

# DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

**MINUTES** of the meeting held on Thursday, 25 January 2024 commencing at 10.00 am and finishing at 1.40 pm

**Present:**

**Voting Members:** – in the Chair

Councillor Andrew Gant  
Councillor Liz Leffman (Item 9)

**Other Members in Attendance:** Councillor Stefan Gawrysiak (Item 6)  
Councillor Kieron Mallon (Item 13)  
Councillor Andy Graham (Item 15)

**Officers:**

Paul Fermer (Director of Highways & Operations), Jim Whiting (Parking Schemes and Traffic Orders Team Leader MCIHT), Sean Rooney (Head of Highway Maintenance), Anthony Kirkwood (Team Leader (Vision Zero)), Cameron Rae (Traffic and Traffic Schemes Officer), Emile Rowe (Traffic and Traffic Schemes Officer), Mike Wasley (Principal Officer – traffic Schemes), Mike Horton (Senior Officer (TRO Schemes)), Jacqui Cox (Infrastructure Locality Lead), Keith Stenning (Head of Network Management), Rosie Wood (Consultant Engineer), Dave Catling (Technical Officer), Robert Freshwater (Infrastructure Development Lead), James Wright (Senior Officer (Traffic and Road Safety)), Ryan Moore (Lead TDM Engineer), Aaron Morton (Engineer), (Colm OCaomhanaigh (Democratic Services Manager), Sharon Keenlyside (Senior Democratic Services Officer)

*The Committee 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] and agreed as set out below.*

## **1 DECLARATION OF INTEREST**

(Agenda No. 1)

The Chair declared a non-pecuniary interest in item 9. Councillor Liz Leffman, Leader of the Council, was appointed to Chair item 9 and make the decision.

## **2 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

There were none.

### 3 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

The following speakers addressed the meeting:

|         |   |   |
|---------|---|---|
| Item 6  | Henley-on-Thames waiting restriction review   | <ul style="list-style-type: none"> <li>• Cllr Stefan Gawrysiak (OCC)</li> </ul>   |
| Item 7  | Whitchurch-on-Thames waiting restriction changes - permit holders & waiting restrictions          | <ul style="list-style-type: none"> <li>• Barry Read</li> <li>• Cllr Jim Donaghue (Chairman Whitchurch-on-Thames Parish Council)</li> <li>• Cllr Diana Smith (Whitchurch-on-Thames Parish Council)</li> <li>• Joanne Fortune</li> </ul>                  |
| Item 8  | East Hanney: Steventon – Proposed Traffic Calming Measures  | <ul style="list-style-type: none"> <li>• Robin Tucker (Co-Chair, Coalition for Healthy Streets and Active Travel (CoHSAT))</li> </ul>   |
| Item 9  | Oxford: South Parade – proposed two-way cycling and associated amendments to waiting restrictions | <ul style="list-style-type: none"> <li>• John Center</li> <li>• Danny Yee (Oxford Liveable Streets)</li> <li>• Cllr Katherine Miles (Oxford City Council)</li> <li>• Alison Hill (Chair of CycloX)</li> <li>• Robin Tucker (Co-Chair COHSAT)</li> </ul> |
| Item 10 | A4144 Woodstock Road shared use cycle track   | <ul style="list-style-type: none"> <li>• Danny Yee (Oxford Liveable Streets)</li> <li>• Robin Tucker (Co-Chair, CoHSAT)</li> <li>• Alison Hill (Chair of CycloX)</li> </ul>   |
| Item 11 | Enstone: Chapel Lane – proposed on-way traffic restriction  | <ul style="list-style-type: none"> <li>• Kantharooban Logeswaran - Written Statement</li> </ul>   |
| Item 12 | Sonning Common: Widmore Lane – proposed zebra crossing  | <ul style="list-style-type: none"> <li>• Sonning Parish Council – Written Statement</li> </ul>  |

|         |  |   |
|---------|--|---|
| Item 13 | Banbury: Proposed 20mph Speed Limits                                       | <ul style="list-style-type: none"> <li>• Robin Tucker (Co-Chair, CoHSAT)</li> <li>• Sian Tohill-Martin</li> <li>• Paul Bonsor (Banbury Active Travel Supporters)</li> <li>• Cllr Kieron Mallon (OCC)</li> </ul> |
| Item 15 | Woodstock – Proposed 20mph speed limits and associated speed limit buffers | <ul style="list-style-type: none"> <li>• Cllr Andy Graham (OCC)</li> </ul>  |
| Item 17 | Banbury: Grimsby and Nethercote – proposed 20mph speed limit               | <ul style="list-style-type: none"> <li>• Paul Bonsor (Banbury Active Travel Supporters)</li> </ul>  |

NOTE: The agenda items were discussed in the following order to accommodate the Leader of the Council who Chaired item 9: Items 1-8, 10, 9, 11-17.

#### 4 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 14 December was approved and signed as a correct record by the Chair.

#### 5 CHOLSEY PARKING RESTRICTION REVIEW 2023

(Agenda No. 5)

The report presented responses to the statutory consultation to the proposals to introduce new and amend existing parking measures in Cholsey.

The Chair commented that the proposal had been drawn up with close consultation with Cholsey Parish Council and clearly addressed a specific local issue which officers had looked at in detail.

Officers informed the Chair that the proposal would be kept under review, in consultation with Cholsey Parish Council, and if further measures were required, including public parking, they would be brought forward for discussion.

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

- a. Remove the existing 'No waiting for 1-hour' (single yellow lines) and replace with new 'No Waiting at Any Time' (double yellow lines) restrictions on parts of Papist Way & Station Road,
- b. remove the existing 'No waiting for 1-hour' (single yellow lines) and provide unrestricted parking on parts of Station Road, and

- c. introduce new 'No Waiting at Any Time' (double yellow lines) restrictions in parts of Cross Road, Wallingford Road, Rothwells Close, Ilges Lane, Panters Road, Papist Way, Honey Lane, and Station Road

## **6 HENLEY-ON-THAMES WAITING RESTRICTION REVIEW**

(Agenda No. 6)

The report presented responses to the statutory consultation on the proposed parking controls.

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

The Chair commented that the review had been a long and collaborative process between the Town Council, local members, and council officers and along with the local County Councillor, wanted to recognise the hard work that officers had put into the scheme.

Officers discussed comments from the consultation relating to Harpsden Road, as well as the Town Council's view that there was a need for resident parking. Officers explained that all schemes were kept under review and further measures would be considered if required.

Officers agreed to review the issue of speeding traffic on the Harpsden Road and the possibility of traffic calming measures.

The Cabinet Member for Transport Management **APPROVED** the introduction of various parking controls in Henley-on-Thames as advertised:

- a. Introduction of No waiting at any time restrictions (double yellow lines) in Mill Lane, Reading Road, The Close, Greys Road, Church Street, Greys Hill, St. Andrews Road, Harpsden Road, Boston Road, Western Avenue, Niagara Road, Wilson Avenue, Vicarage Road and Queen Street.
- b. The introduction of 30 minute limited waiting bays in Hart Street.
- c. The introduction of 20 minute limited waiting bays in Friday Street and Market Place.
- d. The introduction of resident permit holder only bays in Friday Street.
- e. The introduction of a disabled persons only bay in Market Place.
- f. A change from loading only bays to goods vehicle loading only bays in Bell Street.

## **7 WHITCHURCH-ON-THAMES WAITING RESTRICTION CHANGES - PERMIT HOLDERS & WAITING RESTRICTIONS**

(Agenda No. 7)

The report presented responses to the statutory consultation on the proposed parking controls.

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

Officers informed the Chair that the proposals had evolved over several years with input from the local community. Some compromises have had to be made and the proposals were a balance between parking and maintaining traffic flow through the high street. The scheme would be kept under review.

The Chair commented that the proposals had been developed following extensive surveys and public engagement by the Parish Council and there had been a good level of response from the statutory consultation. It was a scheme that had a lot of care and thought put into it and was in alignment with the County Council's policies.

The Cabinet Member for the Environment **APPROVED** the introduction of parking controls in Whitchurch-on-Thames with minor amendments to the scheme as follows:

- a. To increase the provision of permit holder bays at the northern end of High Street near to the junction with Hardwick Road, from 18m (3 spaces) to 27m (5 spaces),
- b. to reduce the size of the small permit holder bay south of Manor Road by 5 metres.

## **8 EAST HANNEY: STEVENTON ROAD - PROPOSED TRAFFIC CALMING MEASURES**

(Agenda No. 8)

The report presented the responses to the statutory consultation on the proposed traffic calming measures associated with a Linden Homes development being undertaken under a section 278 agreement.

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

Officers confirmed that the proposals had been put forward as a result of the adjacent development and that the proposals needed to be reviewed from the Highway Authority's perspective. Any impacts relating to the planning application conditions would be addressed with the District Council.

Although not in the scope of the decision being taken at this meeting, the Chair asked officers to comment on the wider issue of connectivity of the development to the host village. Officers explained that connectivity of the site was considered at the early stages of high-level strategic planning involving input from many different sources.

Officers assured the Chair that the proposed flat-top speed humps would have little effect on additional noise in the area. They were designed to slow traffic down.

Regarding comments on the effect of streetlights on biodiversity, officers explained that the Council's Street Lighting Policy had been developed with consideration for biodiversity and wildlife. Street lighting was only provided where necessary, on a case-by-case basis. If there were considerable concerns from residents or particular glare on properties, if deemed safe, street light shields could be used.

The Chair commented on concerns regarding the change of accessibility of the bus stop, particularly for wheelchair users. Officers were asked to review the concerns to see if any changes were required.

Officers assured the Chair that concerns on local issues highlighted in the consultation would be reviewed.

The Chair commented that the proposal would be kept under review.

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

- a. Raised table calming features (full width flat-top humps) located approx. 20m west of Herman Close, 100m west of Herman Close, and 50m west of Whitfield Gardens, and
- b. Bus Stop 'Clearway' located within the relocated bay on Steventon Road, approx. 90 metres west of its junction with Herman Close.

**9 OXFORD: SOUTH PARADE - PROPOSED TWO-WAY CYCLING AND ASSOCIATED AMENDMENTS TO WAITING RESTRICTIONS**  
(Agenda No. 9)

The reported presented responses to the statutory consultation on the proposed two-way cycling and associated amendments to waiting restrictions on South Parade Oxford.

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

Officers explained that the proposed replacement of the single yellow line to a double yellow line would make the street more suitable for cycling and help facilitate active travel.

Officers confirmed that despite the currently illegal contraflow cycling, there had been no reported injury collisions involving contraflow cyclists.

The Chair commented that an official cycle lane would have the effect of making drivers more aware of cyclists. The Council wanted to encourage people to walk and cycle as much as possible and to make it part of everyday life. It was important to make areas safe for children walking to school, walking to clubs and so on.

The Chair asked officers to comment on concerns regarding disabled persons parking places. Officers explained that there had not been any additional blue badge parking proposed as part of the scheme, but blue badge holders would be able to continue to park where double yellow lines were to be introduced, in accordance with the nation provisions to park on 'no waiting at any time' restrictions.

The Leader of the Council would approve the proposal with the proviso that officers consulted with North Wall Trust, as set out in paragraph 29 of the report and that

officers would ensure that there was proper signage and necessary safety islands on the west end of the street.

The Leader of the Council **APPROVED** the following as advertised:

- a. permitting two-way cycling on the full length of South Parade,
- b. replacing all current lengths of single yellow line waiting restriction on the north side of South Parade (Monday to Fridays 8am to 4pm) to 'No Waiting at Any Time' (double yellow lines).

**10 A4144 WOODSTOCK ROAD SHARED USE CYCLE TRACK**  
(Agenda No. 10)

The report presented responses to the statutory consultation on the proposals to convert the footway on the east side of the A4144 Woodstock Road between the A40 Wolvercote Roundabout and Blandford Avenue to a shared-use footway and cycle track.

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

The Chair thanked the speakers for their detailed analysis of the proposals.

The Chair spoke about the proposal within the larger context of future improvements for the area.

Officers explained that the proposal would address a current gap in the provision for cyclists on the east side of the Woodstock Road between the A40 Wolvercote roundabout and the Blandford Avenue junction. The proposal was a compromise for cyclist and pedestrian users.

The white line was an effective way of alerting users to the fact that there would be cyclists using the track.

Officers agreed with the speakers that input from active travel groups would be helpful.

The Chair would approve the proposal with the proviso that officers would hold a stakeholder meeting with the organisations that had responded to the consultation.

The Cabinet Member for Transport Management **APPROVED** the conversion of the footway on the east side of the A4144 Woodstock Road between the A40 Wolvercote Roundabout and Blandford Avenue, to shared-use footway & cycle track as advertised.

**11 ENSTONE: CHAPEL LANE - PROPOSED ONE-WAY TRAFFIC RESTRICTION**  
(Agenda No. 11)

The report presented responses to the statutory consultation on the proposed one-way traffic restriction in Chapel Lane, Enstone.

The Chair read out a written submission.

The Chair asked officers to make contact with the author of the written submission to discuss concerns about the proposal.

The Cabinet Member for Transport Management **APPROVED** the proposed One-Way traffic restriction in the southern section of Chapel Lane, as advertised.

**12 SONNING COMMON: WIDMORE LANE - PROPOSED ZEBRA CROSSING**  
(Agenda No. 12)

The report presented responses to the statutory consultation on the proposed zebra crossing on Widmore Lane, Sonning Common.

The Chair read out a written submission from Sonning Common Parish Council.

Officers confirmed that the proposal was part of a planning condition for a new residential development to facilitate the safe movement of pedestrians in the area. The position of the crossing was deemed the best solution within existing land constraints.

The Cabinet Member for Transport Management is **APPROVED** the construction of a zebra crossing on Widmore Lane in Sonning Common, as advertised.

**13 BANBURY: PROPOSED 20 MPH SPEED LIMITS**  
(Agenda No. 13)

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

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

The Chair read out a letter received from the Local Member of Parliament (MP) (Banbury).

The Chair thanked the local MP, speakers and all those who had responded to the consultation.

The Chair commented that it was of concern that the proposed scheme did not have the active support of local members and the Town Council.

The Chair asked officers to comment on the engagement with local members and the Town Council. Officers explained that the Town Council had raised concerns after the consultation had gone out and requested an additional nine roads to remain at a 30mph speed limit. These roads were compliant with the Council's 20mph policy. Much of the scheme had the support of the stakeholders but these particular nine roads were causing concern, and it was difficult to balance the needs of all the road users.



The Chair asked officers to comment on the 20mph speed limit changes proposed for the nine roads of concern. Officers said that factors leading to the recommendation included consideration of what was in the area: schools, hospitals, residential areas etc. Regarding the existing limits on Windsor Street from Morrisons to the canal, officers said that the speed limits could be reviewed by the team.

In response to comments received from the statutory consultation, the Chair said that the Council did not have a blanket approach for a 20mph speed limit zone and officers took time and care to work out exactly where their recommendations fit with policy. The budget decision for the 20mph speed limit schemes had gone through due budget setting process. The budget was based on justification for the policy, which was road safety. There was a significant amount of evidence that 20mph speed limits improved road safety.

The Chair commented that he fully supported the objectives of the policy but would like to proceed with full support of elected members, which the proposal did not have. The Chair asked officers to note the concerns of elected members and responses from the consultation and review specific points that had been raised. The Chair asked for the proposal to be brought back to Committee as soon as possible.

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

#### **14 SUTTON COURTENAY: PROPOSED 20 MPH SPEED LIMITS** (Agenda No. 14)

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

The Chair welcomed the commitment from the bus company to support the proposed reduction in speed limit.

The Chair commented that the Council's traffic filter scheme would be implemented in 2024 which was predicted to considerably improve flow for buses.

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

#### **15 WOODSTOCK - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS** (Agenda No. 15)

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

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

Regarding the question raised by the local County Councillor, officers assured the Chair that safety measures approved by the Town Council would be implemented at

the same time as the proposed 20 mph speed limits if it was possible. Officers would respond directly to the local County Councillor when this had been reviewed.

Officers commented that the proposal would be kept under review.

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

**16 NORTH WEST DEVELOPMENT (RADLEY) PROPOSED 20MPH SPEED LIMIT (1720)**  
(Agenda No. 16)

The report presented responses to the statutory consultation on the proposed introduction of 20mph speed limits on the new roads within the ‘Northwest Radley’ residential development.

The Chair commented that the proposal was consistent with the Council’s policy.

The Cabinet Member for Transport Management **APPROVED** the proposed 20mph speed limit, as advertised.

**17 BANBURY: GRIMSBURY AND NETHERCOTE - PROPOSED 20MPH SPEED LIMIT**  
(Agenda No. 17)

The report presented responses to the statutory consultation on the proposed introduction of a 20mph speed limit on Blacklocks Hill in Nethercote.

The proposal for a 20mph speed limit throughout the Grimsbury area in Banbury had been superseded by larger Banbury-wide proposals for lower limits within the town and therefore a decision had not been sought for this proposal.

The Chair read out a written statement from the registered speaker who had to leave the meeting early.

The Chair asked officers to monitor compliance at the no entry restriction at the top end of the village to ascertain whether further measures would be required.

The Cabinet Member for the Transport Management **APPROVED** the new 20mph speed limit on Blacklocks Hill in Nethercote as advertised and did not make a decision on the proposed 20mph speed limit throughout the Grimsbury area in Banbury.

..... in the Chair

Date of signing ..... 2024

