

Monthly Oxfordshire County Councillor update

Cllr Emma Markham - Oxfordshire County Council, Shrivenham Division

The Green Party Real Hope Real Change

Updates

- **Little Coxwell Traffic Lights** works (including widening the junction) are planned to start on the 7th September 2026 until 16th April 2027.
- **Shrivenham's parking scheme** review was approved with some amendments, and will create a motorcycle parking bay near the zebra crossing and implement "No Waiting at Any Time" parking restrictions on: Fairthorne Way (both sides), Highworth Road (both sides), Martens Road (both sides), Manor Close (both sides). Full details are available in the cabinet report, item 15
<https://mycouncil.oxfordshire.gov.uk/ieListDocuments.aspx?CId=575&MId=8514>
- **Oxford traffic filter trial** will replace Oxford's temporary congestion charge on Monday 14 September, this follows the planned reopening of Botley Road at the end of August.
- **Road safety on the B4507** I'm working with officers to improve road safety on the B4507 following a series of serious accidents (Compton Beauchamp junction in May, and Uffington Broadstreet junction in June).

Faringdon Community College (FCC)

Will receive significant investment, with proposals to replace four temporary buildings – eight classrooms – with permanent accommodation, which will be delivered in two phases.

- Phase one will be a two-storey teaching block with seven classrooms, three group rooms, offices, toilets, and a large first floor circulation and breakout area.
- The second phase of the project will be a student centre with secure student reception, five work rooms, three staff meeting rooms, offices and toilets.

Construction is due to start later in 2026.

Consultations

Oxfordshire: Countywide - proposed Electric Vehicle charging only parking spaces – Shrivenham

A new county-wide local Electric Vehicle (EV) infrastructure programme aims to provide EV charging solutions to give Oxfordshire residents increased access to electric vehicle charging points ahead of the ban on new petrol or diesel cars sold after 2030.

The consultation proposes 6 EV charging bays on Shrivenham High Street, all residents are encouraged to participate in the consultation here:

https://letstalk.oxfordshire.gov.uk/oxfordshire_electricvehiclecharging_july2026 the deadline is **07 August 2026**



Review of Rural Speed Limits and formal consultation

Oxfordshire County Council is reviewing all the rural roads as part of Vision Zero, to prevent deaths on our roads. This will review and propose changes to the speed limits of rural A and B roads. Roads being reviewed in our area include the B4000, B4507, and B4508.

The table below sets out the overall planned timescales for this review:

Stage	Comprises:	Outline timescales
Stakeholder Consultation	County Councillors, parish and town councils, Thames Valley Police, bus operators, stakeholders representing specific road user groups	July – mid September 2026
Review of stakeholder responses by Vision Zero team		August – September 2026
Statutory Consultation	A general consultation including all stakeholders and the public via the Council's Let's Talk web pages	Later 2026
Decision Making	Reporting of the statutory consultation to the decisions meeting(s) of the Cabinet Member for Transport - these meetings are open to the public and any interested party may apply to address the meeting	Early 2027
Implementation of approved changes		From mid- 2027

Updates on List of Scheduled Works

- Road into Bourton will be scheduled for resurfacing.
- B4000 Highworth road potholes at the entry to the 20mph zone on Shrivenham have been scheduled for repair.
- A420 layby between McDonalds in Watchfield and Webbs construction has work planned to reduce flooding Q1 April – June 2026 – **booked in for 22 and 23 June. Other work may follow depending on what we find.**
- Highworth road (B4000) traffic management in Shrivenham near Cross Trees Q4 Jan – March 2027 – **This is currently under an S106 agreement with an allocated budget of £13,881.17. We are still in the process of identifying and confirming the specific works that will be carried out as part of this scheme. We will update you further on this.**
- Featherbed lane Ildstone structural roadwork 27th May – **Work Completed as planned**
- Compton Beauchamp 20mph change - **The scheme has not yet been approved. It is scheduled to go to the CMD meeting on 18 June. If approval is granted, it is anticipated that implementation would likely occur in late summer or autumn, contingent on sub-contractor availability, which is generally quite limited at the moment.**
- Woolstone drainage improvement Q3 Oct-Dec 2026 – **Still being designed but should be delivered on schedule in Q3.**
- Uffington high street patching Q2 July – Sept 2026 – **This is part of the countywide patching programme so will be more likely Q3 or possibly Q4. The Countywide patching is priced as one whole programme which is still being collated for other areas.**

- Letcombe Bassett drainage improvement by Annabells cottage Q2 July – Sept 2026 – **This is still being put together but more likely to be the back end of Q2 or possibly early Q3.**
- Letcombe Bassett road patching on Bassett road Q2 July – Sept 2026 – **Being done by the Contractor currently doing the drainage works so should be completed by the end of this week.**
- Hobbs Hill trench in road in Fernham – Still chasing this.

Gully Clearance schedule

OCC have shifted to a 2yr gully clearance schedule, below are the dates each villages drains are due to be cleared:

Shrivenham – July 27
 Watchfield – August 27
 Ashbury – April 26
 Bourton – April 26
 Longcot – April/May 26
 Fernham – May 26
 Uffington – July 27

Sparsholt – July 27
 Kingston lisle – July 27
 Little Coxwell – May 26
 Letcombe Regis – June 27
 Letcombe Bassett – July 27
 Childrey – April 26

Personal Updates

- I'm training as a FixMyStreet super user, to help speed up pothole repairs
- I have become a Trustee for the Fettiplace and Godfrey Trust, Childrey
- I'm training to be a Foster carer -There is a current shortage of foster carers within Oxfordshire, I'm happy to answer any questions about this if it is of interest.
- I'm hoping to take a week of holiday in August and wish everyone a nice summer.

Questions to Cabinet (30 June 2026)

COUNCILLOR EMMA MARKHAM	COUNCILLOR LIZ LEFFMAN, CABINET MEMBER FOR HIGHWAYS CONSTRUCTION AND REPAIR
Please can the Cabinet member for Highways explain why it took three months to fix seriously dangerous potholes on the A420, the main road between Swindon and Oxford? These potholes were reported on FixMyStreet at the end of Jan 2026, I submitted a Councillor Enquiry to Highways on the 9th Feb as they had not been fixed and were deteriorating further. No action was taken and so I wrote an open letter to the Cabinet member for Highways and the Highways team on the 20th Feb, to which I did not receive a reply. I continued to submit Councillor Enquiries highlighting that the road was getting worse, on the 29th March 2026 I then contacted the leader of the Liberal Democrats to request help and that all of my emails were going unanswered and I was worried more people would be hurt on this dangerous road due to all the serious potholes, but my concerns were dismissed. Then in early April I tried requesting a Highways site visit and was told this was not possible. Cllr Thomas, the councillor for the neighbouring division, was able to secure a site visit with the Cabinet member for Highways and the Highways team and as this is road was becoming a major concern she made the team visit this location, this resulted in us obtaining 'failed road signs', the potholes were finally fixed on the 30th April. This is completely unacceptable and put residents' lives and safety at risk, these potholes resulted in multiple serious accidents during this period, including a head-on collision. Please can the Cabinet member for highways explain why it took three months to repair a major A road, which should be top priority and explain how road repairs prioritised by	I am informed by officers that the defects on this section of the A420 were not isolated potholes but a series of closely spaced carriageway failures. Following initial reports, these were assessed and it was determined that repeated reactive repairs would not provide a durable or effective solution. The decision was therefore taken to group the defects and deliver them through a mini planer patching programme, which treats a larger section of carriageway and provides a significantly more robust and longer lasting repair. During this period, the route remained under review to ensure that any immediate safety risks were identified and addressed where necessary. I understand that this type of repair requires more planning than individual pothole repairs. In this case, it involved defining the extents of the failure, programming the works within an existing patching programme, and safely managing traffic on a heavily trafficked A road. While this approach resulted in a longer lead in time, it avoided repeated short term interventions and provided a more effective long term outcome for the network. I do accept that explaining and communicating this could and should have been better and this is something that as the new Cabinet Member for Highway Construction and repair I will be working with officers to improve.

OCC? as I'm aware lots of other minor roads were being repaired during this period, so workmen and equipment were available to do this work and failed to prioritise and allocate resources appropriately. How will the Cabinet member for Highways ensure that the Highways team implements a more appropriate prioritisation system to ensure our major A roads remain safe and are repaired promptly?	
COUNCILLOR EMMA MARKHAM Please can the Cabinet member for highways explain how enforcement of double yellow lines are handled across the county. As I have been requesting enforcement for parking on double yellow lines opposite a junction in Watchfield, which is the site where a cyclist was killed previously, but no enforcement has occurred. I have submitted dozens of time-stamped photographs of cars parked on the double yellow lines using the online platform, and I have large numbers of residents pressuring me to have enforcement to improve safety at the junction. I have tried working with the highways team to find solutions, suggested that we could train local residents or members of the parish council to issue tickets if the issue is cost of enforcement officers, or use a system of civil enforcement where photos and dates and times can be submitted and a warning letter sent in the first instance, and then if they are caught again a ticket is issued. Please can you explain the enforcement policy and why some areas of Oxfordshire receive enforcement and other areas (which have been requesting it and submitting evidence of its need) do not, and please can you describe how you will make this fairer and more cost effective for all residents in the future while improving road safety?	COUNCILLOR LIZ LEFFMAN, CABINET MEMBER FOR HIGHWAYS CONSTRUCTION AND REPAIR Sorry to hear of your frustrations, increased parking enforcement is very much on my agenda to improve. Having enquired into this specific case, I am informed that there is technical issue with enforcement linked to the fact it is on former Ministry of Defence (MOD) land. Necessary action to try and rectify this is being looked into and an update will be provided once a view has been formed and appropriate identified. To report parking issues, we advise getting in touch with the department using the following link: Reporting an illegally parked vehicle Oxfordshire County Council
COUNCILLOR EMMA MARKHAM Can the Cabinet member for highways explain why we were promised that all drains in the county would be cleared on an annual schedule, and yet dozens of drains which are blocked with compact mud and have been submitted on FixMyStreet multiple times have still not been cleared, and yet we are told that there is an underspend in the drain clearing budget and that operations will be scaled back as it wasn't needed? Some of the drains I have been urgently requesting to be cleared have been blocked for multiple years and are located in villages which regularly experience flooding, and so it is vital they should be priorities for clearance. Can the Cabinet member for highways ensure these drains will be cleared this year?	COUNCILLOR LIZ LEFFMAN, CABINET MEMBER FOR HIGHWAYS CONSTRUCTION AND REPAIR The Council did intend to visit and clear every gully in the county council in 2025/26, however, during delivery of that programme, some issues with stuck lids and parked cars were experienced, it also became clear that some locations were not simply blocked but had more complex underlying drainage issues, including silted systems, damaged pipework, and buried or inaccessible assets. Addressing these has required more extensive investigation and repair work beyond routine cleansing. As a result, additional £4m capital funding was made available to repair broken infrastructure, which will improve drainage where this has been the problem. and to I can also confirm that any gullies that were not cleaned out as a result of the challenges our crews faced will be done this year. The wide-ranging inspection and clearance that we have undertaken has revealed that some of the gullies do not need to be cleared annually, while others do need regular attention as well as repair. A decision was therefore made to increase capital expenditure, and to reduce the additional gully emptying investment of £1.5m by £300k, with the focus being on an annual inspection and cleanse for the high-speed network along with locations that have a known high flooding risk, which is about 50% of the gully network, and the remaining lower risk 50% being inspected and cleaned at least once every 2 years. I can also confirm that adhoc blocked drain issues will still be dealt with on a case-by-case priority basis.