

## DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

**MINUTES** of the meeting held on Thursday, 16 December 2021 commencing at 10.00 am and finishing at 12.06 pm

**Present:**

**Voting Members:** Councillor Liz Leffman – in the Chair for Item 4  
Councillor Tim Bearder – in the Chair for Items 5 - 16

**Other Members in Attendance:** Councillor Robin Bennett (for Agenda Item 4)  
Councillor Andrew Gant (for Agenda Items 4, 7 & 9)  
Councillor Charlie Hicks (for Agenda Item 4)  
Councillor Damian Haywood (for Agenda Item 4)  
Councillor Dan Levy (for Agenda items 5, 7)  
Councillor Duncan Enright (for Agenda Item 5)  
Councillor Andrew Coles (for Agenda Item 5)  
Councillor Roz Smith (for Agenda Item 6)  
Councillor John Howson (for Agenda Item 10)  
Councillor Liam Walker (whole of meeting but speaking specifically on Items 4 and 5)

**Officers:**

Whole of meeting G. Warrington & C. Maclean (Law & Governance); P. Fermer, T. Shickle and A. Kirkwood (Environment & Place)

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
4.	O. Jenkins, N. Barnes and E. Walters (Environment & Place)
5.	O. parson (Environment & Place)
6. & 12.	V. Neville (Environment & Place)
7.	J. Exley (Environment & Place)
9.	J. Whiting (Environment & Place)
10.	C. Rossington (Environment & Place)
14.	R. Moore (Environment & Place)
15.	L. Turner (Environment & Place)

*The Cabinet Member for Highway Management 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.*

**23/21 DECLARATION OF INTEREST**

(Agenda No. 1)

**Item 4 – Oxford: East Oxford – Proposed Low Traffic Neighbourhood**

The Cabinet Member for Highway Management advised that he had decided to step away from this item to allay any concerns regarding his impartiality with regard to the issues involved and would not be considering the item. Although he was clear that he had an open mind on the issues involved he wanted the public to have every confidence in the decision to be taken at this meeting and, therefore, he had asked the Leader of the Council to take the decision on this occasion in order to demonstrate his impartiality and enable people to focus on the issues in question.

Under the Council's Constitution the Leader of the Council was authorised to make a decision in place of a delegated Cabinet Member.

**Item 9 – Oxford – Car Club Vehicles within Controlled parking Zones**

Councillor Gant who would be speaking as a local member advised that he was a subscriber to the Co-Wheels car club.

**24/21 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
City Councillor Katherine Miles	)
City Councillor Jemima Hunt	)
Danny Yee	)
Nick Welch	)
John Skinner	)
Richard Parnham	)
Sadiea Mustafa Awan	)
Peter McIntyre	) 4. Oxford: east Oxford – Proposed
Robin Tucker	) Low Traffic Neighbourhood
Qasim Mohammed	)
Claire Boyns	)
Alison Hill	)
Mazar Doghar	)
Emily Kerr	)
Scott Urban	)
Sajad Khan	)
Councillor Robin Bennett	)
County Councillor Andrew Gant	)
County Councillor Charlie Hicks	)
County Councillor Damian Haywood	)

County Councillor Liam Walker	)
Henry Mo County Councillor Dan Levy County Councillor Duncan Enright County Councillor Andrew Coles County Councillor Liam Walker	) ) ) 5. Witney: High Street – Proposed )Waiting Restrictions ) )
Maurice Daly County Councillor Roz Smith	) 6. Oxford: Headington Quarry CPZ )Amendments to Waiting restrictions )and Parking Places
Jo Sandelson County Councillor Andrew Gant	) 7. Oxford/Gosford: A44 Oxford )Northern Gateway Site
County Councillor Andrew Gant	9. Oxford – Car Club Vehicles within CPZs
Danny Yee County Councillor John Howson	) 10. Oxford: New and Amended )Pedal Cycle Parking Places
Mrs J. Seedhouse	12. Oxford: Hayes Close & Ferry Road Amendments to Waiting Restrictions and Parking Places

## 25/21 OXFORD: EAST OXFORD - PROPOSED LOW TRAFFIC NEIGHBOURHOOD

(Agenda No. 4)

The Cabinet Member for Highway Management advised that in the light of some concern about recent comments he had made regarding this item, which some members of the public had considered might affect his impartiality, Councillor Liz Leffman the Leader of the Council would, under the provisions of Article 6 of the Council's Constitution, take the Chair for Item 4. Although he was very clear as was the Leader of the Council that he did not have a predetermined view on this matter he was stepping away from this particular item because he wanted the public to have every confidence in the decision making of the Council and demonstrate his impartiality. He would then resume the Chair for the remainder of the meeting.

The Leader of the Council then took the Chair for the duration of Item 4.

On 29 July 2021 the Cabinet Member for Highway Management had resolved as follows:

- (a) to note the responses to the non-statutory public consultation on the East Oxford low traffic neighbourhood including Quietways,
- (b) agree that officers review the options based on the consultation output, update the proposals and reconsult,
- (c) agree that the outcome of consultation on revised proposals be reported to a future CMD meeting and
- (d) instruct officers to fully assess the impact of the delay on resources and budget on the wider Active Travel programme.

In accordance with that decision the following stakeholders had then been contacted: local mosques; local taxi companies; disability groups; local schools; the council's Special Educational Needs Transport team; Emergency Services and waste collection services. A targeted consultation exercise on the position of the traffic filter and overall design had also been undertaken with residents and businesses in Howard Street. Feedback from that engagement had been used to develop the current recommendations of the report now being considered by the Leader of the Council.

City Councillor Katherine Miles also speaking as a local resident in one of the proposed East Oxford LTNs said that failure to implement the LTN would undermine both the county and city council's plans for sustainable transportation and climate change related infrastructure initiatives and risk bidding for future rounds of central government funding. The East Oxford LTNs were a learning pilot exercise founded on growing evidence based on the benefits of LTNs elsewhere and so implementing them now would confer new insights not just for East Oxford, but for the whole of the city and help inform the development of a strategy for sustainable traffic management in the city. It would also benefit the health, safety, and wellbeing of city residents including children who would be able to walk and cycle safely through the neighbourhood providing cheap, efficient and good exercise as well as benefitting the environment. Sadly many people did not cycle with children due to the current levels of traffic and although cycling was not in itself dangerous through traffic in East Oxford with traffic aggressively cutting through from the Iffley to Cowley Roads made it so as did other vehicles driving through St Mary's only to park on the pavement at the intersection of the Cowley Road which forced pedestrians to walk in the road despite there being a car park meters away. LTNs were not a panacea to all the transportation woes of the city but they were one part of the solution.

City Councillor Jemima Hunt spoke as a city councillor for St Clements. Acknowledging the overwhelming support for these LTNs she looked forward to working with councillors and officers to ensure their success through further community engagement and data monitoring. In 1985 three streets had been chosen to have a barrier placed halfway down it and that single act of installing a barrier had changed lives for the better. Union Street and Divinity Road were also given traffic barriers. Union St remained shut to through traffic but Divinity Road by far the longest of the roads was, however, reopened to traffic after three months because then, as now, it was deemed too convenient a cut-through for vehicles moving across our city to allow it to remain shut. But by reopening Divinity Road to traffic, the council had

relegated this section of East Oxford to inner ring road status exacerbated by the doubling of cars on our roads in the past 10 years and the use of Google Maps to cut across cities. In East Oxford between 7 and 9am and 4 and 8 pm cars, most of which were transporting one person wedged themselves into narrow residential streets causing gridlock, pollution and danger to cyclists and pedestrians and it wasn't uncommon to see cars mounting pavements, reversing round blind corners, speeding and crashing. Then in 2019 a successful bid was made for tranche 2 funding from the active travel fund specifically designed to support implementation of LTNs with £2.9 million allocated for the allocation of our LTNs. Lessons had been learnt from the success of the Cowley LTN and if funding was not spent there was the very real threat of losing out on further funding for active travel schemes. She urged that the trial in St Clements proceed in order to help the city move forward and provide a safer, healthier future for everyone through people friendly streets.

Danny Yee considered it impossible to properly enable active travel within, from and across East Oxford without the LTNs. There was currently no accessible cycling route between East Oxford and Headington but the Divinity Road LTN would, along with the Quickways, provide that. There was currently too much traffic on Magdalen Road and Howard Street for the slower and less confident to cycle on them or for two-way cycling to be allowed. This was a major barrier not only to trips within the St Marys area but to trips across it from Cowley to the city centre or from Donnington Bridge to Headington. Every minor road junction along Iffley and Cowley Roads was a collision hotspot stopping many people cycling there at all, or letting children even walk by themselves. LTNs by removing the larger part of the turning traffic at these junctions would make routes through them accessible to a broader range of people and reduce accidents and injuries. These active travel routes needed to be enabled before Connecting Oxford and if people were to be encouraged to stop driving then there should be provision for a range of alternatives including safe and accessible walking and cycling routes as well as buses. He urged the LTNs be approved but possibly delaying implementation slightly if that synchronised better with Connecting Oxford.

Nick Welch for The Divinity Road Area Residents Association welcomed implementation of the East Oxford LTNs having campaigned for them for many years. These roads were designed for residents who lived on them and not as an inner urban cut through and living in their neighbourhood meant having to endure the daily inhalation of exhaust fumes and the risks for children and all those who were walking and trying to cycle to their school or work. Divinity Road had 6000 vehicle movements a day and how LTNs impacted on wider traffic movement had been an important consideration in their local consultations as well as the contribution LTNs would make to the overall objectives of Connecting Oxford. They asked the County and City Councils to show their commitment to active travel and implement the LTN schemes that were already funded. They understood that the traffic filters on Divinity and Southfield roads would be implemented in March 2022 but wanted to stress the importance of clear communications in the run-up to help drivers to rethink their routes. Clear signage would be crucial and the City and County Councils needed to work together with residents to ensure that LTNs were successful and transformative for our neighbourhoods.

John Skinner spoke against implementation. Citing a lack of democracy in the process he had acute concerns regarding access for emergency services and the impact of the proposals on business in the middle of a resurgent pandemic

Richard Parnham stated that over the past year and a half, Oxfordshire County Council had actively made life miserable for a significant percentage of the population and visitors to Oxford through bus gate proposals, cutting off the West of the city from East and North Oxford to all motor vehicles; new controlled parking zones across Oxford (including East Oxford) which had been implemented in the face of strong opposition from residents who could not understand what problem CPZs were intended to fix; three "Experimental" LTNs around Cowley and Florence Park which had, since their introduction, been subject to significant opposition. With regard to the three planned LTNs in East Oxford the County Council could only claim popular support for this scheme if it cherry picked selected findings, from a sub-set of the total number of consultation respondents. However, in reality most respondents to the East Oxford LTN consultation opposed the scheme with net support at minus 9.4% for Divinity Road, minus 15.2% for St Mary's and minus 12% for St Clements. There were then plans for Quickways, more LTNs, car park levy and an expanded ZEZ. Why was the Council choosing to do all this now causing stress to thousands of people across Oxfordshire during the worst 18 months of most of our lives? It seemed to him that the council had decided that people's lifestyles weren't acceptable and were forcing lifestyle changes on them and that it was imperative to spend its Active Travel grant money, no matter what the consequences were for those affected. In summary the County Council was rushing through a whole series of closely-related transport proposals while largely disregarding the consultation feedback it had been given and implementing and retaining schemes in the face of widespread opposition and resisting any changes to those schemes despite them supposedly being "experimental" in nature.

Sadiea Mustafa Awan a resident of Littlemore queried the efficacy of the primarily digital consultation carried out which she considered had disenfranchised working class, disabled and ethnic minorities in Oxford City. Those groups had the least access to such engagement and Oxford City had the highest ethnic minority population in the South East outside of London, which was also more likely to be working class. Therefore, without intending to be so LTNs were not only a form of socioeconomic discrimination but also institutional racism. Public meetings had been proposed to address this shortcoming with a suggestion for paper consultations to be made available and assistance offered to complete them but that had been abandoned due to Covid, although it had been suggested that cancellation had been for reasons unrelated to Covid and only 300 paper forms had been submitted in the consultation. That level of involvement in an issue as important as this was unacceptable and appeared deliberately orchestrated. It was also documented that working class people contributed the least to climate change but were least able to adapt, unless resources were provided. It had also been suggested that results in the areas selected for LTNs such as Divinity Road, which had some of the most expensive houses in the city had been manipulated to give the views of a privileged middle-class elite more prominence. She wanted to believe that this progressive alliance had the best intentions but it needed to be seen to balance real, lasting sustainable change to the City's transport structure to address climate change against harming and affecting the most vulnerable. The County Council should not

implement further LTNs, unless steps were taken to improve levels of consultation to reflect the views of all levels of the community rather than an elitist minority.

Lise Boshier on behalf of Peter McIntyre who had been unable to attend advised that he had spoken at the meeting in July against the proposed LTN for St Mary's and in favour of a slow traffic neighbourhood to focus on the need to reduce speed, increase safety, encourage walking and reduce emissions, without closing roads. Despite making a plea for local discussion the County Council had failed to engage with the community and the six months since July had been largely wasted with no meaningful consultation only a repetition of the LTN proposal. His local county councillor had refused to discuss the slow traffic proposal on the grounds that he believed in the benefits of LTNs and had rejected a plea for a more inclusive conversation despite conducting traffic surveys and sharing those results. He and his partner had given up their car last year and were taking action to reduce their carbon footprint but believed that LTNs were simply displacing traffic, causing extra pollution on those roads where cars would be diverted and creating privileged and non-privileged areas. The County Council needed to take a step back and look for agreement on alternative solutions to LTNs which were available and would receive greater support. He had lived in St Mary's for more than 40 years and had never experienced a proposal that had caused so much division and been pursued with so little regard for local democracy. The policy debate had been manipulated and had marginalised many in the community. The LTN was referred to as a trial but it had no baseline data, no end point and no criteria on which it could be judged.

Robin Tucker for the Oxfordshire Cycling Network and Co-Chair of the Coalition for Healthy Streets and Active Travel referred to the full and comprehensive consultation process undertaken since the last decision in July 2021. This had been a representative survey hand delivered to residents of Howard Street and so hard to defraud by faking a postcode or multiple responses. The result with showed 70% support with 13% objecting with more than 5 supporters for every 1 against was very much in line with representative surveys from other LTNs. The benefits of LTNs were many and proven and mostly about the basic fairness of reducing harm by others. They reduced the exposure of residents to air pollution and based on London experience reduced the risk of road casualties by half and freed the streets from the intimidation of constant traffic, with drivers who just wanted to get through in the quickest time. Some people would still choose to drive with the inevitable consequences for health and climate but in line with the majority of respondents and residents who had made their desires clear the LTNs should be approved.

Speaking on behalf of Royal Cars Qasim Mohammed stated that LTN's already installed throughout Cowley had already had a major impact on their trade and the general traffic flow in Oxford and the additional affect that the proposed East Oxford LTN would have would only make that worse. The taxi industry was the most experienced on the roads of Oxford and their comments should hold a considerable amount of weight. They opposed the current scheme believing that it would only benefit a minority while causing chaos for so many especially the taxi industry and closure of all roads starting along the Cowley Road, which was the heartbeat of the local economy, would be catastrophic. As evident from the Cowley trial the main road would be gridlocked with traffic overflowing into the centre, Marston and Headington with direct routes to the hospitals and Universities cut preventing them as a company from providing an efficient service to consumers who had appointments,

classes and exams to get to. Local businesses would also suffer with the footfall of trade falling as evidenced by figures from the Templars Square shopping centre. Services for the young and vulnerable would also be affected as they were currently Oxfordshire County Council's largest provider with approximately 125 active SEN routes. As well as providing an efficient service to the student community in the area. They disagreed with the view that in the long term the scheme would benefit the taxi trade but felt that this new measure following a difficult covid period would be the end of their trade. Blocking roads and trying to force people out of their cars is not the solution to high traffic levels and alternatives needed to be considered and to that end they had previously presented a one-way system to the county council, which had been ignored as it didn't meet the criteria for the funding that was available whereas the proposal for the East Oxford LTN would be a disaster for the road network.

Claire Boyns asked why, following a consultation earlier in the year with the majority of respondents objecting to the proposals, including 80% of businesses and which had then led to the postponement of the East Oxford LTN in July, there had since then only been limited discussions with only a small number of stakeholders, while the majority of the earlier consultees had been excluded from the process. Also, where meetings had taken place with stakeholders it appeared that their substantial concerns had not been materially addressed. The majority of respondents had objected to the proposals in the first place because of a total absence of a coherent transport strategy to reduce traffic. The proposed LTNs were not the result of a top-down plan but the accumulation of piecemeal and unrelated schemes from local pressure groups seizing an opportunity to improve their immediate locality by targeting government active travel funding. LTNs, if implemented, would only improve the environment of a few at the expense of the many who lived, worked and travelled on the few available main roads that were already congested at peak times and which would be under increased pressure if the Quickways scheme went ahead. LTNs discriminated against those who could not afford to live in central Oxford but needed to travel into Oxford but were then faced with a diminishing public transport likely to deteriorate further by recently announced bus route cuts. The County Council's Fair Deal Alliance had an obligation to all residents of Oxfordshire to push for schemes that reduced overall private vehicle use within the ring road, whether that be a road pricing scheme or strategically placed bus gates and an obligation to all the residents of Oxford who deserved cleaner air and clearer streets. If overall traffic volumes were reduced then LTN schemes might not be so controversial or so necessary. The proposal to implement them now was divisive and illogical and she urged they be rejected.

Alison Hill for Cyclox urged approval of the Low Traffic Neighbourhoods in East Oxford. The County Council had stated that reducing motor vehicle traffic was an urgent priority for the council and must happen quickly but as it was extremely difficult to change people's long-term habits that would require interventions on many fronts and low traffic neighbourhoods were an essential element in that behaviour change programme, alongside Connecting Oxford, the ZEZ, more parking restrictions, improving the cycle network, bus service improvements, creation of 15-minute neighbourhoods, the activation programmes run by Active Oxfordshire, to name but a few. All of these would clearly benefit from an integrated approach but the piecemeal way in which schemes were funded made that impossible and so a failure to approve the East Oxford LTNs would set the problem back months and even years. Going by



car might feel safe but cycling and walking were safe too and improved health and the environment in so many other ways. Action was needed now and although congestion might increase in the short term she saw that as a price worth paying.

Mazar Doghar advised that these divisive LTN proposals had totally fragmented and divided entire communities, which had, before, all lived in peace and harmony. On 29 July 2021 we were told that the consultation results were for a conclusive rejection of the LTN's and yet the Cabinet Member for Highway Management had stated publicly at meetings and on twitter that they would be passed while placating everyone else by saying there would be further consultations with the 4 Mosques, businesses and other vested interest groups. That consultation meant an online workshop for businesses where 13 out of 300+ had attended and where no response had been made to the total 100% rejection by all present of the proposed LTNs other than "let them come in and bed in, you will see the difference". That had been an utter disgrace and embarrassment, showing nothing but contempt for those family-owned businesses that were the lifeblood of the multicultural spread of East Oxford where nearly 70% of businesses were owned by ethnic persons and a customer base coming in from all of Oxfordshire. The 4 mosques had unanimously rejected the LTN proposal and despite repeatedly highlighting the issues to the Cabinet Member their comments had fallen on deaf ears. The LTN proposals had been advocated by lobby groups with a 100% white membership such as Cyclox, Cohsats, OLS all of whom were main advocates for the LTNs. East Oxford was made up of a huge multicultural spread of religions & nationalities with 10000 Muslims attending the 4 mosques and using the shops, cafes and other businesses on the Cowley Rd and by making a decision today to implement these LTN's the County Council was stating to this multicultural community that they did not matter and that it had no regard for their religious faith or the businesses and communities that they used and lived in. With elected representatives appearing to mock the religions and calling for boycotts of shops with anti LTN banners this was not council that appeared to respect religion & people of all nationalities and he hoped the response of this multicultural society would be evident in the forthcoming May 2022 local elections.

Emily Kerr a mother of three children under 7 who did not own a car frequently found herself scared of the aggressive driving and pavement parking which took place on the route to school, which had to be traversed daily and where there had been incidents and many near misses. For so long the debate had centred around the rights of people commuting to work by car but it was important to look after people who were involved in many short journeys around a local area and who believed that children had the right to travel safely to school and that everyone should be able to walk around their local area without feeling at risk from dangerously driven cars. Currently 3 generations of her family could now cycle using the LTNs and every time they did they saw people using the road who would previously have been too vulnerable to do so and from being neutral on the benefits of LTNs she was now very much in favour. The only way to reduce driving and the dangers and disadvantages of cars was to make it more expensive or less convenient and by doing that it would inevitably attract outrage from people who did not want to be inconvenienced but people had the right to get around their city safely and asked that the trial scheme be implemented and monitored and its effects reported.

Scott Urban asked that the three trial low-traffic neighbourhoods be implemented. While there would never be a perfect time to do this we could not afford to let the funding slip away. Vigorous efforts were needed to ensure the optimum flow of buses as clearly buses were stuck because there were too many private-car journeys, including school runs. The LTNs would help via modal shift (traffic evaporation) but listed the following additional steps to reduce the number of privately owned vehicle journeys:

- Implement Connecting Oxford on an experimental basis
- Extend the ZEZ to encompass the Westgate Centre
- Make city-centre car parks disabled-only
- Accelerate the rollout of 'school streets' schemes
- Ensure that the Oriel Square bollard was always working
- Move forward with Quickways
- Accelerate CPZ rollout
- Move parking or loading bays that blocked bus routes
- Enforce urban clearways (e.g. Hollow Way)

Sajad Khan for COLTA considered that the taxi trade was once again being ignored in such an important decision and rather than being seen as part of the solution to Oxford's congestion problem it appeared they were considered to be a part of the problem because they had been restricted to access through the proposed LTNs. Along with the Cowley LTNs, East Oxford LTNs would further complicate journeys by placing obstacles in their paths and prove to be a disaster for their trade. East Oxford was a busy area for taxis with regular pick up and drop off of passengers and by being continuously lumped in with the general traffic would prevent providing an efficient service to passengers. All main routes would now be congested including routes towards the Headington hospitals with inevitable missed appointments. They had made a substantial investment to ensure that by 2025 all of their current vehicles would be zero emission capable yet despite that the county council was preventing them from accessing routes within Oxford. They needed unrestricted access through all roads in Oxford and they could not accept further restrictions, which would increase the already negative impact on their business.

County Councillor Robin Bennett felt the proposals being considered sent a strong signal in support of the County Council's principles. As a medieval city Oxford presented immense difficulties but there was a clear need to do something to manage the transport issues. This was just a start of a package of measures to improve the situation and although a County Councillor from outside the City he was familiar with the area and supported implementation.

County Councillor Andrew Gant referred to the overall growth of traffic in Oxford, which in turn affected the safety, amenity, air quality and freedom of movement for thousands. The County Council's Alliance was committed to delivering an inclusive and integrated and sustainable travel network with reduced car travel at its centre and as evidenced by the many emails he received it was clear something needed to be done to address these issues and in view of the overwhelming support for these proposals, including the City Council, he supported implementation.

County Councillor Charlie Hicks considered the LTNs a positive policy very much in line with the County Council's transport aims. The main criticism levelled at the

proposals seemed to be that it would divert traffic to other roads causing gridlock but evidence from schemes elsewhere, which had been in operation some time, suggested that while improvements wouldn't happen overnight levels of traffic would reduce overtime. He supported implementation but urged that the County and City Councils work closely together.

County Councillor Damian Haywood reiterated his comments from the July meeting in support of these proposals and hoped that the communities would come together to make this work. The County Council had a clear mandate through the Fair Deal Alliance to promote its transport policies to help reduce climate change locally, make a difference to people's lives and roads much safer and make a decision to proceed now.

County Councillor Liam Walker referred to the high levels of opposition to the proposals from many sections of the local community including mosques, schools, taxi and bus companies and the leader of the City Council's Labour group calling for it to be deferred and yet the County Council's Alliance administration in the face of that opposition seemed intent on pushing on regardless on the basis that it was in line with their stated priorities on climate action, health and wellbeing of residents, inequalities and delivery of sustainable and integrated transport networks whereas, in fact, LTNs met none of those criteria as evidenced by the level of opposition. Also, it appeared that comments from disability groups had not been featured. The County Council needed to listen to these concerns and remove LTNs. It was the wrong approach and highlighted the lack of integrated planning to address congestion.

The Leader of the Council noted written representations from Anthony Cheke and Chloe Clark which had been tabled in full and thanked all the speakers and indeed everyone who had taken part in the discussions and debates around LTNs to date. It was clear that there was a wide range of views on the merits of these measures but the County Council's Alliance was committed to activating the mandate given to it to address climate change, improve road safety and traffic congestion and ensure the health and wellbeing of its residents and believed that the East Oxford LTNs were an important element in helping to deliver those priorities. LTNs were not a complete solution but a stepping-stone towards behavioral change with much work yet to do to make our roads fit for the future and tackle the pressing issue of the climate emergency. This work could and would not happen overnight and change would come incrementally but LTNs were part of the journey to zero carbon transport and formed part of a much wider strategy to transform how people moved around the county. Many other measures needed to be taken to ensure the success of LTNs and she understood the concerns expressed by those opposed to these measures but the county council would continue to have honest conversations with everyone to deliver a transport plan that worked for all and to that end had over the last year engaged with residents, businesses, schools, emergency services, waste collection services and other interested parties. Concerns expressed about access to streets had been addressed so that all streets within the LTNs would continue to be accessible to residents, emergency services, visitors and deliveries by car or van. A number of quietways facilitated by traffic filters as part of the LTNs would also be implemented to guide cyclists on quieter routes through the Cowley and East Oxford LTNs. A decision on whether to extend the trial, make the LTNs permanent or remove the LTNs would be made following the ETRO trial period and would be based

on feedback received during that period, along with data collected on traffic and air quality during that time.

Therefore, having regard to the information set out in the report before her together with the representations made to her at the meeting both in person and in writing the Leader of the Council confirmed her decision as follows:

- (a) in recognition of the Fair Deal Alliance's priorities to approve the implementation of the East Oxford Low Traffic Neighbourhoods;
- (b) note the outcome of the targeted engagement activities and acknowledge the risks that arose from implementing the East Oxford Low Traffic Neighbourhoods in advance of other strategic transport measures.

Signed.....  
Leader of the Council

Date of signing.....

**26/21 WITNEY: HIGH STREET - PROPOSED WAITING RESTRICTIONS**  
(Agenda No. 5)

The Cabinet Member for Highway management considered (CMDHM5) responses received to a proposal to introduce a permanent prohibition of motor vehicles covering High Street and Market Place in Witney. Exemptions to the restriction would apply with the detailed design of any 'physical' restriction taking into account and considering the needs of those requiring access and converting the existing 30-minute short-stay parking bays along the western side of Market Square to 3-hour 'Disabled Persons Parking Places'. The proposals had been put forward to:

- help reduce the level of through traffic in Witney High Street and Market Square,
- aid pedestrian accessibility and increase safety,
- aid cycling accessibility and safety by reducing likelihood of conflict with other vehicles,
- improve bus access and bus journey time reliability, and
- increase the amount of blue badge parking at key town centre location.

Henry Mo suggested that as the consultation response clearly showed a majority of respondents opposed to the prohibition the County Council should respect those views and sanction the reopening of the High Street. Out of 1313 people only 39% had supported the Witney High Street traffic restriction with 1% offering no opinion while 50% strongly opposed it with another 10% showing concern. That showed a clear majority in favour of restoring the status quo. Those in support had had very little to say, whereas the majority who opposed closure had pointed out that the restriction had not achieved any of the objectives outlined but had made side streets much more congested and polluted and further damaged businesses on the High Street. In addition to the county council consultation results 36 out of 37 businesses in Witney town centre had opposed the restriction and he had with him a 1011 signature petition signed by Witney town centre shoppers also opposing the restriction. Unlike other major towns and cities, Witney High Street had many local independent shops which had seen a 40% drop in trade, partly due to covid, but

largely due to non-customer access. The upper High Street had really wide pavements and along with other places in Witney, which were already pedestrianized, there was absolutely no need to close this road to traffic and it should be reopened in line with the majority view.

Speaking in his capacity as West Oxfordshire cycling champion County Councillor Dan Levy considered that this area of Witney had been much improved as a result of this scheme. Trade had been affected by Covid restrictions but he felt that traders would not be adversely affected by the scheme. There was a lot of alternative free parking in Witney, which was preferred by many shoppers and made it an attractive place to visit. It was now more pleasant to walk and cycle and along with proposed improvements for disabled access and to the junction with Corn Street he supported a permanent prohibition.

County Councillor Duncan Enright acknowledged that there been mixed opinion on the scheme but saw that the biggest advantage of the scheme would be a reduction of through traffic and so less pollution. Other general improvements to the town centre were welcome along with further improvements to the layout which would help support local businesses. He supported the suggestion by the Witney Town Council regarding disabled parking.

County Councillor Andrew Coles considered it would be in everyone's interest to make this scheme permanent. Before the restriction shops had been in decline and he was not convinced that reversing this would mean that trade would return. Shoppers preferred areas without traffic and as Witney had lots of free parking and there was an opportunity now to improve the general environment of the town centre, making it a more attractive alternative for shoppers and help local business to thrive while benefitting from the obvious improvements to be gained from less traffic.

County Councillor Liam Walker considered that traffic data currently available was incomplete. There was clearly a strong body of opposition to making the scheme permanent and until there had been further discussions to address those concerns and secure a more favourable scheme for all parties the prohibition should not be made permanent.

A written representation had been received from Witney Town Council in support of the permanent prohibition but also highlighting the need for effective communication regarding its introduction. They had also asked that loading and unloading be made as easy as possible through sharing the parking areas between taxi bay, disabled parking and loading for traders. Safety and air quality at the roundabout at the junction of Church Green, Corn Street & Market Square (including the area adjacent to the war memorial and the constricted entry into Corn Street) needed to be considered as a priority along with the need to lessen conflict for all road users and pedestrians. The current barrier of planters did not conform with that outcome because the roundabout did not function properly whereas opening both lanes for use by permitted traffic with restrictions via signage and change of road surface colouring might be less hazardous. The Town Council supported the changing of existing 30-minute parking bays to 3 hour disabled parking places further thought needed to be given as to whether the spaces could be larger, with hatching

all around or slanted for ease of access. As part of a wider aspiration, the Town Council wished to see a larger town centre development plan coming forward.

Another written representation had been received from Roger Ball a Witney resident in support of the recommendations.

Both representations had been tabled in their entirety.

The Cabinet Member for Highway Management thanked everyone for their comments. Having recently observed the levels of free parking in Witney he found it hard to accept that parking in the town was at a premium. Referring to other sites in Oxfordshire which had been pedestrianized such as Sheep Street, Bicester and Cornmarket, Oxford and the benefits which had been derived from those closures it was difficult to see a desire to return to the status quo in those areas and he felt the same would apply in Witney. Local councillors and the Witney Town Council all supported the permanent closure and so having regard to the information set out in the report before him and the representations made to him at the meeting he confirmed his decision as follows:

to approve the following measures on High Street (south of its junction with Welch Way) and Market Place in Witney as advertised:

- a) a prohibition of motor vehicles with exemptions applying to buses, taxis, vehicles loading/unloading and those displaying a valid blue badge.
- b) conversion of the existing 30-minute short-stay parking bays along the western side of Market Square to 3-hour 'Disabled Persons Parking Places'.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**27/21 OXFORD: HEADINGTON QUARRY CPZ - PROPOSED AMENDMENT TO WAITING RESTRICTIONS AND PARKING PLACES**

(Agenda No. 6)

Following the implementation of a Controlled Parking Zone in Headington Quarry in February 2021 and as part of the planned monitoring of the operation of the scheme, officers had been requested by the local member to consult on localised amendments to address issues raised by local residents. The Cabinet Member for Highway Management considered (CMDHM6) responses received to a statutory consultation to introduce and amend no waiting at any time restrictions on parts of Gladstone Road, Trinity Road & Quarry High Street, and provide additional 2-hour parking places for non-permit holders at Green Road, Pitts Road & Trinity Road.

Maurice Daly spoke on behalf of the owner of Quarry Motoring Centre (QMC) a family run business which had been serving the local and wider community for more than 35 years. During that time they been able to rotate customer vehicles between the

forecourt and Green Road for service, repair, or MOT servicing on average between 30-35 cars per/day with a maximum of six cars on the highway at any given time. However, introduction of the CPZ had prevented this leading to a reduction in its turnover of 25% with the loss of two full time members of staff in the past quarter. Despite the difficulties thrown at the business over the past 20 months, the garage had remained open throughout the pandemic servicing hundreds of vehicles owned by key workers all whilst small and medium sized businesses had received grants, assistance through changed and amended traffic orders while the owner of this business had been told pre-consultation, that 'no' policies could in this case be changed to help his business survive. The owner had asked the County Council many months before consultation to discuss and try to identify possible solutions but, unfortunately, no meaningful engagement had taken place, other than advising him to comment upon any amendments to the scheme when it was advertised but as the changes were made without prior consultation with him, or the business it presented nothing more than a 'fait accompli'. It transpired that while daily permits at a cost of £1.00 per day were available to both hotels and guest houses, if required, the owner had been told that QMC could not be treated in the same way. It was difficult to see how such business (Hotels & Guest houses) could be treated as an 'exception' and 'unique' but different to Quarry Motoring Centre when the former group required permits for guests daily and whose customers need not bring their car to the premises whereas for the latter it was a necessary requirement for their customers to do that as without their vehicles coming with them QMC's business could not exist or survive. It was hoped that a possible solution might be put forward which, hopefully the Cabinet Member, would be able to support.

County Councillor Roz Smith reiterated her comments as set out in paragraph 12 of the officer report. However, regarding the issues raised on behalf of QMC motors. Using the highway in this way was within the gift of the County Council and clearly a 4 hour stay would help in this case and she asked whether such an extension could be introduced on 2 bays without the requirement for further consultation.

Officers responded that that request could be looked at but confirmed that any extension would require further consultation.

The Cabinet Member noted a written representation from City Councillor Chewe Monkonge suggesting that bays on Green Road be extended to four hours and lengthened. Thanking everyone for their comments and having regard to the information set out in the report before him together with the representations made to him at the meeting confirmed his decision as follows:

- a) approve removal of 'no waiting at any time' (double yellow lines) in Gladstone Road outside No. 4
- b) not approve the proposed additional 'no waiting at any time' (double yellow lines) in Gladstone Road outside No. 35
- c) approve the proposed additional 'no waiting at any time' (double yellow lines) as advertised on the Northern side of Trinity Road outside No. 21
- d) not approve the proposed additional 'no waiting at any time' (double yellow lines) on the Southern side of Trinity Road

- e) not approve the proposed 'no waiting at any time' (double yellow lines) in Quarry High Street & Bushnell Close
- f) approve the proposed 'Two-hour parking bays (No Return in 2 hours) Mon-Fri 9am to 5pm' as advertised on Green Road, Pitts Road & Trinity Road but that consideration is given as part of any future amendment Orders to increase the time limit if required.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**28/21 OXFORD/GOSFORD: A44 ADJACENT TO OXFORD NORTHERN GATEWAY SITE - PROPOSED 30MPH SPEED LIMIT AND WEIGHT RESTRICTION ON SIDE ROAD**

(Agenda No. 7)

The Cabinet Member for Highway Management considered (CMDHM7) responses received to a statutory consultation on measures on the A44 between the Peartree and Wolvercote roundabouts and the new link road to the A40 which comprised a 50mph speed limit on the A44 Woodstock Road north of the Wolvercote roundabout, a 20mph speed limit on the new link road between the A44 Woodstock Road & the A40 Northern Bypass, a 7.5 tonne weight limit to be introduced on the new link road, a right turn prohibition & no access restriction at the junction of the link road with the A44 and a new staggered signalised crossing for pedestrians and pedal cyclists across the A44 south of the junction with the link road while noting that further traffic management measures would be progressed at a later stage of the major Oxford North development and be the subject of further consultation.

Jo Sandelson spoke in support of all five recommendations in the report. A resident of Wolvercote for many years she had spoken with many neighbours who were seriously concerned about the impact of the Oxford North Development on their safety and amenity, particularly as cyclists and pedestrians, the increase in traffic levels and the poor provision for active travel in and out of the site. It was disappointing and concerning that this aspect had not been better served through the planning process and the consequences of not getting this right was evident by the calls by residents of Barton Park for expensive and complicated retrospective action to make access to their homes safe. That made today's decision even more important. She also asked that the cycle lane on the link road joined up effectively with cycle lanes at both ends, on the A44 and the A40, to include phasing of the lights and encourage residents of the new homes to adopt the right kind of travel choices.

County Councillor Andrew Gant expressed concern that a real opportunity had been missed by the planning authority to genuinely deliver on tackling Oxford's housing crisis while addressing the dominance of the car and car-driven employment. Provision for cycling and walking infrastructure in and out of the site was very poor and he shared the view that it was hard to see how future residents would be encouraged to walk or cycle to local schools, Parkway station or the city and hoped



that ways could be found to address that problem before residents moved in and started demanding retrospective action, as had happened at Barton Park. Supporting the recommendations he hoped that the cycle lanes would tie in effectively with cycle lanes on both the A44 and the A40 and were LTN 1/20 compliant and while welcoming the speed limit proposal suggested that an even lower limit might be more appropriate given this would be a residential frontage. As well as issues of safety and air quality, noise pollution from the A34 was a massive problem in Wolvercote, made worse of course by this huge car-led development and so speed reduction had to be part of the solution.

Endorsing the comments made by Councillor Gant County Councillor Dan Levy added that it was important to bear in mind the effect of this development on the A40 and cycling.

Thanking the speakers for their comments which he supported the Cabinet Member for Highway Management acknowledged that that there was a lot of work yet to be done and it was likely that further decisions would be required. Therefore, having regard to the information set out in the report before him and the representations made to him at the meeting he confirmed his decision as follows:

to approve as advertised:

- a) A 50mph speed limit on the A44 Woodstock Road north of the Wolvercote roundabout.
- b) A 20mph speed limit on the new link road between the A44 Woodstock Road & the A40 Northern Bypass.
- c) 7.5 tonne weight limit to be introduced on the new link road.
- d) A right turn prohibition & no access restriction at the junction of the link road with the A44.
- e) A new staggered signalised crossing for pedestrians and pedal cyclists across the A44 south of the junction with the link road.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**29/21 OXFORD: LAND OFF ARMSTRONG ROAD - 20MPH SPEED LIMIT**  
(Agenda No. 8)

The Cabinet Member for Highway Management considered (CMDHM8) responses received to a statutory consultation to introduce a 20mph speed limit at Coombs Road, Lavender Drive, Neill Place, Padua Way and Perm Street, which comprise a new residential development accessed from Armstrong Road at Littlemore.

The local member County Councillor Michele Paule had submitted a written representation supporting the 20mph speed limit to increase safety for residents but also calling for suitable enforcement, not only for cars but for e-scooters and cycles.

The Cabinet Member for Highway Management having regard to the information set out in the report together with the representations received from the local member confirmed his decision as follows:

to approve as advertised the 20mph speed limit at Coombs Road, Lavender Drive, Neill Place, Padua Way and Perm Street.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**30/21 OXFORD - PROPOSED PERMIT ELIGIBILITY FOR CAR CLUB VEHICLES WITHIN CONTROLLED PARKING ZONES**

(Agenda No. 9)

The Cabinet Member for Highway Management considered (CMDHM9) responses received to a statutory consultation to enable Car Club operators to apply for parking permits for their vehicles so that car club users could park under the same conditions as Resident Permit holders in the Controlled Parking Zones where the cars were allocated to and providing greater flexibility and convenience for car club users.

County Councillor Andrew Gant declared that he was a subscriber to the co wheels car club. He supported the further roll-out of car clubs in Oxford which had been a great success and were clearly well used. However, one of the challenges to further take up among residents was that the places where they were parked were not evenly distributed across the city and so providing the necessary support in the form of parking spaces was entirely in line with the county's fair deal alliance's stated aim of reducing private car use. This was a step towards doing that and he hoped it would also continue to be a feature of large developments.

The Cabinet Member for Highway Management fully supported the provision of alternative options and having regard to the information set out in the report before him together with the representations made to him at the meeting confirmed his decision as follows:

to approve as advertised the allocation of zone-specific parking permits for Car Club vehicles (on application by the Car Club operator and payment of the relevant annual fee) within all Controlled Parking Zones in Oxford.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**31/21 OXFORD: VARIOUS LOCATIONS - NEW AND AMENDED PEDAL CYCLE PARKING PLACES**

(Agenda No. 10)

The Cabinet Member for Highway Management considered (CMDHM10) responses received to a statutory consultation on changes to residents’ parking and double yellow lines in the Jericho and North Oxford Controlled Parking Zones in Cranham Street, Great Clarendon Street, Nelson Street and Hayfield Road to allow introduction of 5 bicycle hangars securing on street parking for 30 bicycles in total across those four streets. The final details of how the hangars would operate were yet to be resolved but the intention was that they be introduced on a trial basis to guide future provision elsewhere in the city.

Two further representations received within the consultation period but too late to be included in the report had been tabled in full and made available to the Cabinet Member. Officer advice had been neither representation would have changed the recommendation in the report.

Danny Yee as a resident of East Oxford advised that he would not be directly affected by these bike hangars but supported the proposal. This first trial for secure on-street cycle parking in Oxford would be critical in establishing their viability. There was a pressing need for these facilities all around Oxford and he urged that the trial period be short in order to confirm that the hangars were used, presented no accessibility issues for the people using them or problems for other people to facilitate a larger roll out across Oxford.

Speaking in support of the proposals County Councillor John Howson hoped that it would encourage active travel initiatives. Acknowledging the objections from the residents of Hayfield Road he hoped that the residents’ association might in the future recognise the benefits of such facilities having recently counted 37 bicycles on the roadside.

Acknowledging the comments from the speakers and having regard to their remarks and the information contained in the report before him the Cabinet Member for Highway Management confirmed his decision as follows:

to approve proposals to change existing residents’ parking and double yellow lines to allow the introduction of bicycle hangars in Cranham Street, Nelson Street and Great Clarendon Street as advertised but not in Hayfield Road.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

### **32/21 OXFORD: MANSFIELD ROAD - PROPOSED AMENDMENTS TO WAITING RESTRICTIONS**

(Agenda No. 11)

The Cabinet Member for Highway Management considered (CMDHM11) responses received to a statutory consultation to introduce no waiting at any time restrictions on Mansfield Road in place of existing Pay and Display parking places adjacent to an existing vehicle access due to an increase in the use of the access as a result of approved development.

The Cabinet Member advised that having looked at this issue very carefully he felt the proposal was not in keeping with pedestrian priority. Additionally there was no accident history.

Officers acknowledged the point regarding pedestrian priority but advised strongly that the proposals merited support on safety grounds and although there was no accident history there were other junctions in the vicinity on what was a busy cycle route.

The Cabinet Member for Highway Management believed that the question of pedestrian priority merited further consideration and so having regard to the representations made to him at the meeting including the advice of officers regarding safety issues confirmed his decision as follows:

to defer for further consideration proposed amendments to waiting restrictions and pay and display parking places as advertised at Mansfield Road.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

### **33/21 OXFORD: HAYES CLOSE, FERRY ROAD - PROPOSED AMENDMENT TO WAITING RESTRICTIONS AND PARKING PLACES**

(Agenda No. 12)

The Cabinet Member for Highway Management considered (CMDHM12) responses received to a statutory consultation on 3 separate proposals including:

- Removal of a section of no waiting at any time restrictions (double yellow lines) and proposed extension of a permit holders parking bay in Ferry Road.
- Introduction of a section of no waiting restriction (single yellow line) and removal of existing permit holders parking bay in Hayes Close.
- Removal of a section of no waiting at any time restrictions (double yellow lines) and proposed extension of permit holders or 2 hour parking bay in Nicholson Road.

Mrs J Seedhouse referred to an undertaking given in 2019 that the parking bay outside her house in Hayes Close, Marston would be removed but nothing had been done to date. The bay was often used by unauthorised vehicles which often blocked

her view and light and on many occasions she had seen parents with young children in pushchairs forced to go onto the road to get past these large vehicles. Parking in the bay also increased the risk of vehicle collisions because there was less space and limited vision for delivery drivers going left or right into Hayes Close. For these reasons she supported the proposal to remove the parking bay with provision of a new parking bay in Nicholson Road, on the corner with Hayes Close.

Acknowledging the views put forward by the speaker and having regard to the information in the report before him the Cabinet Member for Highway Management confirmed his decision as follows:

to approve the proposed amendments to waiting restrictions and parking places as advertised in:

- (a) Hayes Close & Nicholson Road
- (b) Ferry Road.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**34/21 BENSON - B4009: PROPOSED EXTENSION OF 30MPH SPEED LIMIT, PROHIBITION OF MOTOR VEHICLES AND TRAFFIC CALMING BUILD OUT**

(Agenda No. 13)

Adjacent residential development and associated construction in Benson village required a proposed extension of the existing Benson village 30mph speed by approximately 380 metres north-eastwards to include a proposed new roundabout junction and carriageway realignment and replace the existing 50mph speed limit. Also due to the proposed carriageway realignment, a section of the B4009 The Sands would be closed to motor vehicle traffic and used as a dedicated two-way cycle only track with a traffic calming 'build-out' feature constructed on the southern side of the carriageway with vehicle priority given to traffic travelling north-eastwards out of the village. The report before the Cabinet Member for Highway Management considered (CMDHM13) responses received to a statutory consultation on the measures.

The local member Councillor Felix Bloomfield had submitted a written representation advising that while he had no objection to the proposals in principle it was questionable whether there was a need for a dedicated two-way cycle track on the section of the B4009 to be closed to motor vehicles and whether cyclists should be encouraged to use the B4009 north of the proposal especially with the increased traffic flow away from Benson that would come as a consequence of the new Benson Relief Road. The road was seldom used currently by cyclists due to concerns over highway safety and while he supported highway safety improvements on the B4009

north of Benson that was not what was being proposed here. He understood that the developers were paying the costs for these works but there were questions over ongoing maintenance of the cycle track and potential costs to the local tax payer.

Noting the comments of the local member and also having regard to the information in the report before him the Cabinet Member for Highway Management confirmed his decision as follows:

to approve as advertised:

- a) the extension of the Benson village 30mph speed limit to include the new roundabout;
- b) a prohibition of motor vehicles on the section of the B4009 The Sands which was proposed to be closed to motor vehicle traffic and would be used as a dedicated two-way cycle track;
- c) a traffic calming 'build-out' feature on the southern side of the carriageway with vehicle priority given to traffic travelling out of the village.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**35/21 HARWELL - GROVE ROAD: PROPOSED TRAFFIC CALMING BUILD OUTS**  
(Agenda No. 14)

The Cabinet Member for Highway Management considered (CMDHM14) responses received to a statutory consultation on the proposed provision of flat top road humps at Grove Road Harwell to help achieve better compliance with the existing 20mph speed limit.

Councillor Sally Povolotsky had advised that it appeared that the issues of concern raised by the parish council referred to the current consultation and not the item for consideration today. She supported the proposed build out.

Noting the comments of the local member and having regard to the information set out in the report before him the Cabinet Member for Highway Management confirmed his decision as follows:

to approve as advertised the flat top road humps at Grove Road Harwell at the following locations:

- a) approximately 27 metres north west of its junction with Manor Green, to include an uncontrolled Pedestrian crossing point;
- b) approximately 60 metres south east of its junction with The Croft.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**36/21 FRIFORD AND KINGSTON BAGPUIZE: A415 ABINGDON AND KINGSTON ROAD - PROPOSED 40MPH SPEED LIMITS**

(Agenda No. 15)

The Cabinet Member for Highway Management considered (CMDHM15) responses received to a statutory consultation on the proposed introduction of 40mph speed limits on the A415 at Frilford and at Kingston Bagpuize. The proposal for Frilford comprised an extension of an existing 40mph speed limit by an additional 300 metres to cover proposed improvement works at the Farm Centre access junction and at Kingston Bagpuize introduction of a new 40mph 'buffer' speed limit 365 metres long to meet the existing Kingston Bagpuize 30mph speed limit to reduce speeds on the entry to the village, particularly the village nursery.

Having regard to the information set out in the report before him the Cabinet Member for Highway Management confirmed his decision as follows:

to approve the proposed introduction of 40mph speed limits on the A415 as advertised:

- a) Frilford: An extension of the existing 40mph speed limit in the vicinity of the Millets Farm Centre south-westwards by an additional 300 metres, to cover the proposed improvement works at the Farm Centre access junction;
- b) Kingston Bagpuize: A new 40mph speed limit extending south-eastwards for 365 metres from the existing Kingston Bagpuize 30mph speed limit.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**37/21 WOODSTOCK: SHIPTON ROAD - PROPOSED 30MPH SPEED LIMIT**

(Agenda No. 16)

The Cabinet Member for Highway Management considered (CMDHM16) responses received to a statutory consultation to introduce a 30mph speed limit in place of the existing national speed limit on Shipton Road in Woodstock, for a distance of approximately 190 metres, south and eastwards of the existing 20mph speed limit in the vicinity of the new junction at Cowells Road.

The local member County Councillor Andy Graham supported the proposal.

Noting the support of the local member and having regard to the information set out in the report before him the Cabinet Member for Highway Management confirmed his decision as follows:

to approve as advertised the proposed 30mph speed limit at Shipton Road Woodstock.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....