

# DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

**MINUTES** of the meeting held on Thursday, 7 September 2023 commencing at 10.00 am and finishing at 12.25 pm

**Present:**

**Voting Members:** – in the Chair

Councillor Andrew Gant

**By Invitation:**

**Officers:**

Whole of meeting Paul Fermer (Director of Highways & Operations), Anthony Kirkwood (Principal Engineer – Traffic & Road Safety), Jim Whiting (Principal Officer – Parking), Mark Francis (Traffic and Traffic Schemes Technical Officer), Alen Chanamoto (Project Manager), Cameron Rae (Traffic and Traffic Schemes Officer), Emile Rowe (Traffic and Traffic Schemes Officer), Mohammed Ilyas (Programme Lead Banbury and Bicester), Sharon Keenlyside (Interim Committee Officer).

Part of meeting Jacqui Cox (Infrastructure Locality Lead (Cherwell)), Ian Connick (Transport Planner).

*The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.*

## **142/22 DECLARATION OF INTEREST**

(Agenda No. 1)

There were none.

## **143/22 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

There were none.

## 144/22 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

The following speakers addressed the meeting:

Item 5	Abingdon: Northcourt Road – proposed zebra crossing.	<ul style="list-style-type: none"> <li>• Cllr Nathan Ley</li> </ul>
Item 11	Bicester – A4095 / B4100 Banbury Road roundabout improvements – proposed 30mph speed limit and raised side road entry treatment at Fringford Road.	<ul style="list-style-type: none"> <li>• Cllr Donna Ford</li> </ul>
Item 14	Waterstock – Proposed 20mph speed limits and associated speed limit buffers.	<ul style="list-style-type: none"> <li>• Duarte Molha</li> </ul>
Item 15	Wantage: Proposed 20mph speed limits.	<ul style="list-style-type: none"> <li>• Cllr Erik Johnson, Wantage Town Council (written submission)</li> <li>• Cllr Jenny Hannaby</li> </ul>
Item 24	Standlake: Proposed 20 mph speed limits and associated speed limit buffers.	<ul style="list-style-type: none"> <li>• Brian Parnham (Chairman, Standlake Parish Council)</li> <li>• Cllr Dan Levy</li> </ul>

NOTE: The Chair, Cllr Andrew Gant, Cabinet Minister for Highway Management, considered item 12 after item 10 and item 11 after item 13 to allow the author of the report and a speaker to join the meeting at 11:00 am.

## 145/22 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The Cabinet Member for Highway Management **Approved** the minutes of the meeting held on 20 July 2023, subject to the following changes to minute number 132/22:

‘that there was a long-term trend to making health and care workers mobile and they should not be **effectively** deprived of **the possibility of living in** low-cost **housing around Oxford**. It may force workers to relocate **further away**, worsening both traffic and carbon emissions in other areas,’

## 146/22 ABINGDON: NORTHCOURT ROAD - PROPOSED ZEBRA CROSSING

(Agenda No. 5)

The report presented responses to a consultation on a proposed zebra crossing at Northcourt Road, Abingdon.

The Chair invited the speaker to address the meeting and responded to points raised.

The Chair thanked the speaker and commented on the large number of positive responses.

Officers advised the Chair that there would need to be a road closure to install the zebra crossing but it was hoped to be installed in approximately 3 months.

The Cabinet Member for Highway Management **APPROVED** as advertised a zebra crossing at Northcourt Road Abingdon

#### **147/22 BANBURY: A361 BLOXHAM ROAD SERVICE ROAD & EDMUNDS ROAD - PROPOSED PARKING RESTRICTIONS**

(Agenda No. 6)

The report presented responses to the statutory consultation on proposed parking restrictions on the Bloxham Road Service Road and Edmunds Road.

The Chair commented on concerns regarding 'blind spots' being created and the ability to exit from driveways on Edmunds Road.

The Chair noted that the proposed additional on-road spaces had been carefully assessed by officers to ensure that sight lines, accessibility to driveways and safety for road users would not be compromised.

The Chair asked responders to make officers aware of any further issues and made assurances that all schemes would be kept under review.

The Cabinet Member for Highway Management **APPROVED** the following as advertised:

- a) New 'No Waiting at Any Time' (Double Yellow Lines) on the Bloxham Road Service Road east side, and
- b) Removal of existing Double Yellow Line parking restrictions on the southern side of Edmunds Road.

#### **148/22 CLANFIELD VILLAGE CENTRE - PROPOSED PARKING RESTRICTIONS**

(Agenda No. 7)

The report presented responses to a statutory consultation on traffic proposals to introduce waiting restrictions at Busby Close, Pound Lane, Bampton Road, B4020 Bourton Road, A4095 Main Street, Manor Lane and Mill Lane.

There were a significant number of responses and the Chair thanked everyone who had taken the time to respond.

The Chair drew attention to point 17 of the report which stated, 'restrictions for Main Street had been reduced following the informal consultation and concerns around parking for customers of Blakes Kitchen', The Chair commented that this showed that when a valid point was made, local changes could and would be made.

The Chair commented on responses stating that the restrictions did not go far enough. Officers explained that it was decided that there was an appropriate level of restrictions but there would be a period of monitoring after the restrictions go in and changes would be made if there were concerns with displacement or safety issues.

The Cabinet Member for Highway Management **APPROVED** as advertised the proposed new 'No Waiting at Any Time' (double yellow lines) on the following roads:

- a. Busby's Close, Pound Lane, Bampton Road, B4020 Bourton Road, A4095 Main Street, Manor Lane, and Mill Lane.

### **149/22 SHRIVENHAM: HIGHWORTH ROAD - PROPOSED ZEBRA CROSSING**

(Agenda No. 8)

The report presented responses to a consultation on a proposal to introduce a zebra crossing at Highworth Road, Shrivenham.

The Chair thanked everyone who had responded to the consultation.

Officers informed the Chair that as soon as the call-in period had passed, an order could be placed and the works started after 6 weeks, in time for the opening of the new school.

The Cabinet Member for Highway Management **APPROVED** as advertised a zebra crossing at Highworth Road, Shrivenham.

### **150/22 BUS SUPPORT CONTRACTS - FEBRUARY 2024**

(Agenda No. 9)

The Chair commented on how this was a good example of the partnership between bus operators and the County Council which resulted in bus provision for residents, particularly in rural areas.

The Chair drew attention to paragraph 7 in the report which stated that 'the 2023/24 budget created a new ongoing £1,200, 000 allocation for rural and community transport services, and £100,000 for improved bus information' and commented that during a time of significant budget pressure, this Council was supporting the priorities.

The Cabinet Member **APPROVED**:

- a) a procurement process to secure new and continued bus service provision in Banbury, Heyford Park, villages north of Bicester and between Oxford and Wallingford; and

- b) to delegate approval of final contract award to the Director of Transport & Infrastructure.

### **151/22 CHESTERTON - LITTLE CHESTERTON - PROPOSED PROHIBITION OF MOTOR VEHICLES & SPEED LIMITS**

(Agenda No. 10)

The report presented responses to a statutory consultation on proposals to reduce the 60mph national speed limit on the unnamed road running through Little Chesterton and proposed a gated 'Prohibition of Motor Vehicles which would prevent all motor traffic from passing. Exemptions included emergency vehicles and other essential service vehicles which would have keyed access. Additionally, the existing 20mph speed limit on The Green in Chesterton would be extended southwards.

The Chair asked officers to comment on the objection raised by respondent number 4 regarding the gated prohibition of vehicles on the unnamed road. Officers advised that if there were residual concerns limiting access, there may be other restrictions that could be put in place to allow local access only. Further work on engagement may need to be carried out.

The Chair decided to defer item 1b to address the issue of local access.

The Cabinet Member for Highway Management **APPROVED** the following as advertised:

- a. New 20mph & 40mph speed limits on the unnamed road running through Little Chesterton,
- c. extension of the existing 20mph speed limit on The Green in Chesterton.

The Cabinet Member for Highway Management **DEFERRED** the following as advertised:

- b. 'Prohibition of Motor Vehicles' gate on the unnamed road running through Little Chesterton at the point of the proposed speed 20mph limit change.

### **152/22 BICESTER - A4095 / B4100 BANBURY ROAD ROUNDABOUT IMPROVEMENTS - PROPOSED 30MPH SPEED LIMIT AND RAISED SIDE ROAD ENTRY TREATMENT AT FRINGFORD ROAD**

(Agenda No. 11)

The report presented responses to a consultation on the proposal to introduce 30mph speed limits on the approaches to the junction, namely: B4100 Banbury Road, B4100 Bicester to Aynho road, A4095 Lords Lane, and A4095 Southwold Lane, the reduction of the speed limit from 40mph to 30mph speed on Fringford Road, and the installation of a flat top road hump across Fringford Road at its junction with Southwold Lane.

The Chair invited the speaker to address the meeting and responded to points raised.

The Chair commented that there had been a lot of responses to the consultation which were very welcome and thanked respondents for taking the trouble to respond.

The Chair noted that most objections were due to the speed limit and many respondents felt that the current speed limit worked well. Officers confirmed that due to a number of significant developments in the area, the current speed limit would not be appropriate in the future, based on traffic modelling and expert advice. Officers also advised that the reduction of speed limit was necessary to facilitate the installation of the flat top road hump and safe cycle crossings.

The Chair noted that there was a stakeholder engagement meeting with the Parish Council and residents, planned for October. Officers explained that the objective of the meeting was to explain the traffic modelling and provide information on the scheme. Should there be any relevant feedback which would improve the scheme, it could be incorporated. Officers planned to start implementing the scheme in January 2024.

The Chair decided to defer the decision for items a - c to the next meeting to allow the stakeholder engagement meeting to go ahead first.

The Cabinet Member for Highway Management **APPROVED** the following as advertised:

d. Confirm Option B - Orthodox Dutch Design Proposal – for the signalised junction.

The Cabinet Member for Highway Management **DEFERRED** the following as advertised:

- a. 30mph speed limits on the approaches to the junction, namely: B4100 Banbury Road, B4100 Bicester to Aynho road, A4095 Lords Lane, and A4095 Southwold Lane,
- b. 30mph speed limit on Fringford Road, and
- c. Flat top road hump across Fringford Road at its junction with Southwold Lane.

## **153/22 FRILFORD A338- PROPOSED 30MPH AND 40MPH SPEED LIMITS**

(Agenda No. 12)

The report presented responses to a consultation on a proposal to lower existing speed limits on the A338 Oxford Road.

The Chair asked officers to comment on why there was a need to reduce the speed limit on that stretch of the A338 Oxford Road. Officers explained that the request came from the Parish Council and was supported by the local Member to improve the safety of residents coming in and out of their driveways. The proposal complied with the National Guidance on speed limits.

The Chair asked officers to respond to the objection from the Go-Ahead bus group subsidiaries. Officers reported that they had received notification from the School Transport Team and there were no entitled scholars on the 63S service.

The Cabinet Member for Highway Management **APPROVED** the following as advertised for the A338 Oxford Road, Frilford

- a. 30mph speed limit – in place of the existing 40mph, for a distance of 448 metres northwards from its junction with the A415 Kingston Road.

The Cabinet Member for Highway Management **APPROVED** the following as advertised for the A338 Oxford Road, Frilford, **subject to further discussion between with the bus operators and the Director of Highways and Operations.**

- b. 40mph speed limit – in place of the existing 50mph speed limit, northwards to its junction with the Abingdon Road, at Tubney.

#### **154/22 MARCHAM - SHEEPSTEAD ROAD - PROPOSED EXTENSION OF 30MPH SPEED LIMIT**

(Agenda No. 13)

The report presented responses to a statutory consultation on a proposed extension of the existing 30mph speed limit on Sheepstead Road in Marcham.

The Chair thanked the 26 responders to the statutory consultation.

The Chair noted that a responder objected because he want the speed limit to be reduced further, to 20mph.

The Cabinet Member for Highway Management **APPROVED** the extension of the 30mph speed limit on Sheepstead Road in Marcham as advertised.

#### **155/22 WATERSTOCK - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 14)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Waterstock.

The Chair invited the speaker to address the meeting and responded to points raised.

The Chair explained that examples of criteria used to ‘mark something out as a valid criticism’, could be seen throughout the meeting. Several respondents had given local detail feedback which had been factored into the decision. There were examples on the agenda where proposals had changed in response to the consultation. There were times when officers had been asked to keep proposals under review and particular recommendations had been deferred, due to points raised by local people. Sometimes there was a synergy, for example, a speed limit may be required by law because of a proposed pedestrian crossing and a respondent may not realise this.

In answer to the other questions raised by the speaker, the Chair explained that there was no minimum level of objections to halt a process and a consultation did not legally have the power to halt the democratic process. It was a challenge to reach people during the consultation process and some consultations received a lot of

responses and others did not and often it was not clear why that should be as they were all advertised in the same way. It would be considered legitimate because the public were given the opportunity to respond.

The Chair commented that lower speed limits make roads safer and save lives and there was plenty of evidence to support that.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Waterstock as advertised.

#### **156/22 WANTAGE: PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 15)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Wantage.

The Chair invited the speaker to address the meeting and responded to points raised.

The Chair read out a written submission from Erik Johnson, Wantage Town Council.

The Chair thanked them both for their input to this scheme and thanked everyone who had responded to the consultation.

The Chair commented that the policy of the Council agreed with many analyses and reports which showed that reduction in speed limit worked and was required to make areas safer and to save lives.

In response to comments that reduction in speed limits was a waste of money, the Chair informed the meeting that it was the Council' priority to make communities safer, more pleasant and more vibrant places and the Council had backed that up with a budget that was proficient.

The Chair commented that this proposal was a good example of applying the right speed limit, in the right place.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Wantage as advertised.

#### **157/22 KENNINGTON - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 16)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Kennington.

The Chair commented that the proposals were in line with the Councils policy.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Kennington as advertised



**158/22 SOUTH HINKSEY - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 17)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in South Hinksey.

The Chair highlighted the concerns of South Hinksey Parish Council regarding the national speed limit on Parker Road and asked officers to review it.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in South Hinksey as advertised

**159/22 LOWER HEYFORD - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 18)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Lower Heyford and Caulcott and a minor extension to the existing 30mph limit on the B4030 Bicester Road.

The Chair asked officers to comment on the concerns of the Parish Council regarding safety and lower speed limits sought for the crossroad junction between Freehold Street/Station Road/B4030 and the B4030 through Caulcott Village. Officers explained that 20mph speed limits were not considered appropriate for these roads.

The Cabinet Member for Highway Management **APPROVED** the introduction of the following proposals as advertised:

- a. New 20mph speed limits in Lower Heyford (including Caulcott),
- b. 60 metre extension to the existing 30mph speed limit on the B4030 Bicester Road.

**160/22 LONGCOT - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 19)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Longcot.

Officers confirmed that the support of the Parish Council was required for the consultation to go ahead.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Longcot as advertised.

**161/22 GREAT COXWELL - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 20)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Great Coxwell.

The Chair commented that this proposal was another example of where the scheme had changed in response to the consultation, in this case, the 20mph zone had been extended.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Great Coxwell as advertised.

**162/22 SHELLINGFORD - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 21)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Shellingford.

The Chair accepted the comments from the Thames Valley Police, that enforcement was difficult in small rural areas.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Shellingford as advertised.

**163/22 MARCHAM - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 22)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Marcham.

The Chair highlighted the response from a local Councillor requesting further speed limit reductions and asked officers to review this.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Marcham as advertised

**164/22 SPELSBURY - PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 23)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Spelsbury, Dean and Taston.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Spelsbury, Dean, and Taston as advertised

**165/22 STANDLAKE - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 24)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Standlake and Brighthampton.

The Chair invited the speakers, in turn, to address the meeting and responded to points raised.

The Chair thanked the speakers for their support for the proposal.

The Chair commented that a good relationship with the bus companies was key to what the Council's objectives and this scheme required a balance to be struck, as reduced speed limits affected the performance of the bus companies. The Chair went on to say that we need to be mindful of making a judgment on future proposals, based on what we believe the bus companies may say.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Standlake and Brighthampton as advertised.

**166/22 SOUTH NEWINGTON - PROPOSED 20 MPH SPEED LIMITS**

(Agenda No. 25)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in South Newington.

The Chair commented that two responders had expressed concern on the grounds of wanting the speed limits extended having gone into further local detail, which was most welcome. Officers explained that extending the speed limits did not comply with the Council's policy and if they were extended, appropriate compliance would not be achieved.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in South Newington as advertised.

**167/22 WOOLSTONE - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 26)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Woolstone.

The Chair commented that it was a straightforward implementation of policy in a small village, which had the support of the Parish Council and a local Councillor.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20mph speed limits in Woolstone as advertised

..... in the Chair

Date of signing .....

- (a) FIELD
- (b) FIELD\_TITLE