

# DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

**MINUTES** of the meeting held on Thursday, 27 April 2023 commencing at 10.00 am and finishing at 11.45 am

**Present:**

**Voting Members:** – in the Chair

Councillor Andrew Gant

## **74/22 DECLARATION OF INTEREST**

(Agenda No. 1)

Cllr Andrew Grant declared an interest on Item 15 (Woodcote – proposed 20mph speed limits) namely co-executor and beneficiary of a property on a road affected by the proposed changes in Woodcote.

The Leader of the Council was appointed to chair that item and make the decision.

## **75/22 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

Cllr John Howson submitted the following question:

*“The 20mph scheme on the agenda today are a helpful addition to safety measures. However, now that the Botley Road has been closed for more than two weeks, what steps can be taken to make the experience for pedestrians safer at the two key pinch points of the walkway under the railway and the bus stop on south side of the Botley Road?”*

The Chair provided a verbal response at the meeting:

“The closure of the Botley road is only 2 weeks old and conditions have changed for various reasons. The issues referred to in the question are very much kept under review and have evolved. Discussions about the points raised are ongoing between interested parties ie the County Council, Kier, and bus companies, and included covered bus stops and one or more bus stops for westbound passengers, to alleviate the problems raised.”

Cllr Howson welcomed the Chair’s response and stressed the importance of good communication with Districts whilst the works were underway. The footpath underneath the railway bridge to the north of the site was an important diversionary route but was due to be closed from June to April the following year.

The Chair undertook to provide Cllr Howson with a written response following the meeting and added that the closure of the above footpath would be kept under review.

## **76/22 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

The following speakers addressed the meeting:

(All speakers on all the items have 3 minutes except for County Councillors representing the relevant division who have 5 minutes)

Item	Speakers
7 – Sonning Common – village centre – proposed waiting restrictions	<ul style="list-style-type: none"> <li>• Cllr Jonny Bidgood - Chair Village Centre and Transport Working Party, Sonning Common Parish Council</li> </ul>
8 – Oxford – The Plain roundabout area – proposed no loading at any time restrictions	<ul style="list-style-type: none"> <li>• Alexandra West - Bursar of Magdalen College School</li> <li>• Peter Barnett - CoHSAT, Cyclox</li> </ul>
9 - Abingdon – proposed 20mph speed limit and associated speed limit buffers	<ul style="list-style-type: none"> <li>• Robin Tucker - Co-Chair, CoHSAT (written submission)</li> <li>• Paula Lopez - Town Clerk, Abingdon-on-Thames Town Council (written submission)</li> <li>• Cllr Neil Fawcett (written submission)</li> </ul>
10 - Cumnor – proposed 20mph speed limit and associated speed limit buffers	<ul style="list-style-type: none"> <li>• Tom Christophers - Cumnor Parish Chairman (written submission)</li> <li>• Cllr Judy Roberts – County Councillor</li> </ul>
11 - Faringdon – proposed 20mph speed limit and associated speed limit buffers	<ul style="list-style-type: none"> <li>• Mark Harrison</li> <li>• Cllr Bethia Thomas - County Councillor (written submission)</li> </ul>
14 - Steventon – proposed 20mph speed limit and associated speed limit buffers	<ul style="list-style-type: none"> <li>• Louise Brockman – Resident (written submission)</li> <li>• Cllr Sally Povolotsky – County Councillor</li> </ul>

NOTE: At this point the Cabinet Member informed the meeting that he would consider the below substantive items of the agenda following conclusion of Item 4:

Item 15: Woodcote – proposed 20mph speed limits

Item 14: Steventon – proposed 20mph speed limits

The Cabinet Member added that remaining items would be considered in order as per agenda apart from Item 13, which was considered after Item 12.

## **77/22 MINUTES OF THE PREVIOUS MEETING**

(Agenda No. 4)

The Cabinet Member for Highway Management **APPROVED** the minutes of the meeting from 23<sup>rd</sup> March 2023.

## **78/22 DIDCOT - VICINITY OF RAIL STATION - PROPOSED PARKING MEASURES**

(Agenda No. 5)

Following the introduction of Civil Parking Enforcement (CPE) across Cherwell, South Oxfordshire and The Vale of Whitehorse districts in November 2021, many requests to review existing parking restrictions had been received.

The report presented the consultation responses to the advertised Traffic Regulation Order (TRO) which reviewed existing restrictions, mainly focussed on a residents' permit parking scheme.

The Chair felt that the enforcement would help and improve amenity for residents but did note that the pending application for a new 'car-free' 'Gateway' residential development on the site of this carpark could put pressure on the proposals, if approved, in the future.

Noting the responses to the consultation, the Chair highlighted the objections raised by respondent 5 and agreed that growth in traffic was unsustainable and needed to be managed. Other respondents were in favour of the proposals but felt that they did not go far enough.

Respondent 6 was acknowledged, and the Chair indicated that officers should take the points raised into consideration.

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

- i. 'Resident Permit Only Parking (past this point)' spaces on; Cronshaw Close, Station Road, and White Leys Close,
- ii. 'Shared-Use Parking' spaces on; Haydon Road, and Lydalls Road,
- iii. 'No Waiting at Any Time' (Double Yellow Lines) restrictions on; Haydon Road, Lydalls Road, and White Leys Close.

## **79/22 CHERWELL AND WEST OXFORDSHIRE DISTRICTS - VARIOUS SITES: DISABLED PERSONS PARKING PLACES - PROPOSED NEW PROVISION AND REMOVAL**

(Agenda No. 6)

The report presented responses to the statutory consultation on the proposals to remove, amend and introduce disabled persons parking places (DPPPs) at various locations in the Cherwell and West districts of Oxfordshire.

The Chair addressed the responses to the consultation and the replies provided by officers.

The Chair noted that the fifth recommendation in the report did not reflect the wording in the officers' response to objections. The recommendation was amended to reflect that the DPPP on Western Crescent was to be retained.

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

- a. The proposed provision of Disabled Persons Parking Places (DPPP) at: Beatrice Drive (Banbury), Sandford Rise (Charlbury), Nine Acres Lane (Charlbury), Hannis Road (Chipping Norton), John Lopes Road (Eynsham), Marlborough Avenue (Kidlington), Park Close (Yarnton),
- b. the proposed removal of the DPPP at: Oxford Close (Kirtlington),
- c. the proposed relocation of the DPPP at: High Street (Bloxham),

- d. to defer approval of the proposals at the following location pending further investigations: Merton Close (Eynsham), and
- e. to ~~defer~~ retain approval of the proposals to remove a DPPP at: Western Avenue (Banbury).

## 80/22 SONNING COMMON - VILLAGE CENTRE - PROPOSED WAITING RESTRICTIONS

(Agenda No. 7)

The report presented the consultation responses to the advertised TRO which proposed changes and corrections to the existing restrictions.

The Parish Council contacted the Civil Parking team in July 2022 to request changes to parking restrictions in Wood Lane and Woodlands Road. It was discovered that some of the existing Traffic Order documents had some existing yellow lines missing and so it was agreed to undertake a joint project to correct the records and consult upon some proposed changes simultaneously.

The Chair invited Cllr Bidgood to address the meeting and responded to the points made.

Cllr Bidgood welcomed all the report recommendations and wished to thank the team, in particular Mike Horton – Technical Officer, Parking, for the help provided throughout the development of the proposed scheme.

The Chair noted and addressed the responses to the consultation.

The Chair referred to response 7 and requested that officers provide a response to the points raised. Following the meeting, James Whiting, Principal Officer – Parking, provided a response via email.

The Cabinet Member for Highway Management **APPROVED** the proposed amendments to waiting and loading provision as advertised comprising:

- a) Extensions to the existing ‘No Waiting at Any Time’ restrictions (double yellow lines) in Wood Lane near the junction of Woodlands Road, across the entrance to the public car park and two new bus stop clearways are being proposed to safeguard bus access,
- b) reposition the existing double yellow lines and loading bay for Goods Vehicle deliveries on the southwest side on Woodlands Road to help improve visibility from the car park exit,
- c) formalise the existing school keep-clear zig-zag markings in Grove Road outside Bishopswood Special School, meaning that a No Stopping restriction will be in place between 8.30am-9am and 3pm-3.30pm on Monday to Fridays.
- d) A number of minor updates to Traffic Order map schedules across the parish.

**81/22 OXFORD - THE PLAIN ROUNDABOUT AREA - PROPOSED NO LOADING AT ANY TIME RESTRICTIONS (EXCEPTING EXISTING DESIGNATED LOADING BAYS)**

(Agenda No. 8)

The report presented responses received during the statutory consultation on a proposal to prohibit loading at all times other than the existing off carriageway loading bays as shown in in Annex 1 of the report.

The Chair invited the speakers to address the meeting and addressed the points made.

Officers agreed to continue the discussion regarding bollards on loading bays with Peter Barnett, CoHSAT.

There was a discussion regarding the Magdalen College School bus service which used the loading bays to drop off and collect pupils. Officers confirmed that loading was permissible whereas waiting was not, thus school drop off and collection on Iffley Road and the loading bays outside Sainsbury's could continue if the proposals were passed.

In response, the Bursar of Magdalen College School raised the importance of the school adhering to its safeguarding responsibilities for its junior school children. In the event of the school holding any bus from which an expected child from the junior cohort was missing, the school would be in breach of the no waiting restrictions. James Whiting, Principal Officer – Parking, stated that afternoon restrictions applied from 16:00 – 19:00 so a shift in operating times to 16:30 could alleviate any issues around after-school collection.

The Bursar added that the school was introducing late 5pm buses from September 2023 which meant pupils would be collected from the locations of any reviewed restrictions. The school was aiming to increase the percentage of its pupils who used its home to school transport service with the launch of its new bus partnership with Headington School.

The Chair welcomed the school's sustainability policy and efforts to reduce the number of pupils travelling to school by car. The Chair agreed that loading enforcement should start from 16:30 but noted that this scheme should be an ongoing process and officers should continue discussions with the school to ascertain whether any improvements to the proposals could be made.

The Chair also noted and addressed a number of the consultation responses and acknowledged the concerns and objections raised in responses 8 and 9 and emphasised that all comments should be considered carefully by officers. Some objectors felt that the proposals did not go far enough. The Chair reminded the meeting that these proposals formed part of an iterative process which required ongoing engagement with all stakeholders.

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

- a. a peak hour loading ban (suggested times of operation between 07.00 to 10.00 and ~~16.00~~ 16:30 to 19.00)
- b. officers to investigate alternative arrangements for loading in this area in consultation with the residents, businesses and landlords to inform a decision on whether to progress a more comprehensive scheme taking account of the likely requirement for a Public Inquiry to determine the appropriateness of further controls on loading.

## **82/22 ABINGDON - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 9)

The report presented responses received to a statutory consultation on the proposed introduction of 20mph and 30mph speed limits in Abingdon as shown in Annex 1 of the report.

These proposals had previously been considered by the Chair in November 2022 and February 2023, but decision was deferred due to ongoing concerns regarding the schemes adherence to the Council's 20mph policy and concerns expressed by bus operators.

Following a comprehensive review of the proposals by the Council, bus operators, and representatives of active travel, an amended proposal was agreed.

The scheme now being presented was a relaxation of the original proposals thus there was no requirement to undertake a new, formal consultation. The Chair thanked everyone who had contributed to discussions since the deferral in February.

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

The Chair queried whether the bus companies, which had rejected this scheme in February, were now content with the proposals. Officers confirmed that extensive engagement with bus companies had been undertaken and agreement by all parties on the scheme presented had now been achieved

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph and 30mph speed limits in Abingdon as advertised but with subsequent minor relaxations as outlined in paragraph 19, and providing that the text headed "Drayton Road" in the table at paragraph 19 be removed and replaced with "The 20mph limit is proposed to start immediately south of Mill Road".

## **83/22 CUMNOR - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 10)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Cumnor and Farmoor and a 30mph speed limit on the B4044 Eynsham Road in Farmoor, as shown in Annexes 1 to 2 of the report.

These proposals were originally presented to the Chair in February however due to ongoing concerns from the Council's bus partners the proposal was deferred to enable further discussion to address concerns. Following a comprehensive review of the proposals between the Council, bus operators and Cyclox, a minor amendment in Cumnor was agreed. The revision was a relaxation of the original proposals thus there was no requirement to undertake a new formal consultation.

The Chair invited speakers to address the meeting and responded to the points made.

The Chair felt that this was another good example of collaboration and coproduction and emphasised the importance of understanding and respecting the professional requirements of bus operators.

The Cabinet Member for Highway Management **APPROVED** the following proposals as advertised but with a subsequent minor relaxation in Cumnor as outlined in paragraph 17:

- a. 20mph speed limit in Cumnor,
- b. 20mph speed limit in Farmoor, and
- c. 30mph speed limit on the B4044 Eynsham Road in Farmoor.

#### **84/22 FARINGDON - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 11)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Faringdon, and the extension of the existing 50mph speed limit on the A4095 Radcot Road by 40m in order to help facilitate the 20mph proposals, as shown in Annex 1 of the report.

These proposals were originally presented to the Chair in February however due to ongoing concerns from the Council's bus partners decision was deferred to enable further discussion regarding the concerns raised. Following discussion between the Council, bus operators and Cyclox, two revisions were proposed in the latest iteration of the report.

The revisions involved relaxation of the original proposals thus there was no requirement to undertake a new, formal consultation.

The Chair invited speakers to address the meeting and responded to the points made.

Mr Harrison suggested some improvements which were not within the scope of the decision nevertheless the Chair encouraged officers to explore the suggestions and thanked Mr Harrison for his contribution to the meeting.

The Chair welcomed the detailed report and thanked officers, bus companies, councillors and other stakeholders for engaging in the coproduction process.

The Cabinet Member for Highway Management **APPROVED** the following proposals as advertised but with subsequent relaxations on 2 radial roads as outlined in paragraph 17:

- a. New 20mph speed limit for Faringdon, and
- b. Extended 50mph speed limit on the A4095 Radcot Road.

#### **85/22 FOREST HILL - OLD ROAD / SHOTOVER KILNS - PROPOSED 20MPH SPEED LIMIT**

(Agenda No. 12)

The report presented responses to a statutory consultation on the proposed introduction of a 20mph speed limit on the Shotover area of the Forest Hill with Shotover Parish as shown in Annex 1 of the report. This had been omitted from an earlier consultation with the Parish.

The Chair noted the responses to the consultation and felt that the small addition to the previously-agreed scheme was sensible and uncontroversial.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits as advertised.

## **86/22 SHRIVENHAM - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 13)

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Shrivenham as shown in Annexes 1 – 5 of the report.

The scheme was originally presented to the Chair in February. Due to ongoing concerns from the Council's bus partners decision was deferred to enable further discussion to address the issues raised.

A comprehensive review of the proposals was undertaken by the Council and bus operators, and an amended plan was agreed. The revisions were a relaxation of the original proposals thus there was no requirement to undertake new, formal consultation. Officers were confident that all bus operator concerns had been addressed and great care was taken to ensure that the latest proposals only extended to what was deemed essential to maintain viable bus services.

The Chair noted that the revision was not accurately presented in Annex 3 of the report. The new limit would start in advance of the junction, between R1 and R3. Officers agreed to provide an up-to-date map.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20mph speed limits in Shrivenham as advertised, but with the subsequent relaxation outlined in paragraph 15.

## **87/22 STEVENTON - PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

(Agenda No. 14)

The report presented responses to a statutory consultation on the proposed introduction of 20mph and 40mph speed limits in Steventon as shown in Annexes 1 – 5 of the report.

The existing temporary 20mph and 40mph speed limits were brought in due to ongoing structural issues with the bridge were proposed to be incorporated into the wider proposals as a permanent measure.

The scheme was originally presented to the Chair in February however due to ongoing concerns from the Council's bus partners decision was deferred to enable further discussion to address the concerns raised.

Following a comprehensive review of the proposals between officers, the Local Member and bus operators, relaxation of the existing proposals was agreed upon.

The Chair invited speakers to address the meeting and responded to the points made.

The Chair thanked the bus company for its instructive and constructive engagement since deferral of this decision in February.

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



- a. Village wide 20mph speed limit, and
- b. 40mph speed limit on the B4017 High Street.

**88/22 WOODCOTE - PROPOSED 20MPH SPEED LIMITS**

(Agenda No. 15)

Cllr Andrew Gant declared an interest in Item 15 of the agenda.  
The Leader of the Council chaired the item.

The report presented responses to a statutory consultation on the proposed introduction of 20mph speed limits in Woodcote as shown in Annex 1 of the report.

This scheme was originally considered in March, but decision was deferred to enable further discussions with bus operators to address their concerns. The discussions confirmed the acceptability to all parties of the original proposals.

The Leader welcomed the number of responses to the consultation and noted that most were in favour of the scheme. Over 50% of people stated that if the scheme was introduced they would walk and cycle more.

The Leader noted the objection from Thames Travel Bus Company and officers confirmed that they had engaged with the bus operator on the design of the scheme.

The Leader of the Council **APPROVED** the proposed introduction of 20mph speed limits as advertised.

..... in the Chair

Date of signing .....

- (a) **FIELD**
- (b) **FIELD\_TITLE**

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## WRITTEN STATEMENTS RECEIVED

**PETITIONS AND PUBLIC ADDRESS (All speakers on all the items have 3 minutes except for County Councillors representing the relevant division who have 5 minutes)**

### **ITEM 7 – SONNING COMMON – VILLAGE CENTRE – PROPOSED WAITING RESTRICTIONS**

#### **Cllr Jonny Bidgood – Chair Village Centre and Transport Working Party, Sonning Common Parish Council**

As the Parish Councillor leading this application to OCC for additional parking restrictions in the village centre of Sonning Common I would like to state my full support of all the recommendations contained herein the Agenda.

I would also like to thank Mike Horton the technical officer from the parking team for his help throughout this process. From the moment he was involved he has been helpful and his advice, including a site visit where he was prepared to listen to our concerns and discuss in detail how these could be dealt with, has been exemplary. This has been invaluable to someone who has not been through this process before. We are looking forward to seeing the new additions in place and also the whole existing road markings being refreshed, as soon as is practicable. We will then be in a position to request civil enforcement to enable a safer environment for motorists and pedestrians and cyclists.

Thank you very much for your time.

## **ITEM 8 - OXFORD – THE PLAIN ROUNDABOUT AREA – PROPOSED NO LOADING AT ANY TIME RESTRICTIONS**

### **Alexandra West, Bursar of Magdalen College School**

I am representing Magdalen College School which is located on Cowley Place, adjacent to The Plain roundabout. 50% of our pupils walk, cycle or take public transport to school, but for the other 50% of pupils, those options are not viable given where they live. We therefore have twelve coaches which transport pupils from home to school every day during the academic terms, starting as far afield as Gerrards Cross, Brackley, Henley and Bourton-on-the Water. Currently these buses operate as part of the Oxford Schools' Bus Partnership, and from September they will be operated as a new partnership between MCS and Headington School. We are investing in this new partnership as part of our commitment to becoming a more sustainable school, in line with the City and County Council priorities. The new service will fit the needs of our parents and pupils better, and therefore the number of pupils using the service should increase. Currently it is used by 173 MCS pupils; our surveys suggest this could increase by 50-75% next year, which would be excellent progress in the school's drive to become more sustainable. I am sure this is obvious, but the coaches reduce congestion on The Plain, by preventing hundreds of journeys that would otherwise have to be made by car.

Having convenient and safe loading and unloading locations for the school bus service are crucial to the success of the new bus partnership. The buses have to stop in or around the Plain. We use public bus stops on the Iffley Road for those that come that way, but others which approach from other directions stop outside Sainsburys or use the area outside our Junior School, opposite Sainsburys. The current loading/unloading locations in Iffley Road and outside Sainsburys seem unaffected by the proposed new restrictions. But prohibiting the occasional use of the area outside our Junior School on the west side of the Plain would cause us difficulties. We support the rest of the proposals as they would improve the safety of the Plain- particularly around St Clements.

## **Peter Barnett, CoHSAT**

I am the one in the consultation responses that was very nearly taken out on my bike by a Magdalen parent diving for a parking spot outside the Ballroom to drop their child off; a less confident cyclist could well have been in serious trouble.

If these spaces are to be retained, even for off-peak use, then there should be lockable bollards, with keys only to local businesses, college and school, as suggested by a local councillor.

The problem will be, that without bollards, these spaces will still be used for short term car parking and school pick up and drop off, especially during peak times; these are the times when there are higher cycle and pedestrian flows and vehicle parking here can create extra visibility problems as pointed out in several consultation responses.

Quite honestly lockable bollards would be an improvement for businesses. Almost every time I have been through the Plain there are cars parked there, not delivery vehicles; sometimes cars double parked.

Ideally remove these loading bays altogether, but if they must be retained, at least in the medium term, because of the requirement for a public inquiry if removed, then the parking spaces should be shortened and end at least 3 meters earlier before Cowley Road to prevent hiding pedestrians and awkward roundabout entry manoeuvres.

Finally, I note with concern that recent changes to The Plain following Ling Felce's death would not actually make any difference if such incident were to occur today, since no changes, not even minor changes, were made to the St Clement's entry to The Plain. Accepting the possible restrictions imposed by roadway width that make a wand segregated cycle lane difficult, it should still be possible to put up signs and symbols to alert drivers to the presence of cyclists on the approach to and on The Plain; something like this might just have saved Ling Felce's life.

So, TSRGD 950 cycle route ahead warning signs; large TSRGD 1057 cycle symbols on the road on the approach; TSRGD 602 Give Way signs, which are on Cowley Road but not St Clement's; why? The County Council have plans in the pipeline for a bus and cycle lane on the St Clement's approach to The Plain, but this stops well short of the roundabout. Please take the earliest opportunity to put additional signs and symbols on the approach to and on The Plain to alert drivers to the presence of cyclists. Think Vision Zero; Think Safe Roads.

## **GENERAL STATEMENT ON 20MPH SPEED LIMITS AND VISION ZERO**

### **Peter Barnett, CoHSAT**

I would like to make two points; the first on 20 mph speed limits and Vision Zero and the second on the Vision Zero mindset and culture.

First, well done with the 20-mph programme. The single most effective part of the Safe System approach for Vision Zero, adopted the world over, is Safe Speeds through speed limit reduction.

But an important aspect of Safe Roads in the Safe System approach to Vision Zero, is that roads are self-explaining. This is the idea that a traffic environment should elicit safe behaviour simply by its design. It is one of the most important strategies to slow speeds and make streets safe for everyone. Speed limit reduction on its own certainly helps a bit, but design techniques like roundabouts, speed humps, chicanes, medians, and road diets are all proven solutions to slowing speeds and making streets safe; they also improve the credibility of the speed limit and thus reduce speeds. We must build roads and roadways that prioritise safety over speed.

With limited funds, a lot can be done with just paint, colour and bollards, much as the Council have done with cycling infrastructure. There is a wealth of material out there advising on the most effective methods; for example, a TRL report from 2005, prepared for the DfT, on - 'Psychological' traffic calming: Report TRL641.

And now the Vision Zero mindset; The Highways meeting on the 23 February, approved 20 mph limits in Chilton but did not reduce the limit for Lower Road which remained at 40 mph.

Both the Parish Council and the local councillor had asked for Lower Road to become 30 mph, with the Councillor saying it was a primary active travel route without segregation or separation. Officer judgement was that the 40-mph limit was a reasonable compromise to allow drivers to make progress into Chilton.

This is a 484 metre stretch of road which would take 9 seconds longer at 30mph than 40; this still allows for progress; so would 20 mph, being only 27 seconds longer. Is the loss of a few seconds really an issue when active travel can and should be supported and encouraged? Active Travel; Vision Zero; Safe Speeds. I hope that this will be reconsidered as a matter of urgency.

But for me, it shows that old ways of thinking that prioritise motor vehicles still persist and this must change for Vision Zero to progress. Vision Zero is a new way of doing things; a new culture; a new mindset.

## **ITEM 9 - ABINGDON – PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

### **Robin Tucker – Co-Chair, CoHSAT**

I apologise that I cannot be present, as I am in another meeting to develop understanding in this Council of walking, wheeling and cycling and their role in supporting the Council's objectives on congestion, health, equality and climate change.

With Botley Road closed, we see again how fragile a congested motoring-based transport system is, despite its huge financial and societal cost financially. With just one artery closed, traffic on other routes grinds to a halt, with extra problems from crashes each day. We must do more to enable people to use active travel and public transport that do not cause these damaging problems to people and the vital functions of the city.

Reducing speed limits is one of the ways to achieve this. By making street environments safer and more attractive, it encourages people to walk and cycle more often, and maybe walk to the bus stop. They are less likely to be injured or killed in a collision too. We are pleased that Oxfordshire is leading the way among English counties.

But 20mph zones can impact bus operations, and buses are vital to our transport future too, so we needed to ensure bus services were not damaged. Sitting down to discuss it with the bus companies, we found that they shared a lot of the same thinking, and working through the data and maps we were able to suggest a route to the most benefits with the least downsides. Once again, co-production shows its benefits.

**We support the 20mph proposals for Abingdon, Cumnor, Faringdon, Forest Hill, Shotover, Shrivenham, Steventon and Wootton.**

**We raise one question, for Abingdon, Drayton Road, on whether the 20mph limit should start near the Hartwell garage or just south of Mill Road.**

Looking at today's other proposals:

**We support the Didcot station area parking measures.** These streets are frequently used by local people walking and cycling to the station, and reducing non-residential parking will make this safer and more attractive.

**We support the No loading measures for The Plain in Oxford.** With a recent death and 50 collisions in 5 years, this is the most dangerous junction in Oxford. It is also a

major pinch point for traffic of all kinds. It seems perverse to allow loading in peak times on an A-Road roundabout known for its dangers and traffic congestion.

### **Paula Lopez, Town Clerk, Abingdon-on-Thames Town Council**

Abingdon Town Council was approached by Oxford Bus Company to review the requested 20mph speed limit across the town as the bus company was concerned that the proposed change might impact on its services.

Oxford Bus Company has confirmed its support for reduced speed limits but is keen to ensure that its services can continue to be delivered at the same level.

A meeting between Oxford Bus Company and Abingdon Town Council 20pmh Working Group took place which was attended by councillor members of the group and some residents.

At this meeting it was agreed to propose to yourself and Oxfordshire County Council that the transition between 30mph and 20mph should happen at the locations below on the main arterial routes into Abingdon and would request that this be taken into account when considering the implementation of the 20mph speed limits in Abingdon, we understand that you are due to make a decision on this shortly.

- Oxford Road  
Transition at the junction with Northcourt Road. This change would be subject to an action on Abingdon Town Council to relocate the bus stop on the northbound side from its current location north of the junction to a location south of it. This change was requested by the bus company as it would improve space on the pavement.
- Radley Road  
Transition to 20mph limit at the mini roundabout where Daisy Bank joins Radley Road. The town council understands that the existing cycle route from Radley into Abingdon is due to be upgraded by Pye Homes such that a 3m wide shared path from Radley to the cinder track cycle path will be installed which would segregate cyclists from cars.
- A415 Bridge St  
Transition to 20mph at the junction with the car park entrance on Thames Street.
- Drayton Road  
Transition to 20mph somewhere between the junction with Saxton Road and in line with Gainsborough Green, which does not join with Drayton Road.
- Ock Street  
20mph throughout.
- Marcham Road



Proposals for a 20mph transition at the roundabout junction with Colwell Drive are not disputed.

- Faringdon Road  
20mph throughout
- Wootton Road  
Transition at the junction with Northcourt Road.

### **Cllr Neil Fawcett**

Firstly, I am very surprised that the officers have again come up with recommendations for you which do not reflect the consensus position that had been agreed between local councillors, active travel groups and the bus companies and that there was, once again, no consultation with local County Councillors about these recommendations.

Myself and the Town Council's starting position was that the whole of Abingdon, inside the perimeter road, should be 20 mph.

We then engaged positively with the bus companies and, in a spirit of compromise, accepted some changes in order to get the scheme through.

In that context, I was happy to accept the consensus position that emerged.

However the officers have now made recommendations which are different to that consensus. In the case of the Drayton Road in my division, they make no sense at all.

I won't comment in detail on their proposals for Oxford Road as it is not my division. My view is that the consensus that we came to, that the Oxford Road junction with Northcourt Road was the right place to start the 20 mph zone was fine. If it can't be done for technical reasons then they should move it north, not south.

I will comment in detail on the recommendation for Drayton Road.

The consensus we came to was that the 20 mph limit should start south of the Mill Road min-roundabout junction. This allowed the buses to travel up to 30mph up the long straight section of Drayton Road which has decent visibility and service roads down each side which are well used by cyclists.

From that point northwards, however, the area gets busy with two roundabouts, several entrances on to Drayton Road, two lots of older persons accommodation, a pedestrian crossing and the side entrance to Caldecott School (which serves the Tithe Farm estate to the west of Drayton Road).

The pavements in this section are narrow and have a high footfall. There are no service roads here.

So I cannot understand why the officers are recommending to move the start of the 20 mph zone to north of the Hartwell garage. It makes no sense at all and there is no real advantage to the buses which will be slowing down for the roundabouts and bus stops anyway.

I would therefore urge you to agree that the start of the 20 mph zone on Drayton Road should be immediately south of the Saxton Road junction.

## **ITEM 10 - CUMNOR – PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

### **Tom Christophers – Cumnor Parish Chairman (written submission)**

I write to you on behalf of Cumnor Parish Council in support of Agenda Item 10 in general but would like to make specific mention of the reduction in speed proposal in Cumnor village from 30mph to 20mph.

We as a council note the overwhelming support for the 20mph Cumnor proposal from the online consultation. 74% in support confirms what we as a parish council have been hearing from our community for a number of years now and also reflects the views and support from our District and County Councillors (Cllrs Jenner, Roberts and Ash).

We were concerned in February 2023 to see the recommendation to defer a decision pending further discussions to assess the acceptability of reduced proposals that meet the needs of all parties from the Corporate Director, Environment and Place.

We say this as the only real objection as such comes from Thames Travel regarding the stretch of road running Abingdon Road (at the A420 exit / entry points), Glebe Road and Oxford Road before the A420 flyover bridge.

To quote from the supporting papers, the objection was around:

*"It is important that buses are able to make progress where it is safe for them to do so. Unlike a private motorist that may typically go along the road once in each direction in a day, buses operate along the above roads up to 67 times a day in each direction and so the impact is that much greater. Slowing journeys makes bus services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the council's policies. Ultimately if journey times become too great, either, extra bus and driver resource needs to be added to maintain the same level of service (i.e. increased cost for no increased revenue) or alternatively timetables need to be trimmed so that they can be operated with the existing resource (i.e. reduced revenue from the same operating cost). This could lead to services becoming financially unsustainable and so could lead to service reductions."*

and from the Corporate Director, Environment and Place that the proposal should:

*"...meet the needs of the bus operator and pose no threat to the operational viability of services."*

I think what was missed in February is that this stretch of road only corresponds to 0.3 miles (or 0.4 miles for one bus route from Besselsleigh).

The Abingdon Road stretch from A420 slip road entry and exit to the Glebe flyover bridge is 0.4 miles coming off the A420 from Rockley; and, 0.3 miles from the flyover to the exit to the A420 heading to Oxford (and vice versa). Both these journeys for the S9 and 33 buses going to and from Oxford at the current 30mph in perfect driving conditions with no stopping for passengers would take:

S9 coming from Rockley to Oxford - 48 seconds  
S9 going to Besselsleigh from Oxford - 36 seconds  
33 going to Oxford from Wootton - 36 seconds  
33 going to Wootton from Oxford - 36 seconds

By moving to 20mph the times would change to:

S9 coming from Rockley to Oxford - 72 seconds (an increase of 24 seconds)  
S9 going to Besselsleigh from Oxford - 54 seconds (an increase of 18 seconds)  
33 going to Oxford from Wootton - 54 seconds (an increase of 18 seconds)  
33 going to Wootton from Oxford - 54 seconds (an increase of 18 seconds)

I'm not sure the brevity of the distance was taken into account by either bus company or Corporate Director and thus the implication that services would become potentially unviable may have been wrongly arrived at.

We don't believe the concerns are valid when put against a bus journey increase of 18 seconds and 24 seconds respectively across the entirety of each bus journey from their starting and end points in Wantage, Oxford and Wallingford that are in total 111 minutes (Oxford - Wallingford and Wallingford - Oxford) and 52 minutes (Oxford - Wantage and Wantage to Oxford).

We hope that provides better clarity and that we can highlight the oddity of seeking to defer in February 2023 a motion to reduce speed for safety and environmental reasons over 18 to 24 second increases in bus routes that represent in reality 0.3% of the total journey time for the 33 bus and 0.8% of the total journey time for the S9 bus.

In comparison, the similar North Hinksey motion (also from February 2023 that includes roads also in Cumnor Parish) constituted 6.2 miles of bus route (#400 - both ways, 63 - both ways and 4A bus services). In perfect conditions these 6.2 miles would take a total of 12 minutes and 24 seconds to travel at 30mph. These road speed limits were reduced to 20mph in the February 2023 meeting, adding on a total of six minutes and 12 seconds to bus journeys overall; however, the bus companies submitted no objections to the motion.

We noted with interest that subsequently the county council has passed similar speed reduction motions in Benson, Charlbury, East Hanney, North Aston, Sydenham, Uffington, Watlington, West Hanney and West Challow, in some cases despite similar objections from bus companies.

This speed reduction is something that our community has been fighting for and lobbying us (and our District and County Councillors) to support, for a good while. The news that the motion had been pushed back was difficult to send back to our community and may have caused a loss in faith in democratic processes from the constituents who we all serve. We hope that this faith can be restored by passing this motion as recommended by the Corporate Director, Environment and Place this time round.

### **Cllr Judy Roberts**

As you can see from the consultation, there is overwhelming local support for this change. The comments from the Thames Travel bus company needed further exploration as it seemed inconsistent to the parish that no objection has been raised for the North Hinksey scheme but the Cumnor one had received an objection. Most of our major highways routes feed into North Hinksey area so if it was acceptable there, why not in Cumnor.

It appears from paragraph 17 that the only place where 30 mph will be retained, should this proposal be accepted today, will be a short section of the A420 slip road through to Kennilworth Road. Although there are residents that live on that section there are major safety hazards that affect other areas of Cumnor and it is important that these changes should be implemented sooner rather than later to help manage these areas.

There is a one way system in the centre of Cumnor village that goes past the Cumnor Primary school. On a regular basis waste and other large Heavy Goods Vehicles travel up this section at 30 or more mph which at school drop off and pick up times is really dangerous. We have many cyclists who in anticipation of the much needed Eynsham to Farmoor to Botley cycle path, regularly use this route along the B4044 to access the City. At several points buses can only just pass each other and do encroach over the marked on-road cycle lane where there is one, which definitely does not meet LTN1/20 regulations.

The central road through Farmoor is currently at 40 mph and the flow of traffic is regulated by the payment of the toll at the Swinford bridge. The local children have to use public buses now to get to school since the school buses were stopped. This does require crossing the road either in the morning or evening depending on which secondary school they attend but there is never enough time between the cars coming through to cross safely and this is also true for the elderly residents. Reducing the speed will make it so much safer to cross.

In all these areas it is really important that we get a speed reduction to keep our active travellers safer.

Nobody likes to compromise but I can see from both the bus passengers and driver's point of view going from a 50 mph area to 20mph area directly may make their journey uncomfortable. If this is the only change that is required, on balance, it seems acceptable if we can get the lowered speed limits implemented across the Parish of Cumnor.

The main bus routes will all be at 30 mph or greater except for the very centre of the village and this should encourage greater use of the buses as they will be able to keep to timetable.

I support the changes to a lower speed limit and accept the small amendment made to the A420 slip road area.

## **ITEM 11 - FARINGDON – PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

### **Mark Harrison**

We commend the bus companies for the recent improvements in services on the S6 and 67 routes

Recent informal (Garmin) monitoring shows buses rarely average as much 20 mph (this excludes the time spent stationary)

- Re-site existing bus stops to spread them more evenly and eliminate a few in the process
- Fewer bus stops could result in a more equitable distribution for passengers
- Perhaps the community bus could be incorporated to provide less abled passengers to intersect the S6 and 67 for a limited number of the services during the day

Remove the loop the S6 takes through the Faringdon Market Place and relocate the main stop to Marlborough Street outside the old Post Office and the other commercial buildings adjacent to it

- This is a bottleneck as buses often wait for quite a few minutes when arriving early.

Clamp down on obstructive illegal parking along the bus route

**Cllr Bethia Thomas**

Dear Cllr Gant,

Last month I wrote to you to support the application for the 20MPH scheme in Faringdon. Faringdon is a small market town, and many are concerned about the safety of our roads. Recently a resident has petitioned the town council to make them aware of the problems parents are having crossing the main road to walk to school and slower speeds would definitely be welcomed here.

Since the February meeting where your decision was deferred, I know you have seen at least one submission from residents from Faringdon supporting the application for 20MPH Zone throughout the town, and I know others support it, as do Faringdon Town Council. We were all very disappointed that it was delayed but hope you are still committed to the scheme for our town.

**ITEM 14 – STEVENTON – PROPOSED 20MPH SPEED LIMIT AND ASSOCIATED SPEED LIMIT BUFFERS**

**Louise Brockman – resident**

I have been a resident of Steventon for over 21 years. I live on Steventon Hill. In this time there has been a very noticeable increase in the volume of traffic – especially the size and weight of the vehicles, with a much higher number of larger vehicles.

The pavements in Steventon are narrow in places – it feels very unsafe at times when walking along paths only one metre wide with speeding vehicles driving past. Slowing the traffic down will help to make pedestrians feel safer and you would hope ultimately - to be safer. Wing mirrors of large vehicles can be head height, and if travelling at higher speeds can feel like they would cause a lot of damage!

The noise and vibrations from the many lorries that drive through the village is noticeable inside the houses on Steventon Hill, the High Street, and the Drayton and Hanney Roads. Slowing the vehicles down would help to reduce this nuisance. The lorries and buses that are travelling slower are quieter with less vibrations – this is very easily observed on a daily basis. Vibrations can be felt throughout residences – in our own house bottles and jars in the kitchen at the back of the house have been known to chink together audibly as large vehicles have passed outside.

The speed limits in the village currently go from 40mph entering the via the Hill, to the 20mph zone for the centralised bridge, and back up to 30mph by Station Yard. This causes confusion with drivers. Having a blanket 20mph limit in the village will help to clarify the speed limit to motorists, and will hopefully mean that they are more likely to stick to them. The 20mph zone due to the weakened bridge is required for safety reasons and is not going to be changed in the near future from what we are being told by the Council.

I am a member of Steventon Community Speedwatch group. My husband is also a member of the group along with a further 12 people. We are an active Speedwatch group regularly monitoring in the 20, 30 and 40 mph zones in the village. This group was formed by local residents that over the past few years had collectively got fed up with the speed of vehicles travelling through the village along with the associated danger, noise and vibrations. We are approaching our 1000<sup>th</sup> reported speeding motorist since 4<sup>th</sup> July 2022 – just under 10 months. In this number we have reported vehicles of all types to the Police for speeding – motorbikes, cars, vans, buses and lorries – both small and large.

The sheer number of vehicles using the villages roads is extraordinary – many visitors unfamiliar with the village comment on the amount of traffic using the villages roads. A traffic survey carried out in May 2021 showed over 10,000 vehicles a day using the High Street.

I believe that lowering the speed of these thousands of vehicles a day will make the village safer, quieter and more pleasant to live in. I also believe that it will encourage more people to walk around the village – I know people who wouldn't consider walking over the bridge and up the hill to our house, and choose to drive on safety grounds saying that they do not feel safe walking on either side of the road. It will reduce the vibrations felt by many residents (day and night) and reduce the noise pollution. Looking into whether a 20mph reduces air pollution, I found that there is evidence from studies that there are clear benefits to driving style and associated particulate emissions. Research has found that vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph zones, reducing particulate emissions from tyre and brake wear.

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