

## DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

**MINUTES** of the meeting held on Thursday, 17 January 2019 commencing at 10.00 am and finishing at 10.30 am

**Present:**

**Voting Members:** Councillor Yvonne Constance OBE – in the Chair

**Other Members in Attendance:** Councillor John Sanders (Shadow Cabinet Member for Environment)

**Officers:**

Whole of meeting G. Warrington (Law & Governance); H. Potter and A. Kirkwood (Infrastructure Delivery)

Part of meeting

**Agenda Item**                      **Officer Attending**  
4.                                      C. Rossington (Infrastructure Delivery)

*The Cabinet Member for Environment 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.*

**1/19 PETITIONS AND PUBLIC ADDRESS**  
(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
City Councillor John Tanner	4. Improved crossings - B4150 Marsh Lane and Oxford Road/Newman Road, Oxford. Proposed Shared use Cycle Tracks, Raised Side Road Entry treatments and Conversion of Existing Pelican Crossing to Toucan Crossing

**2/19 IMPROVED CROSSINGS - B4150 MARSH LANE AND OXFORD ROAD/NEWMAN ROAD, OXFORD. PROPOSED SHARED USE CYCLE TRACKS, RAISED SIDE ROAD ENTRY TREATMENTS AND CONVERSION OF EXISTING PELICAN CROSSING TO TOUCAN CROSSING**

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) a Growth Deal funded proposal to enhance pedestrian and cycle crossings of Marsh Lane, Marston and Oxford Road, Littlemore, both with associated sections of connecting shared use footway/cycleway. In the case of Marsh Lane, that involved upgrading an existing Pelican crossing to a Toucan and introducing raised side road entry treatments across Elms Drive and Horseman Close at their junctions with Marsh Lane.

City Councillor John Tanner spoke in support of proposals to improve cycling in this area along with the crossing on Oxford Road and narrowing of Newman Road but expressed some concern regarding that part of the scheme promoting shared use by cyclists of a section of pavement in a heavily used pedestrian area. Additionally that element of the scheme would be expensive when he felt a cheaper alternative to paint a cycle line on the highway with the added advantage of encouraging cyclists onto the road was available.

Mr Rossington explained that the scheme would result in provision on the north side of a 3m wide path providing adequate provision for shared use. On the west side direction of travel should predominantly be one way. This part of the network was recognised as a weak point on the ring road cycle track and the proposal for shared use would address that issue, making the onward route after widening more attractive and a better option for cyclists and providing better sight lines. If shared use was not provided then some cyclists would dismount but in his view it was inevitable that others would not thereby increasing the potential for conflict on a narrow path. The better option would be to enable controlled shared use.

Endorsing those comments Mr Kirkwood stated that in his experience this type of scheme represented the best way forward. That view was supported by data as well as observational evidence which showed that for shared use incidents of conflict weren't high. The point raised by Councillor Tanner suggesting a cycle lane on the highway could conceivably work well in an east bound direction but not westbound. There were lots of local journeys and if there was no segregation through a shared use path then many cyclists would cycle on the path with resultant conflict.

Officers confirmed that there would be inadequate time to explore an alternative scheme as suggested by Councillor Tanner as the Growth Deal finance for the scheme need to be used soon but the provision of bollards could help in encouraging cyclists back onto the highway.

The Cabinet Member was sympathetic to the difficulties that could be caused from sharing space with cyclists but acknowledged that the shared use space in this case would be limited to a short section, that management of that use could be assisted through the provision of bollards, the scheme would meet design standards and had worked well elsewhere. There would be benefits as well for other users and so having regard to the information set out in the report before her and the

representations made to her and responses from officers at the meeting she confirmed her decision as follows:

to approve the advertised proposals for:

- (a) a Toucan crossing on Marsh Lane, Marston with connecting sections of shared use footway/cycleway and raised side road junctions; and
- (b) an improved crossing island on Oxford Road, Littlemore at the junction of Newman Road with associated sections of shared use footway/cycleway on Newman Road.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**3/19 EAST CHALLOW: A417 PROPOSED 30MPH SPEED LIMIT**

(Agenda No. 5)

The Cabinet Member for Environment considered CMDE5 responses received to a statutory consultation to reduce the speed limit on the A417 between East Challow and Wantage from 40mph to 30mph put forward in conjunction with approved residential development on the north side of the A417 between East Challow and Wantage which would create two new junctions to give access to the development.

Having regard to the information set out in the report before her the Cabinet Member for Environment confirmed her decision as follows:

to approve the proposed introduction of a 30mph speed limit on the A417 between East Challow and Wantage as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....