



**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.