

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 20 June 2024 commencing at 10.00 am and finishing at 1.08 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Ian Snowdon (Agenda Item 3)
Councillor Liam Walker (Agenda Item 10)

Officers: Jack Ahier (Democratic Services Officer), Paul Fermer (Director of Environment and Highways), James Whiting (Team Leader – TRO and Schemes).

Agenda Item	Officer Attending
5	
6	Matt Archer (Portfolio Manager – Central Programme Delivery).
7	Tayo Akinyosade (Project Manager), Duncan Stewart (Programme Lead – Active Travel).
8	
9	
10-16	Anthony Kirkwood (Vision Zero Team Leader).

The Cabinet Member for Transport Management considered the matters, reports and recommendations contained or referred to in the agenda for the meeting [, together with a schedule of addenda tabled at the meeting/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.

58/24 DECLARATIONS OF INTEREST (Agenda No. 1)

The Chair stated that he had an interest to declare at item 8, recommendation (g) as the decision taken would be in his division. Having taken advice from the Monitoring

Officer, the Chair stated that he would defer recommendation (g) in item 8 and ask the Leader of the Council to ask another Cabinet Member to make the decision on his behalf.

59/24 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

60/24 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

There was 1 petition and 4 public addresses.

61/24 MINUTES FROM THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 23 May 2024 were approved as a correct record, subject to one amendment in 42/24, paragraph 4, where it added 'off-road', so it was read as the following:

'The Chair stated it was not legally possible to have a one-way cycle lane **off-road** and officers confirmed this point.'

62/24 GORING PARKING REVIEW 2024

(Agenda No. 5)

The Chair welcomed speakers to address the meeting and responded to their points in turn.

The Chair highlighted the scheme as a good example of joint-up working between the Council and residents of Goring.

Officers commented that there would be a net increase in unrestricted parking in Glebe Ride. Officers noted that further schemes to develop solutions to residents parking in Goring were outside the scope of this decision, but that in the future, subject to funding conditions, the Council could work with local members and the parish council in this area.

The Chair questioned the implementation of double-yellow lines in Goring, following a decision at a previous meeting in December. Officers stated that they'd check with colleagues and developers to confirm this particular point.

The Chair noted that the scheme was designed to protect and enhance the amenity of residents.

Following a question from the Chair surrounding responses to the consultation and whether proposed changes would be counter-productive, officers stressed the need to carefully monitor schemes as undesired effects could possibly occur.

The Chair thanked all respondents to the consultation and to the officers for their work in producing a detailed report and was happy to agree to the recommendations.

RESOLVED to:

Approve the following as advertised:

a) New 'No Waiting at Any Time' (double yellow lines) restrictions, on sections of Glebe Ride, Lockstile Mead, Lockstile Way, Station Road, Valley Close and Wallingford Road, as advertised.

b) New 'No Waiting Mondays to Fridays 10am - 11am' (single yellow lines) restrictions on sections of the north and north-west sides Lockstile Way, as advertised.

c) New 'No Waiting Mondays to Fridays 3pm – 4pm' (single yellow lines) restrictions on sections of the south and south-east sides Lockstile Way, as advertised.

d) In Cleeve Road, east side, downgrade the existing 'No Waiting at Any Time' (double yellow lines) to 'No Waiting Mondays to Fridays 10am - 11am' (single yellow line), as advertised.

e) In Grange Close, sections of both sides, confirm the existing single yellow lines as a 'No Waiting Mondays to Fridays 10am - 11am' restriction, as advertised.

f) New time-limited parking spaces, for up to 2 hours, no return within 1 hour, on Mondays to Fridays 8am – 6pm, and associated removal of 'No Waiting at Any Time' on sections of Croft Road, Manor Road and Thames Road, as advertised.

g) New time-limited parking spaces, for up to 2 hours, no return within 1 hour, on Mondays to Fridays 10am – 3.30pm, and associated removal of 'No Waiting at Any Time' on sections of Cleeve Road, as advertised.

h) In Cleeve Road, downgrade the existing time-limited parking spaces, for up to 2 hours, no return within 1 hour, from 8am – 6pm to change to 10am – 3.30pm, still on Mondays to Fridays, as advertised.

i) In Glebe Ride, north side, the proposed time-limit for both the existing unrestricted spaces and the newly proposed spaces should be abandoned. However, the proposed removal of two sections of 'No Waiting at Any Time' (double yellow lines) towards either end, should proceed as advertised.

j) In Thames Road, east side, the short section of parking in the layby, should be corrected within the new Traffic Regulation Order (TRO) maps to show it as unrestricted, as marked and signed on site.

63/24 ADDITIONAL £5M INVESTMENT IN HIGHWAY MAINTENANCE

(Agenda No. 6)

The Chair introduced the item to the meeting.

The Chair noted that this was a procedural decision as it involved accepting funding over £1m.

Officers noted that the report stated where the money was being spent, with funding being spent on surface treatments, structural improvements, asset management, carriageways and footways and cycleways.

The Chair thanked officers for their work and agreed to the recommendations in the report.

RESOLVED to:

a) Support the allocation of an additional £5m for Highway Maintenance into the Highway Asset Management Plan (HAMP) capital programme.

b) Support the distribution of that £5m across the various programmes of the HAMP as set out in this paper.

64/24 GARSINGTON ROAD, OXFORD ACTIVE TRAVEL SCHEME

(Agenda No. 7)

The Chair introduced the item to the meeting.

Officers noted that the scheme intended to 'close the gap' of a missing link on the roads as outlined in the report, through a variety of measures such as toucan crossings, zebra crossings and side-road entry treatments.

The Chair noted the two consultation processes that had been undertaken and were broadly supportive of the improvements, with an element of co-production after engagement with stakeholders.

Officers noted that space constraints in particular sections of the road, and that more funding would be required for further development of the scheme.

Responding to comments in the consultation, officers confirmed that the scheme was compliant with LTN 1/20, once more noting the physical constraints. The Director of Environment and Highways stated that there was a nuance between 'must' and 'should', and in this instance, there were genuine reasons why the lanes were not segregated.

Officers confirmed that the height of the shared-use pathway was continuous the entire way.

The Chair noted several responses in the consultation and officers answered questions raised.

The Chair thanked officers for their work and agreed to the recommendations in the report.

RESOLVED to:

Approve the following highway improvement measures, as advertised:

a) Flat Top Road Humps located at the John Smith Drive, Oxford Business Park, Phipps Road, Napier Road and St. Lukes Road junctions with the B480 Garsington Road,

b) Toucan crossing on the B480 Garsington Road, located approx 74 metres southeast of the centre line of Phipps Road,

c) Shared-Use Foot & Cycleways:

i. on the south side, from east of the central island on John Smith Drive, to a point northwest with its junction with St. Luke's Road,

ii. on the north side, from southeast of the central island to Oxford Business Park, to a point southeast of its junction with Phipps Road.

65/24 CPZ PARKING PERMIT ELIGIBILITY (VARIOUS LOCATIONS, OXFORD) (MARCH 2024)

(Agenda No. 8)

The Chair introduced the item to the meeting and reminded everybody that recommendation (g) would be excluded from the discussion and deferred.

The Chair explained that the scheme was a series of technical responses to housing developments.

The Chair noted that in all cases, the recommendations do not increase on-street parking, except for recommendation (a). Officers noted that the specific proposals for Cowley Centre East were a result of detailed engagement, including with the local County Councillor.

The Chair thanked consultation respondents, and officers for their work and agreed to the recommendations in the report, with the exception of recommendation (g).

RESOLVED to:

Approve the following proposals in respect of eligibility for parking permits within various Controlled Parking Zones (CPZs) within Oxford, as advertised, but to defer recommendation (g):

a) Cowley Central East – i) exclude No.31 Bailey Road from eligibility for resident's parking permits and residents' visitors' parking permits, and ii) allow eligible properties in Lockheart Crescent to apply for two residents permits per property as per others within the zone,

b) Cowley Central West – exclude No.6 Bartholomew Road from eligibility for resident's parking permits and residents' visitors' parking permits,

c) Florence Park – exclude i) No.26 Clive Road, and ii) No.7 Cornwallis Close from eligibility for resident's parking permits and residents' visitors' parking permits,

d) Headington West – exclude i) No.59 Grays Road, ii) No.64 Valentia Road, and iii) No.25 Gipsy Lane from eligibility for resident's parking permits and residents' visitors' parking permits,

e) Jericho – exclude No.77A (Basement Flat) Walton Street from eligibility for resident's parking permits and residents' visitors' parking permits,

f) Wood Farm – exclude No.17 Pauling Road from eligibility for resident's parking permits and residents' visitors' parking permits.

Deferred:

g) Upper Wolvercote – allow all boats at the 'Agenda 21' residential moorings to be eligible to apply for resident's parking permits and residents' visitors' parking permits.

**66/24 CHERWELL AND WEST OXON DISTRICTS - VARIOUS LOCATIONS:
PROPOSED NEW AND DELETED DISABLED PERSONS PARKING
PLACES**

(Agenda No. 9)

The Chair introduced the item to the meeting.

The Chair noted that the changes were responses to individual needs, falling into the categories of approvals, removals and deferrals with further investigations.

Officers noted that further investigation showed that the proposed location in Kites Place, Kirtlington was on an unadopted highway. Thus, it would not be possible to add a disabled bay on that land. Officers confirmed that a deferral would allow for suitable locations to be found elsewhere.

The Chair thanked officers for their work and agreed to the recommendations.

RESOLVED to:

Approve the following:

a) The proposed provision of Disabled Persons Parking Places (DPPP) at: Abbey Road, Banbury; Middleton Road, Banbury; Portway, Banbury; Westbeech Court, Banbury; Western Crescent, Banbury; Woodgreen Avenue, Banbury; Lancaster Close, Bicester; Mallards Way (outside No's 72 & 74), Bicester; Cherry Tree Way, Carterton; Dovetrees, Carterton; The Slade,

Charlbury; Walterbush Road, Chipping Norton; Knott Oaks, Combe; Horse Fair, Deddington; The Elms (outside No. 29), Langford; Kent Banks, Long Hanborough; Corn Street, Witney; New Road, Woodstock.

b) The proposed removal of Disabled Persons Parking Places (DPPP) at: Landells, Bampton; Villiers Road, Bicester; Kestrel Close, Carterton.

c) Defer approval of the proposals at the following locations pending further investigations: Mallards Way (opposite No 91), Bicester; Kytes Place, Kirtlington; The Elms (outside No. 20) Langford; The Village Close, Upper Arcott and Bourton Close, Witney.

d) Defer approval of the removal of DPPP at the following locations: Hudson Street, Deddington.

67/24 NORTH LEIGH: VILLAGE 20MPH LIMIT & A4095 40MPH LIMIT PROPOSALS

(Agenda No. 10)

The meeting resumed after an adjournment caused by a fire alarm at County Hall and the Chair thanked everyone for their patience.

The Chair welcomed speakers to address the meeting and responded to their points in turn.

The Chair referred to a report about the 20mph speed limits scheme introduced by the Welsh government.

The Chair confirmed that schemes only come forward with the support of the local County Councillor and local parish council, but that the support came before the design and consultation process.

The Chair noted that the consultation process provided an opportunity for concerns to be put forward to officers and the relevant decision-makers.

Officers stated that there were 'grey areas' surrounding retractions of support from local County Councillors and parish councils, and whether it was based upon design concerns or the principle of the scheme. This was in response to the withdrawal of support for the scheme from the local County Councillor.

The Chair and officers discussed the procedure of the schemes. Officers noted that they would support a deferral, in light of the new information surrounding the retraction of the County Councillor's support, but also were comfortable with the call-in process as a mechanism available to challenge decisions made.

The Chair stated that officers come forward with schemes, after securing support from the local County Councillor and parish council before the scheme is tested at Delegated Decisions meetings to assess its merits.

The Chair noted that the parish council hadn't withdrawn support for the scheme.

The Chair stated that officers design schemes in line with policy, national guidance and in consistency with other schemes. Officers confirmed they thought that the scheme was the correct solution.

The Chair noted that specific responses in consultations are useful in understanding local situations, whilst certain responses look at the policy more widely. The Chair noted the importance of recognising responses from consultations.

The Chair thanked speakers, respondents and officers for their contributions and agreed to the recommendations in the report.

RESOLVED to:

- a) Approve the introduction of 20mph & 40mph speed limits in North Leigh as advertised.**

68/24 YARNTON: AMENDED SPEED LIMIT PROPOSALS
(Agenda No. 11)

The Chair welcomed speakers to address the meeting and responded to their points in turn.

The Chair noted that he felt there were lots of reports that demonstrated the benefits of reducing speed limits.

The Chair referenced the consultation response from Thames Valley Police (TVP) and noted that it was an objection, rather than their generic response that speed limits should be self-enforcing.

Officers stated that the modification had been requested by Yarnton Parish Council.

The Chair referenced several responses in the consultations.

Officers stated that the road had characteristics that meant 20mph speed limits were suitable.

The Chair thanked speakers for their contributions and officers for their work, agreeing to the recommendations in the report.

RESOLVED to:

Approve the extension of the existing 20mph speed limit on Cassington Road in Yarnton as advertised.

69/24 CHARLTON-ON-OTMOOR: PROPOSED 20 MPH SPEED LIMITS
(Agenda No. 12)

The Chair introduced the item to the meeting.

The Chair noted the standard response from TVP with regards to the County Council's policy of introducing 20mph speed limits.

The Chair also noted that the bus companies did not object to the proposals but made clear their concerns about the cumulative effect of speed limit changes on their services, particularly in rural areas.

The Chair thanked officers and agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits in Charlton-on-Otmoor as advertised.**

70/24 CHESTERTON: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair noted TVP's objection to the scheme, which stated that they wanted the speed limit to remain at 30mph.

The Chair and officers engaged in discussion surrounding the previous 20mph speed limit introduced in Chesterton and the merits of an extension as outlined in the scheme.

Officers noted concerns were raised by the parish council that precipitated this scheme being brought forward.

The Chair thanked officers and agreed to the recommendations.

RESOLVED to:

- a) Approve the introduction of 20mph & 40mph speed limits in Chesterton as advertised.**

71/24 COTTISFORD: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair noted the usual response from TVP in the consultation and that the bus companies had no objection to the proposed speed limit changes as it did not impact their services.

The Chair thanked officers and agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits in Cottisford as advertised.

72/24 MIDDLE ASTON: 20MPH SPEED LIMIT PROPOSALS
(Agenda No. 15)

The Chair introduced the item to the meeting.

The Chair noted several responses from the consultation undertaken.

The Chair thanked officers and agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits in Middle Aston as advertised.

73/24 OVER NORTON: 20MPH SPEED LIMIT PROPOSALS
(Agenda No. 16)

The Chair introduced the item to the meeting.

The Chair noted the clarity of the map outlining the changes of speed limits and that it was a clear application of principles.

The Chair thanked officers and agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits in Over Norton as advertised.

..... in the Chair

Date of signing 18/07/2024