

CABINET – 20 JULY 2021

ITEM 4 – QUESTIONS FROM COUNTY COUNCILLORS

Questions	Answers
<p>1. COUNCILLOR DAN LEVY</p> <p>Can I ask Councillor Enright what measures are being taken to ensure that any outstanding concerns of residents and active travellers are being addressed as part of the continuing design of the A40 corridor from Shores Green to Wolvercote? In particular there are continuing concerns about</p> <ol style="list-style-type: none">1. access arrangements at Barnard Gate, so as to restrict rat running through South Leigh2. the crossings in the section which will be between Eynsham and Salt Cross, and which will be used by people crossing between the two villages, including many schoolchildren, people on bikes and other mobility aids, people going to the single medical centre covering the villages and many others. These crossings will primarily be two stage pelican crossings across a dual carriageway.3. Arrangements on the cycle routes along each side of the A40 as it crosses Lower Road and the B4449 by Eynsham roundabout, where the proposed arrangement has no protection for cyclists from fast-moving traffic.	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY</p> <ol style="list-style-type: none">1. The current proposals use the southern arm to provide a new service road to Ambury Close and Fir Tree Farms (details shown on Annex A1 General Arrangement plan within the related Cabinet paper on today's agenda), as the proposals remove the dedicated access to these properties from the A40. The current access points to these premises will no longer be safe as the scheme proposes a dual carriageway arrangement at this location, so traffic will only have a "left in-left out" option with a high proportion of large slow moving vehicles. <p>Any closure of this southbound through route would need further traffic modelling work to understand diversion of traffic and formal consultation with the residents and businesses who use this stretch of road before any such decision could be taken. There would also need to be a Traffic Regulation Order statutory process. I have asked that this be further investigated by officers within the relevant Localities Team.</p> <ol style="list-style-type: none">2. It is correct that the project is futureproofed in terms of the level of at grade crossing provision which is inbuilt to cater for the new Salt Cross Garden Village and the desire lines which will form to move between the two. Design work is ongoing in respect to the effective operation of these signalised crossings and how they can be timed effectively, during both peak and off peak traffic periods, to ensure

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<p>Clearly we want the A40 changes to work in so far as they encourage bus use, but does he agree that we also need to ensure that cycling and other active travel is encouraged both along the A40 and across it, and that there is still work to do to make this a reality?</p>	<p>minimum crossing times for pedestrians and cyclists. Officers are also exploring through the design process how these crossings can be linked with intelligent technology to limit the impact on the flow of the A40 for both public transport and private vehicles.</p> <p>Officers are developing this next layer of detail for the scheme and there will continue to be engagement with those interested stakeholders as the design process evolves.</p> <p>3. The current proposals which have been amended as a result of engagement with the various cycling groups and that feedback received through the formal public engagement process. They now include signal controlled crossings both north and south of the roundabout. Details are shown on Annex A2 Sheet 1 General Arrangement plan within the related Cabinet paper on today's agenda.</p> <p>Encouraging modal shift to public transport and walking and cycling is a core objective of the A40 HIF2 scheme. The scheme designs as presented today provide a step-change in the quality of active travel infrastructure along this section of the A40, making the journey for walkers and cyclists more convenient and safer. There will continue to be more work to be undertaken beyond the current stage as the project progresses through subsequent stages of detailed design. This process will refine the design proposals further, optimising them to ensure best use of the Housing Infrastructure and other grant funding the Council has secured to deliver this project.</p>
<p>2. COUNCILLOR DAN LEVY</p> <p>The County Council has agreed to undertake a feasibility study for a railway from Oxford to Carterton</p>	<p>COUNCILLOR DUNCAN ENRIGHT, CABINET MEMBER FOR TRAVEL AND DEVELOPMENT STRATEGY</p> <p>The Council is currently scoping out a proposal to commission a feasibility study for an Oxford to Carterton rail line. The output of this rail</p>

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<p>via Eynsham and Witney. When will this be undertaken, and assuming that the feasibility study produces a positive result, what measures are being taken to ensure that the current expected changes to the A40 do not physically prevent building a rail or light rail link?</p>	<p>feasibility study will help determine what future proposals for the A40 corridor and the wider transport network should look like. Nothing in the A40 scheme rules a route alongside the A40 out. We are working with the Witney-Oxford Transport Group on this proposal and awaiting the outcome of a funding bid submitted by the Group to the Government's 'Restoring Your Railways' fund to accelerate this work. The A40 programme would provide significant bus priority and highway improvements along this transport corridor with considerable potential for integration with rail.</p>
<p>3. COUNCILLOR DAVID BARTHOLOMEW</p> <p>While reviewing Cabinet papers on Wednesday 14th, I noted an error in the Business Management & Monitoring Report that the Cabinet Member for Finance had inadvertently overlooked, and advised officers accordingly. Would he like to join me in thanking officers for the rapidity of their response in issuing updated tables on paragraph 21 of the main report and paragraph 9 of Annex C later that day?</p>	<p>COUNCILLOR CALUM MILLER, CABINET MEMBER FOR FINANCE</p> <p>I am grateful to Cllr Bartholomew for his careful reading of the Business Management & Monitoring Report and for spotting my oversight. He offered at Council last week to be a careful scrutineer of my work and I thank him for taking up that role so promptly. I am happy to join him in thanking officers for speedily issuing corrected tables.</p>