

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 23 May 2024 commencing at 10.00 am and finishing at 12.45 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Roz Smith (Agenda Item 5)
Councillor Tim Bearder (Agenda Item 7)
Councillor David Bartholomew (Agenda Item 12)

Officers:

Whole of meeting: Jack Ahier (Democratic Services Officer), Paul Fermer (Director of Highways and Operations).

Part of meeting:

Agenda Item	Officer Attending
5	Vicki Neville (Senior Officer – TRO and Schemes).
6	
7	Mike Horton (Senior Officer – South).
8	Craig Rossington (Technical Lead – Transport Planning).
9	Rosie Wood (Senior Engineer)
10	
11	Jon Beale (Senior Officer: Traffic and Road Safety).
12	
13-23	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.

35/24 DECLARATIONS OF INTEREST
(Agenda No. 1)

There were none.

36/24 QUESTIONS FROM COUNTY COUNCILLORS
(Agenda No. 2)

There were none.

37/24 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 3)

There were 5 registered speakers.

Proposed Amendments to Headington Quarry CPZ Parking Scheme 2024:

- **Cllr Roz Smith**

Wheatley Waiting Restriction Review 2023/24:

- **Cllr Tim Bearder**
- **Mr Simon Carr**

Proposed 30mph Extension – A4155, Shiplake:

- **Cllr David Bartholomew**

Broadwell: 20mph Speed Limit Proposals:

- **Mr Kevan Ball**

38/24 MINUTES OF THE PREVIOUS MEETING
(Agenda No. 4)

The minutes of the meeting held on 25 April 2024 were signed by the Chair as a correct record.

39/24 PROPOSED AMENDMENTS TO HEADINGTON QUARRY CPZ PARKING SCHEME 2024
(Agenda No. 5)

The Chair welcomed everyone to the meeting and apologised for slight delay at the start of the meeting.

The Chair introduced the item, invited speakers to address the meeting and responded to their points in turn.

Officers noted that the scheme was a package of changes, but in specific areas of the CPZ, including the extension of operational hours for some bays, the removal of one bay and the installation of additional yellow lining.

The Chair noted the importance of striking a balance between road users, residents and pedestrians.

The Chair stated that the report highlighted how changes were brought forward due to some dangerous and obstructive parking, to ensure safety.

The Chair noted, as with every scheme, that the scheme would be monitored in practice.

The Chair thanked the speaker and officers for their contributions and approved the recommendations in the report.

RESOLVED to:

a) Two new limited waiting parking bays ‘Permit Holders or 3 Hours No Return Within 3 Hours Mon-Fri 9am-5pm’ on the western side of Green Road,

b) Change of restriction from 2 Hours to ‘Permit Holders or 3 Hours No Return Within 3 Hours Mon-Fri 9am-5pm’ of the existing parking bays on the western side of Green Road, and the western side of Trinity Road,

c) Removal of existing ‘Permit Holders or 2 Hours No Return Within 2 Hours’ parking bay on the eastern side of Pitts Road,

d) New ‘No Waiting at Any Time’ restrictions (double yellow lines) on Trinity Road.

40/24 OXFORD: PROPOSED RESIDENT & VISITOR PARKING PERMIT ELIGIBILITY AMENDMENTS
(Agenda No. 6)

The Chair introduced the item to the meeting.

The Chair noted that the changes advocated in the report were relatively minor.

The Chair noted that these changes were to seek to manage the number of cars parking on the public highways.

The Chair made clear that the changes represent no change for those residents who are already eligible for parking permits.

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

RESOLVED to:

Approve the following proposals in respect of eligibility for parking permits, as advertised:

a) Cutteslowe & Five Mile Drive area – i) exclude the new property at No.10 Rotha Field Road, ii) No.37 Templar Road, and iii) Nos.36 & 36A Sunderland Avenue (north side) from eligibility for resident's parking permits and residents' visitors' parking permits,

b) East Oxford – exclude No.52A Cherwell Street from eligibility for resident's parking permits and residents' visitors' parking permits,

c) Florence Park – exclude i) No.46 Clive Road, and ii) No.135 Cornwallis Road from eligibility for resident's parking permits and residents' visitors' parking permits,

d) Marston South – exclude the eight new dwellings at Nos.5-7 Jack Straws Lane from eligibility for resident's parking permits and residents' visitors' parking permits.

41/24 WHEATLEY WAITING RESTRICTION REVIEW 2023/24

(Agenda No. 7)

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

The Chair noted comments of support from Oxford Bus Company for these proposals.

The Chair referenced consultation responses from local businesses surrounding staff parking. Officers responded that the proposals were not a holistic approach.

The Chair reflected upon the joined-up working between the County Council and South Oxfordshire District Council with regards to car-parking space being made available to permit holders.

The Chair noted responses about weddings and funeral arrangements and questioned whether they'd be affected by these changes. Officers stated that funerals and weddings were standard exemptions from yellow lines, and confirmed that they could put the Church in contact with the contractor if necessary.

The Chair thanked officers for listening to the consultation responses, and local County Councillor, so to be able to provide solutions to concerns.

The Chair agreed to the recommendations in the report.

RESOLVED to:

Approve the following:

a) New 'No Waiting at Any Time' (double yellow lines) restrictions, on sections of Westfield Road, Templars Close, Church Road, Station Road, Simon's Close, Farm Close Road, Howe Close, Ladder Hill, Kelham Hall Drive, Park Hill, London Road, A40 Overbridge, Morland Close, Holloway Road and Littleworth Road, as advertised.

b) Upgrade the existing advisory 'School Keep Clear' markings to enforceable 'No Stopping on school entrance markings Mondays to Fridays 8am-9am and 2.30pm-3.30pm' on Littleworth Road as advertised,

c) New permit holders only parking bay 'Mondays to Fridays 9am to 4pm' on Bell Lane as advertised,

d) In High Street, the time-limit for the new 'shared' parking spaces, operating on Mondays to Fridays between 9am and 4pm, should be relaxed to 2 hours – instead of the 1 hour as advertised.

42/24 A420 BOTLEY ROAD IN THE VICINTY OF RAIL STATION - HIGHWAY IMPROVEMENTS

(Agenda No. 8)

The Chair introduced the item to the meeting.

Officers explained that the full design of the entire project did not need approval, but that the elements in the report required decisions in this process.

The Chair noted that segregated cycleways and footways would be ideal, but that there is no space for that to go ahead.

The Chair stated that it was not legally possible to have a one-way cycle lane off-road and officers confirmed this point. Officers pointed out that markings to encourage where the direction of travel for cyclists are not legally enforceable.

The Chair noted the detailed engagement from active travel stakeholder and partner groups on specific design issues, pointing out that this was for a later stage in the process.

The Chair raised the issue of who was responsible for the maintenance of lighting in the tunnel. Officers noted they would double-check this particular point.

The Chair and officers agreed that wheelchair users would be considered as part of the design process.

The Chair thanked officers for their work and for all of the responses to the consultations. The Chair agreed the recommendations in the report.

RESOLVED to:

To approve the following elements of the scheme design for pedestrian and cycle infrastructure improvements on the Botley Road between Abbey Road and Becket Street (the rail station junction) as advertised:

- a) Humped Toucan Crossing (a raised signalled crossing for use by pedestrians & pedal cyclists), approximately 10 metres west of the junction with Mill Street (speed table extends 25m east of Mill Street),
- b) Raised side road entry treatments across Abbey Road, Cripsey Road and Mill Street at their junctions with the A420 Botley Road,
- c) Conversion of the existing footways on both sides of the A420 Botley Road to shared use footway cycle-track between the junctions of Abbey Road & Frideswide Square,
- d) Raised uncontrolled pedestrian crossing points at the following locations:
 - i. minor relocation of the existing crossing point on Botley Road, immediately west of its junction with the rail station access,
 - ii. provision of a new raised crossing point of the rail station access at its junction with Frideswide Square,
 - iii. widening of the existing raised crossing point on Becket Street at its junction with Frideswide Square.
- e) Delegate officers to continue working with Network Rail to finalise the detailed design of the improvements to be submitted to the county council as part of the Section 278 highways approval process.

43/24 PROPOSED RAISED TABLE MINI-ROUNDBOUT - COXWELL ROAD, FARINGDON
(Agenda No. 9)

The Chair introduced the item to the meeting.

The Chair raised concerns arising from paragraph 13 of the report, relating to the scheme's approval at planning not improving cyclist provision.

Officers confirmed that they would look at this specific issue. The Director of Highways and Operations confirmed that a written report about the process surrounding planning developments would be undertaken and this feedback would be part of this process.

The Chair noted that the County Council, as the Highways Authority, adopts policies that are not always considered during the planning process, which is a cause for concern.

The Chair agreed to the recommendation in the report.

RESOLVED to:

- a) **Approve the construction of a new 'Flat Top Road Hump' at the existing mini roundabout junction of the A417 Station Road & B4019 Coxwell Road in Faringdon as advertised.**

44/24 SOUTH & VALE DISTRICTS VARIOUS LOCATIONS - PROPOSED NEW AND DELETED DISABLED PERSONS PARKING PLACES

(Agenda No. 10)

The Chair introduced the item in the meeting.

The Chair noted the balance struck in the report, through a mixture of approvals, removals and deferrals when required.

The Chair noted that the issues with churches, as raised in a previous item, was raised again.

The Chair thanked officers and agreed to the recommendations.

RESOLVED to:

Approve the following:

a) **The proposed provision of Disabled Persons Parking Places (DPPP) at: Coopers Lane, Abingdon; Fane Drive, Berinsfield; Elm Drive, Chinnor; Pages Orchard, Sonning Common; Van Diemans, Stanford-in-the-Vale; Radnor Road, Wallingford; Manor Road, Whitchurch-on-Thames.**

b) **The proposed removal of Disabled Persons Parking Places (DPPP) at: St. Marks Road, Henley-on-Thames; Chapel Lane, Letcombe Regis; Park Street, Thame.**

c) **But defer approval of the proposals at the following locations pending further investigations: Maberley Close, Abingdon; Cowleaze, Chinnor; Kynaston Road, Didcot; Gainsborough Crescent, Henley-on-Thames; Anvil Paddock, Letcombe Regis; Church Road, Radley; Ashford Avenue, Sonning Common.**

d) **Defer approval of the removal of DPPP at the following locations: Park Road, Henley-on-Thames.**

45/24 PROPOSED 30 & 40MPH LIMITS - LONG WITTENHAM

(Agenda No. 11)

The Chair introduced the item to the meeting.

Officers noted that the scheme was proposed by Long Wittenham Parish Council and was in addition to the 20mph speed limits scheme.

The Chair noted that there was no objection from the bus company.

The Chair thanked officers and approved the recommendations.

RESOLVED to:

- a) Extend the existing 30mph speed limit on Long Wittenham Road northwards,**
- b) Approve a new 30mph buffer speed limit on Little Wittenham Road, and**
- c) Approve a new 40mph speed limit on Long Wittenham Road in place of the existing 60mph National speed limit.**

46/24 PROPOSED 30MPH EXTENSION - A4155, SHIPLAKE
(Agenda No. 12)

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

The Chair provided a timeline of events surrounding the planning stage of the proposal for the development of land as set out in paragraph 2.

The Chair stated that the purpose of increasing safety remains and that the planning officer believes the obligation serves that purpose. The Chair stated that to reject this recommendation would be to overrule the decision from the planning permission conditions, which was tested twice.

The Chair noted the relatively small nature of the proposed intervention.

The Chair thanked public speakers for their contributions and thanked officers for their work.

The Chair agreed to the recommendation.

RESOLVED to:

- a) Approve the extension to the existing 30mph speed limit on the A4155 Reading Road at Shiplake, as advertised.**

47/24 ARDLEY WITH FEWCOTT: 20MPH AND 30MPH SPEED LIMIT PROPOSALS
(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair made a series of general points relating to the County Council's 20mph speed limit policies, given that there were a number of proposals in the meeting.

The Chair noted that the 20mph speed limits were adopted County Council policies and that there was budget allocated for it.

The Chair noted that a key feature of the 20mph speed limit proposals was that the schemes were brought forward and asked for by local Parish or Town Councils, along with the local County Councillor.

The Chair noted that Oxfordshire's introduction of 20mph speed limits were different to the policies being put forward by the Welsh Government, as that had been noted in a number of previous responses.

The Chair noted that Thames Valley Police (TVP) provided a standard response to these schemes and that engagement with TVP and the Police and Crime Commissioner was useful and important.

The Chair noted the engagement with the bus companies was useful and engagement continued on the 20mph speed limits.

The Chair noted that the Council's 'Vision Zero Strategy' was passed by a meeting of the Council.

Moving onto the specific case of Ardley with Fewcott, the Chair noted that the scheme extended the 30mph speed limits on Ardley and Bucknell Road on safety grounds.

The Chair thanked officers for their wider support on these schemes, and thanked respondents for their responses to the consultations.

The Chair agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph and 30mph speed limits in Ardley with Fewcott, as advertised.**

48/24 ASTON TIRROLD/UPTHORPE: 20MPH SPEED LIMIT PROPOSALS (Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair noted that the bus company did not object to the introduction of 20mph speed limits in Aston Tirrold, as well as support from the Aston Tirrold and Upton Parish Council.

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

RESOLVED to:

- a) **Approve the extension of the existing 20mph speed limit on Moreton Road, as advertised.**

49/24 BAULKING: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 15)

The Chair introduced the item to the meeting.

The Chair noted the support from Baulking Parish Council and stated that detail on local context and issues was important.

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

RESOLVED to:

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

50/24 BARFORD ST JOHN & BARFORD ST MICHAEL: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 16)

The Chair introduced the item to the meeting.

The Chair noted that there was no objection from the bus companies or Cherwell District Council, as the local planning authority.

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

RESOLVED to:

- a) **Approve the introduction of 20mph speed limits in Barford St Michael and Barford St John, as well as lengths of 30mph speed limits on Bloxham Road, as advertised.**

51/24 BIX & ASSENDON: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 17)

The Chair introduced the item to the meeting.

The Chair noted responses in the consultation surrounding large cyclist groups, who sometimes cycled above the 20mph speed limits. Officers stated that road users are all bound by the speed limits.

The Chair reflected that approval was needed by the police for cycling events, such as time trials. The Chair noted these issues had overall benefits, but acknowledged the difficulties.

The Chair encouraged dialogue to take place with Parish Councils in these instances.

The Chair thanked officers for their work, and for the considered responses of the respondents to the consultation. The Chair agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the introduction of 20mph speed limits at Bix Village, Lower Assendon and Middle Assendon, as advertised.**

52/24 BLACK BOURTON: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 18)

The Chair introduced the item to the meeting.

The Chair noted concerns from the bus companies surrounding the cumulative effect on productivity that speed limit reductions would have.

The Chair stated that these concerns were taken seriously.

The Chair referenced the support of Black Bourton Parish Council.

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

RESOLVED to:

- a) Approve the proposed introduction of the 20mph & 30mph speed limits in Black Bourton, as advertised.**

53/24 BROADWELL: 20 MPH SPEED LIMIT PROPOSALS
(Agenda No. 19)

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

The Chair noted concerns from the speaker about 60mph speed limit zones being in-between 20mph speed limit zones. The Chair thanked the public speaker for providing local context. The Chair and officers stated that the funding for the programme of introducing 20mph speed limits was for 20mph limits only, but agreed to look at the issues that were raised.

The Chair thanked the officers, for their report, as well as the public speaker for his contributions. The Chair agreed to the recommendation in the report.

RESOLVED to:

- a) Approve the proposed introduction of 20mph speed limits in Broadwell, as advertised.**

54/24 FRINGFORD: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 20)

The Chair introduced the item to the meeting.

The Chair noted the standard response from TVP surrounding 20mph speed limits, as well as the Oxford Bus Company having no objection to the proposal.

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

RESOLVED to:

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

55/24 GARFORD: 20 MPH SPEED LIMIT PROPOSALS

(Agenda No. 21)

The Chair introduced the item to the meeting.

The Chair appreciated the local context provided by residents in the consultation responses, particularly on blind bends.

The Chair asked officers about the issue of having more signage when moving from 30mph to 20mph speed limits. Officers responded that there tends to be slightly more signage when moving to 20mph speed limits.

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

RESOLVED to:

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

56/24 HETHE: 20MPH SPEED LIMIT PROPOSALS

(Agenda No. 22)

The Chair introduced the item to the meeting.

The Chair noted the standard response from TVP and support from local councillors.

The Chair thanked officers for their work on the report and agreed to the recommendation within it.

RESOLVED to:

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

57/24 KINGSTON BLOUNT: PROPOSED 20 MPH SPEED LIMITS
(Agenda No. 23)

The Chair noted concerns in the responses from bus companies, which stated that the cumulative effect was to make bus services slower and that this concerned them. The Chair noted that the 20mph speed limits were being introduced in-line with County Council policies.

The Chair also referenced concerns from respondents about lots of changes in speed limits within short distances. The Chair noted these concerns, but pointed out that speed limits change as the environment around the road changes.

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

RESOLVED to:

- a) **Approve the introduction of 20mph speed limits in Kingston Blount as advertised.**

..... in the Chair

Date of signing 20/06/2024