deserves more than marginal improvements; it requires a decisive shift in approach that places the wellbeing of all road users front and centre.

With reference to the police response: implement a “self-enforcing” speed limit using paint, bollards, and other cheap, “quick build” measures to encourage compliance and protect vulnerable road users; why not trial them here and then everywhere.

Vision Zero Action SR2, emphasises that road designs should meet the safe system objectives and design standards as much as practicably possible – does this?

Vision Zero Action SR8 requires increased prioritisation of works that will have a positive impact on road safety and particularly those that relate to active travel modes - does this?

The following question should guide every decision transport engineers and officers make: “By making this decision, am I doing all that I can to preserve life on our roads?” Every other road infrastructure objective, including efficiency of movement and convenience of motorised transport, should be addressed in the context of creating safe roads.

Diverse groups contribute to road safety, but officers and engineers make a direct and continuous impact. Their in-the-moment judgments and decisions, affecting the form and function of roads, are critical for safety. Addressing each challenge with the Vision Zero mindset and applying proven treatments and techniques in line with Vision Zero, can guide the way to safe roads. Step by step, project by project, this can help make roads safe for all users.

Small steps send large signals of the Vision Zero intent of the council; currently those signals are not positive.

Small steps matter, but bold leadership transforms. Leadership must continually direct and empower all officers and engineers to apply Vision Zero thinking at every stage of every project, fostering a culture of continuous improvement.

Finally, I am reminded of something the founder of a company I used to work for said in 1946:

“My old saying ‘No loss should hit us which can be avoided with constant care’; this must be a watchword throughout the entire organisation.”

So – Vision Zero – With Constant Care.

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