

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 14 December 2023 commencing at 10.00 am and finishing at 1.17 pm

Present:

Voting Members: – in the Chair

Councillor Andrew Gant

Other Members in Attendance:

Councillor David Rouane (for agenda item 6)
Councillor Sally Povolotsky (for agenda item 7)
Councillor Liam Walker (for agenda item 9)
Councillor Pete Sudbury (for agenda items 17 & 29)
Councillor Andy Graham (for agenda item 26)
Councillor Kate Gregory (for agenda item 31)

Officers:

Whole of meeting Paul Fermer (Director of Highways & Operations),
Jim Whiting (Parking Schemes and Traffic Orders Team Leader MCIHT),
Geoff Barrell (Developer Schemes Coordinator & 20 Limits Project Manager),
Cameron Rae (Traffic and Traffic Schemes Officer),
Robin Calver (Team Leader (Structural Engineering),
Emile Rowe (Traffic and Traffic Schemes Officer),
Sharon Keenlyside (Senior Democratic Services Officer).

Part of meeting Daniel Mowlem (Senior Engineer),
Jacob Mowlem (Assistant Engineer),
Harry Davis (Transport Planning Technical Lead)
Lucy Prismall (Principal Planner – Mobility and Place)
Ryan Moore (Lead TDM Engineer).

The Scrutiny Committee considered the matters, reports and recommendations contained or referred to in the agenda and agreed as set out below. Copies of the agenda and reports are attached to the signed Minutes.

19 DECLARATION OF INTEREST

(Agenda No. 1)

None.

20 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

None.

21 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

The following speakers addressed the meeting:

Item 6	Didcot Local Cycling and Walking Infrastructure Plan	<ul style="list-style-type: none">• Danny Yee on behalf of Robin Tucker (Coalition for Healthy Streets and Active Travel)• Cllr David Rouane (Oxfordshire County Council)• Kevin Wilkinson (written submission)
Item 7	Harwell – Blenheim Hill, Burr Street, High Street & Wantage – proposed traffic calming and cycle provision	<ul style="list-style-type: none">• Cllr Sally Povolotsky (Oxfordshire County Council)• Oliver Gardiner (written submission)• Michael Burrows (written submission)
Item 9	North Leigh – A4095 Witney Road - proposed extension of 40mph speed limit and turning restrictions	<ul style="list-style-type: none">• Cllr Harry St John (West Oxfordshire District Council)• Cllr Liam Walker (Oxfordshire County Council)
Item 11	Oxford Broad Street: Public Realm Scheme	<ul style="list-style-type: none">• Cllr Anna Railton (Oxford City Council)• Danny Yee (Oxfordshire Liveable Streets)• Joanna Matthews (Unlimited Oxfordshire)
Item 12	Oxford: Proposed Parking Permit Eligibility & CPZ Admin Amendments	<ul style="list-style-type: none">• Danny Yee (Oxfordshire Liveable Streets)
Item 14	Alvescot: Proposed 20mph Speed Limits and 30mph speed limits	<ul style="list-style-type: none">• Danny Yee on behalf of Robin Tucker (Coalition for Healthy Streets and Active Travel)
Item 15	Ardington & Lockinge: Proposed 20mph Speed Limits	<ul style="list-style-type: none">• Cllr Sally Povolotsky (Oxfordshire County Council)
Item 17	Brightwell-cum-Sotwell:	<ul style="list-style-type: none">• Cllr Pete Sudbury

	20mph and 40mph speed limits	(Oxfordshire County Council)
Item 19	Baldons (Toot and Marsh) 20mph speed limits	<ul style="list-style-type: none"> • Julia Gutierrez (resident)
Item 20	Dorchester: 20mph speed limits	<ul style="list-style-type: none"> • David Wilkinson (written submission)
Item 26	Sandford St Martin - Proposed 20 mph and 30mph speed limits	<ul style="list-style-type: none"> • Cllr Andy Graham (Oxfordshire County Council)
Item 27	Upton: proposed 20mph speed limits	<ul style="list-style-type: none"> • Cllr Sally Povolotsky (Oxfordshire County Council)
Item 29	Wallingford - Proposed 20 mph speed limits and associated speed limit buffers	<ul style="list-style-type: none"> • Trevor Bedeman (Chair of Living Streets Wallingford) • Cllr Mark Hoskins (Wallingford Town Council) • Cllr Pete Sudbury (Oxfordshire County Council) • Andrew Millar (written submission)
Item 31	Thame – proposed 20 mph speed limits	<ul style="list-style-type: none"> • Cllr Andy Gilbert (Thame Town Council) • Cllr Kate Gregory (Oxfordshire County Council)

22 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 16 November 2023 were approved and signed as a correct record by the Chair.

23 DIGITISED PARKING PERMITS

(Agenda No. 5)

The report outlined the proposed procurement of a replacement permit system. The maximum price of the contract is £1.1m.

At this value, the contract value exceeded the £500k revenue threshold and therefore required a Key Decision to allow offers to enter into the contract.

The Cabinet Member **APPROVED** to:

- a) Authorise officers to enter into contract for a replacement Permit System
- b) Delegate the award of the contract to the Corporate Director of Environment and Place.

- c) Delegate approval for any contract extension to the Corporate Director of Environment and Place

24 DIDCOT LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN
(Agenda No. 6)

The report set out the seventh Didcot Local Cycling and Walking Infrastructure Plan (LCWIP) to be considered for approval by the County Council.

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

The Chair read out a written submission from local resident, Kevin Wilkinson.

The Chair commented that the hierarchy of road users was clearly stated in the County Council's Local Transport and Connectivity Plan and was the governing policy under which decisions were made.

Although not within the scope of this meeting, the Chair noted the speakers comments regarding the importance of vegetation maintenance and Community Infrastructure Levy.

The Chair thanked officers and everyone in the wider community including the District and Town Councils and wider partners and volunteers who had worked so diligently on the Didcot LCWIP project.

The Cabinet Member for Transport Management **APPROVED** the Didcot Local Cycling and Walking Infrastructure Plan (LCWIP).

25 HARWELL - BLENHEIM HILL, BURR STREET, HIGH STREET & WANTAGE ROAD - PROPOSED TRAFFIC CALMING AND CYCLE PROVISION
(Agenda No. 7)

The report presented responses to a consultation on a proposal to construct traffic calming features within Harwell, comprising of 'Raised Table Calming Features' i.e. full width flat top humps to be located on Burr Street/Blenheim Hill, High Street, and the Wantage Road/Tyrells Close junction.

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

The Chair read out written submissions from local residents, Oliver Gardener and Michael Burrows.

Officers confirmed that all the proposals had been included and clearly set out in the consultation and that all the major stakeholders, including the Parish Council had been consulted with.

In response to a comment in the written statement of Michael Burrows, officers explained that there was not a designated parking area in the vicinity of the war

memorial and parked cars there created visibility problems for traffic. Removing the ability to park in the area would allow pedestrians use of the steps to the memorial and safe crossing of the road.

The Chair commented that the proposal was the outcome of an extremely thorough piece of work.

The Cabinet Member for Transport Management **APPROVED** the raised table traffic calming features on: Burr Street/Blenheim Hill, High Street, and Wantage Road/Tyrells Close as advertised.

26 GORING - THAMES ROAD - PROPOSED NO WAITING AT ANY TIME RESTRICTIONS

(Agenda No. 8)

The report presented responses to introduce new 'No Waiting at Any Time' (Double yellow lines) parking prohibition within Goring on Thames Road (both sides) – for a linear distance of 27 metres, extending either side of & into the access to Stow House.

The Chair noted that the proposal was a recommendation from the road safety audit submitted as part of a development application.

The Cabinet Member for Transport Management **APPROVED** the introduction of new 'No Waiting at Any Time' (Double yellow lines) parking prohibition on both sides of Thames Road as advertised.

27 NORTH LEIGH - A4095 WITNEY ROAD - PROPOSED EXTENSION OF 40MPH SPEED LIMIT AND TURNING RESTRICTIONS

(Agenda No. 9)

The report presented responses to the proposals to reduce the existing 50mph speed limit to 40mph on part of the A4095 Witney to Woodstock Road in North Leigh and introduce a 'No Entry' restriction at the newly extended junction to North Hall.

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

Officers confirmed that there would be discussion with the developer regarding the yellow background on the signage and signage maintenance would be kept under review.

Officers also confirmed that a further proposal and consultation would be brought forward regarding a 40mph speed limit for the whole section of road from the Common Road Junction to east of Cuckoo Lane.

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

- a. extend the existing 40mph speed limit on the A4095 Witney to Woodstock Road south-westwards for 95 metres, and
- b. introduce a 'No Entry' prohibition to the westernmost (exit) drive of 'North Lodge' for traffic travelling on the A4095 from either direction.

28 OXFORD & KENNINGTON: A423 SOUTHERN BYPASS & ABINGDON ROAD - PROPOSED 50MPH & 30MPH SPEED LIMITS
(Agenda No. 10)

The report presented responses to the proposals to reduce speed limits on the A423 Southern & Eastern bypass, and on some of its approaches.

The Chair noted that the local bus company did not object to the proposal.

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

- a. New 50mph speed limits on the A423 Southern bypass, A423 Eastern bypass, the A423 Southern bypass westbound slip road, and Old Abingdon Road, and
- b. new 30mph speed limits on parts of Old Abingdon Road, Kennington Road, and the A423 Southern bypass westbound slip road.

29 OXFORD - BROAD STREET: PUBLIC REALM SCHEME
(Agenda No. 11)

The report represented the outcome of the Experimental Traffic Regulation Order (ETRO), which included responses received during the statutory consultation period (25 October 2022 to 31 July 2023, extended beyond the initial 6-month period to gather comments from all seasons of the year), and extensive monitoring carried out before and during the experimental period, of which informed the recommendations set out in this report.

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

The Chair read out a written submission from Joanna Matthews, Unlimited Oxfordshire.

Officers informed the Chair that Automatic Number Plate Recognition (ANPR) Cameras were in the final stages of being installed at both ends of the High Street which should stop the road being attractive to speeding moped users.

The Chair noted that changes to Broad Street previously put in place, including the cycle lane, had been very successful. As one of the most beautiful streets in Oxford, the scheme was to help preserve the historic city centre.

The Cabinet Member for Transport Management **APPROVED** the following:

- Make the current Experimental Traffic Regulation Order (ETRO) on Broad Street permanent to a Traffic Regulation Order, retaining the current street

furniture until a more permanent scheme is developed and further funding is secured.

- Subject to remaining budget for the temporary scheme, implement the recommended interventions set out in paragraph 70.
- To seek funding to investigate medium- and longer-term measures as part of a newly funded project that will further enhance Broad Street and surrounding streets, taking into consideration any additional interventions noted within this report.

30 **OXFORD: PROPOSED PARKING PERMIT ELIGIBILITY & CPZ ADMIN AMENDMENTS** (Agenda No. 12)

The report presented responses received to statutory consultations on proposed amendments to existing Controlled Parking Zone (CPZ) orders in respect of eligibility for parking permits, and modifications to adjacent parking restrictions as a result of the development of properties for residential purposes, and the associated conditions within the planning permissions granted by Oxford City Council.

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

The Chair commented that it was the policy of the County Council to roll out the CPZ programme and that it was a good and necessary policy in terms of managing traffic and parking in Oxfordshire.

The Cabinet Member for Transport Management **APPROVED** the following proposals in respect of eligibility for parking permits and day-to-day CPZ operations, as advertised:

- a) Cutteslowe & Five Mile Drive area – exclude the additional new property at No.78A Linkside Avenue from eligibility for resident's parking permits,
- b) East Oxford – (i) exclude Flat Nos.1-3 at No.30 Temple Street from eligibility for resident's parking permits and residents' visitors' parking permits, and (ii) replace a section of existing 'No Waiting at Any Time' parking restrictions by Nos.33, 35 & 37 Stockmore Street with additional 'Permit Holders Only' parking bay,
- c) Headington Central – exclude Flat Nos.15 & 16 at No.138-140 London Road from eligibility for resident's parking permits and residents' visitors' parking permits,
- d) Headington Northeast – exclude the new properties at No.9 Gurden Place from eligibility for resident's parking permits and residents' visitors' parking permits,
- e) Hollow Way (South) – exclude No.73 Horspath Road from eligibility for resident's parking permits and residents' visitors' parking permits,
- f) Lye Valley – exclude No.1 Inott Furze from eligibility for resident's parking permits and residents' visitors' parking permits,
- g) Marston North – exclude No.26 Cavendish Drive from eligibility for resident's parking permits and residents' visitors' parking permits,
- h) North Summertown – (i) exclude No.55A Sunderland Avenue from eligibility for resident's parking permits and residents' visitors' parking permits, (ii) exclude the two Page 6 new properties at No.15 Blandford Avenue from eligibility for

resident's parking permits, and (iii) exclude No.43 Davenant Road from eligibility for resident's parking permits.

31 ISLIP - B4027 MILL STREET BETWEEN KINGS HEAD LANE AND THE WALK - PROPOSED ONE-WAY TRAFFIC
(Agenda No. 13)

The report presented responses to a statutory consultation on proposals to introduce a One-Way traffic system in part of Mill Street in the direction from Kings Head Lane to The Walk (east to west).

Officers explained that the primary reason for the proposal was to protect the bridge and improve safety and that this was phase one of a more extensive scheme coming forward.

The Chair commented that the proposal was a well thought out solution to a complex problem.

The Cabinet Member for Transport Management **APPROVED** the introduction of a One-Way traffic restriction in part of Mill Street as advertised.

32 ALVESCOT: PROPOSED 20 MPH AND 30MPH SPEED LIMITS
(Agenda No. 14)

The report presented responses to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Alvescot.

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

The Chair welcomed the large numbers of responses to the consultation.

In response to the comments from the Parish Council, officers explained that the area in question was mainly rural in nature and lower speed limits were recommended in areas where they could be most effective.

The Chair thanked the Parish Council for the specific points raised and commented that this and every scheme would be kept under close review.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph and 30mph speed limits in Alvescot as advertised.

33 ARDINGTON & LOCKHINGE: 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 Ardington and Lockinge.

Councillor Povolotsky was unable to speak at the meeting due to technical problems but had emailed comments in support of the proposal,

In response to comments from the Parish Council and local Councillor, officers explained that speed limits on arterial roads were not part of this scheme or decision but as always, would be kept under review.

The Chair thanked the Parish Council for arranging a meeting with local residents who were all in support of the scheme.

The Chair commented on evidence which showed that reducing speed limits improved safety and saved lives.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Ardington and Lockhinge as advertised.

34 BLACKTHORN: 20 MPH SPEED LIMITS

(Agenda No. 16)

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

The Chair commented that this proposal was a straightforward application of policy.

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

35 BRIGHTWELL-CUM-SOTWELL: 20 MPH AND 40 MPH SPEED LIMITS

(Agenda No. 17)

The report presented responses to a statutory consultation on the proposed extension of the existing 20mph speed limits in Brightwell-cum-Sotwell, new 20mph & 40mph speed limits on Shillingford road and a new 40mph speed limit on the A4130 Didcot to Wallingford Road.

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

The Chair noted that the Oxford Bus Company was in support of the scheme but would like extra stops added on the main route. Officers informed the Chair that there was not funding available for extra stops, but it would be kept under review. The Chair commented that the policy was to reduce traffic overall with a principal aim of enhancing public transport wherever possible.

The Chair commented that it was a very good scheme that was welcomed by the Parish Council.

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

- a) extend the existing 20mph speed limit within Brightwell-cum-Sotwell to include High Street,
- b) introduce a new 20mph speed limit on Shillingford Road, adjacent to the 'Home Park',

- c) introduce a new 40mph speed limit on Shillingford Road, running northwards from the proposed Wallingford 20mph scheme, and
- d) extend the existing 40mph speed limit on the A4130 Hadden Hill/ Didcot to Wallingford road to a point 155 metres northwest of its junction with Slade End.

36 BUCKLAND: PROPOSED 20 MPH SPEED LIMITS
(Agenda No. 18)

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

The Chair commented that the report showed that the Council's policy had been applied very clearly.

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

37 BALDONS (TOOT AND MARSH) 20 MPH SPEED LIMITS
(Agenda No. 19)

The report presents responses to a statutory consultation on the proposed introduction of 20mph speed limits in Marsh Baldon and Toot Baldon.

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

The Chair noted that many responses to the consultation had asked for more roads to be included in the 20mph zone. Officers explained that the 20mph policy was to protect areas where people lived rather than being applied to roads in rural areas and if extended unduly the impact of reducing the speed limit would be limited. Officers would review speed limits in a few locations that were less built up and had people utilising the road through walking and cycling.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Marsh Baldon and Toot Baldon as advertised.

38 DORCHESTER: 20 MPH SPEED LIMITS
(Agenda No. 20)

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

The Chair read out the written submission from local resident, David Wilkinson.

Officers explained that Abingdon Road was excluded from the proposal at the request of the Parish Council after they had consulted with the local community who wanted the speed limit to remain at 30mph. This would be kept under review.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Dorchester-on-Thames as advertised.

39 **ELSFIELD: 20 MPH SPEED LIMITS**
(Agenda No. 21)

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

Officers confirmed that the Council's policy had been applied consistently.

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

40 **EWELME GREEN LANE AREA - PROPOSED 20 MPH SPEED LIMITS**
(Agenda No. 22)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Green Lane, Eyre's Lane, and Benson Road to fill a gap in the 20mph limits previously implemented in Ewelme in March 2022.

The Chair noted that the bus company had responded with a formal objection. Officers explained that the 20mph stretch of road was short in length and did not meet the policy criteria.

The Chair asked that the bus companies keep in touch with the County Council and requested that the scheme be kept under review.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Green Lane, Eyre's Lane and Benson Road in Ewelme as advertised.

41 **CHARNEY BASSETT 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 Charney Bassett.

The Chair commented that the scheme was a straightforward application of the policy.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Charney Bassett as advertised.

42 **KINGHAM: PROPOSED 20 MPH SPEED LIMITS**
(Agenda No. 24)

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

The Chair commented that the map in the report showed a clear application of policy.

The Chair noted the support from the local school.

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

43 LONGWORTH: 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 Longworth.

The Chair commented that the scheme was a straightforward application of the policy.

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

44 SANDFORD ST MARTIN - PROPOSED 20MPH AND 30MPH SPEED LIMITS
(Agenda No. 26)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Sandford St Martin, along with a buffer 30mph speed limit on Ledwell Road approaching to the village from the north.

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

Officers explained that the Parish Council had supported both the 20mph and 30mph speed limits proposed.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph & 30mph speed limits in Sandford St Martin as advertised.

45 UPTON: PROPOSED 20 MPH SPEED LIMITS
(Agenda No. 27)

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

Councillor Povolotsky was unable to address the meeting due to technical difficulties but had emailed comments of support for the scheme.

The Chair commented that the scheme was a logical and straightforward application of the policy.

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

46 STANTON HARCOURT PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 28)

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

The Chair commented that the map showed that the policy had been applied in a consistent way.

The Cabinet Member for Transport Management **APPROVED** the introduction of 20mph speed limits in Stanton Harcourt as advertised.

47 WALLINGFORD - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 29)

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

Following the town council representation and conversations with the local member, which included information about activity along some of these roads, a reassessment of the roads proposed to remain at 30mph needed to be undertaken.

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

The Chair read out a written submission from local resident, Andrew Millar.

It was agreed and noted that officers would not start implementation of the proposed scheme until further consultations on speed limits on other roads in Wallingford had taken place. Officers would wait and coordinate speed limit changes in Wallingford as a whole.

Officers agreed to review pre-consultation procedure to ensure that responses are received.

The Chair thanked all speakers for attending the meeting.

The Cabinet Member for Transport Management **APPROVED:**

- a. the introduction of 20mph speed limits in Wallingford as advertised,
- b. a reassessment by officers of the roads proposed to remain at 30mph, including subsequent further consultation and approval as required.

48 YARNTON: 20 MPH AND 30 MPH SPEED LIMITS

(Agenda No. 30)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Yarnton, along with a new 30mph speed limit on

Sandy Lane – between the proposed new 20mph in Yarnton and the newly introduced 20mph in Kidlington.

Officers agreed to review the speed limit on Rutten Lane after concerns raised by the Parish Council. Because the length of road being reviewed was only approximately 50 yards, if changes were to be made, it would not need a public consultation.

Officers agreed to review speed limits on Cassington Road after concerns raised by the Parish Council. If further consultation was required, officers would await the outcome of the consultation before implementing any approved speed limit changes in Yarnton.

The Cabinet Member for Transport Management **APPROVED:**

- a) the introduction of 20mph & 30mph speed limits in Yarnton as advertised,
- b) a reassessment by officers of the speed limit on Cassington Road including subsequent further consultation and approval if required.

49 THAME - PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 31)

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

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

Following concerns that certain roads needed a reduced speed limit, officers explained that some of the roads in question were more open radial roads into the town. Officers had tried to balance the needs of the bus companies with the need to progress the policy. There had also been objections.

Officers agreed to review speed limits on the roads, particularly those adjacent to the schools.

The Cabinet Member for Transport Management **APPROVED:**

- a) the introduction of 20mph speed limits in Thame as advertised.
- b) a reassessment by officers of the speed limits on Oxford Road, Kingsey Road, Youens Drive and Thame Park Road including subsequent further consultation and approval if required.

..... in the Chair

Date of signing 2024

