

# DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

**MINUTES** of the meeting held on Thursday, 14 October 2021 commencing at 10.00 am and finishing at 10.50 am.

**Present:**

**Voting Members:** Councillor Tim Bearder – in the Chair

**Other Members in Attendance:** Councillor Dan Levy (for Agenda Item 2)  
Councillor Glynis Phillips (for Agenda Item 4)  
Councillor Brad Baines (for Agenda Item 5)  
Councillor Andrew Gant (for Agenda Item 7)  
Councillor Andrew Coles (for Agenda Item 12)  
Councillor Liam Walker

**By Invitation:**

**Officers:**

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

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
5.	J. Whiting (Environment & Place)
6.	C. Rossington (Environment & Place)
9.	M. Horton & L Turner (Environment & Place)
10.	G. Barrell (Environment & Place)
11.	J. Dehal (Environment & Place)
12.	O. parsons (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.*

**1/21 DECLARATION OF INTEREST**  
(Agenda No. 1)

There were no declarations of interest.

## 2/21 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

*Councillor Dan Levy*

“The Cabinet member will be making a decision later about the Witney - Corn Street: Proposed Shared Use Cycletrack, which will form part of a partially improved set of cycle facilities in Witney. However, a cycle facility is really only as good as its worst bits, and in this case, the worst bits are the junctions with roads, for instance at each end of Corn Street. These were left largely unchanged in the recent Active Travel improvements. Does Cllr Bearder intend to finish the job by improving road junctions and if so, when?”

*Cabinet Member for Highway Management*

“The recent funding bid to the Department for Transport’s Active Travel Tranche 3 fund included three further bids for Witney, as part of 27 schemes submitted for Oxfordshire:

- Witney High Street to implement the public realm enhancements to support the proposed traffic restriction - this would involve reviewing arrangements at the junction of High Street and Corn Street.
- Paths between Madley Park and Oxford Hill to implement improvements to allow cycling, surface, lighting and safety improvements.
- Funding to conduct a study into the options for traffic restrictions at Corn Street which, in conjunction with the proposed High Street scheme, would look at the junction of High Street and Corn Street.

The Council is awaiting outcome of the bid, due Autumn 2021.

Work on developing the Witney LCWIP (Local Cycling and Walking Plan) has also commenced. This will look at specific cycle routes in detail and likely to revisit and extend the route developed, with limit time and funds, under the Active Travel Tranche 2. A key aspect of this, is the large roundabout at the western end of Corn Street – often referred to as a Five-Ways roundabout. There is significant opportunity to improve active travel routes at this roundabout and the LCWIP is the next step to developing a plan for this area. The LCWIP will be used to target investment into the prioritised areas.”

*Supplementary question from Councillor Levy*

“Thank you for the response. Can you advise on we can ensure that future Active Travel facilities were designed to be coherent and complete and comment on how we would progress future schemes and measure success?”

*Cabinet Member for Highway Management*

“I recognise the points you make. From personal experience and due to the layout of many cycle routes, which require you to cycle off road, cycling is less safe,

particularly when approaching junctions, than if the cycle route was provided entirely within the line of the highway. I also want to see cohesive joined up thinking to deliver a safer option but in order to achieve that government needs to redirect funding away from road building to active travel transport initiatives. In the meantime, we will continue to do what we can with incremental improvements to increase safety for cyclists and promote active travel.”

### 3/21 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
County Councillor Glynis Phillips	4. Oxford Barton Park Residential Development: Proposed 20mph Speed Limit
Paul Pemberton John McIntock County Councillor Brad Baines	) 5. Oxford – Iffley Village Area – ) Proposed Waiting Restrictions )
City Councillor Katherine Miles	6. Oxford – Queen Street: Use by Cargo Bikes
Andrew Siantonas City Councillor Liz Wade County Councillor Andrew Gant	) 7. Oxford – Bourne Close – ) Proposed Waiting Restrictions )
Matthew Day	9. Aston Rowant: Proposed 20mph Speed Limit and Traffic Calming
County Councillor Andrew Coles	12. Witney – Corn Street: Proposed Shared Use Cycletrack

**4/21 OXFORD BARTON PARK RESIDENTIAL DEVELOPMENT: PROPOSED 20MPH SPEED LIMIT**

(Agenda No. 4)

The Cabinet Member for Highway Management considered (CMDHM4) responses received to a consultation to introduce a 20mph speed limit within the Barton Park residential development. Funded by that development the proposals had been promoted to help facilitate walking, cycling and safer movement of traffic.

County Councillor Glynis Phillips spoke in support of the proposals. Although disappointed with the Police response she appreciated their honesty regarding expectation of full enforcement and that they had to prioritise their activities due to cuts in funding and personnel numbers which meant enforcement of speed limits was now low down that list of priorities. However, if this scheme was approved then it would allow police and the local community to introduce spot checks and short-term speeding checks similar to those undertaken on the northern by-pass. There was evidence of speeding along what was a residential road and a walking route to Barton Park school. Communities across Oxfordshire would be looking to the introduction of similar across the county.

Thanking the police for their efforts in carrying out spot checks the Cabinet Member for Highway Management suggested that devolvement by government of powers for enforcement of speed limits would allow the potential for greater levels of enforcement. He agreed that this particular area merited a 20mph speed limit adding that it should have been so restricted from the outset and hopefully this would send a message to all developers in future to consider adopting similar speed measures for all new residential areas. Therefore, having regard to the information set out in the report before him together with the representations made to him at the meeting he confirmed his decision as follows:

Approve the 20mph speed limit for the Barton Park residential development as advertised.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**5/21 OXFORD - IFFLEY VILLAGE AREA - PROPOSED WAITING RESTRICTIONS**

(Agenda No. 5)

The Cabinet Member for Highway Management considered (CMDHM5) responses received to a statutory consultation on a package of parking restriction amendments developed in discussions with local members and residents' groups within Iffley. The restrictions proposed for Mill Lane were aimed at addressing ongoing concerns from local residents regarding vehicles parking for Iffley Lock and causing an obstruction

to the road and access for emergency vehicles. The proposals developed for Iffley Turn were in response to concerns regarding commuter parking close to the junction and pedestrian crossing points with Henley Avenue. A restriction to prevent HGV and Coach parking during the day had also been included within the proposals to deter inappropriate vehicles for the road parking for long periods along with restrictions around a sharp bend on Tree Lane to ensure road safety was maintained.

Paul Pemberton presented a petition on behalf of 19 residents of Mill lane opposing the measures. The vast majority in the area thought that yellow lines were not the answer and while access wasn't perfect, which was the case in much of East Oxford, as lock keeper he was not aware of problems of access for emergency vehicles. That he felt had been greatly exaggerated with the issue instead centring on a small number of residents who experienced access problems to their properties. The scheme in its current form was completely disproportionate to the size of the problem and also inaccurate as the width of the highway had changed following clearance and removal of vegetation so on that basis alone he considered the scheme needed to be revisited. Iffley was a conservation area and these proposals would have a considerable impact on that status. Personally he did not think the scheme was necessary although many of his neighbours acknowledged the merits of a much reduced scheme focussing on the pinch point at the northern end of Mill Lane but no one agreed with lining on the southern end by the church where no one parked anyway with many residents on Church way concerned about more cars parking there as a result of the restrictions on Mill Lane He urged the Cabinet Member to reject the proposals and ask for a reconsultation on a smaller and more proportionate scheme which he would be happy to assist with.

John McIntock a resident of over 40 years and seen numerous changes to the area including an increase in the number and size of parked cars. That had been one of the reasons why he supported the proposals today along with the recommendation that these lines should be of the narrow variety used in Conservation Areas. The support of the Friends of Iffley Village for the recommendations was also significant as was the fact that while the report contained the views of over 40 people there were only a few comments from Mill Lane residents as they had been confident that the scheme would go ahead and had felt no need to comment. Much had been said about the problem in relation to access for emergency vehicles which was in his view one of the main reasons for supporting the double yellow lines proposed for Mill Lane and while some had commented that lining did not enhance the Conservation Area neither did so many parked cars. He walked along Mill Lane most days and drove along it couple of times a week and those who said there was no parking problem clearly did not pass down it very often. With badly parked vehicles on most days which would prevent emergency vehicles passing and over the years there had been several occasions when ambulances had to be left at the junction of Mill Lane and Church with paramedics having to walk to treat someone and carry them back to the ambulance wasting valuable time. The problem was particularly bad at weekends in the afternoons, especially during good weather. On a personal and less vital issue many residents often experienced access problems to their properties. He hoped that this current proposal would be approved without any reduction in the amount of double yellow lines while supporting more lining on that part of the road between the walk to the lock and the corner at the Church end.

Councillor Brad Baines spoke in support of the proposals. Thanking county officers, City Councillor colleagues and the local community for their work in developing the scheme he acknowledged that parking in Iffley village was a complicated issue requiring difficult balances but these proposals were needed in order to protect the unique character of the village while maintaining safety on these narrow roads. Residents would be particularly relieved to see the HGV restrictions which prevent Iffley Turn being used as a de facto HGV layby.

The Cabinet Member noted a written representation from the Friends of Iffley Village which, while recognising that the central issue, particularly in relation to Mill lane was access for emergency vehicles and general road safety had offered the following comments:

- 1) In relation to Mill Lane the major issues were poorly parked cars and access to Iffley Lock for Emergency vehicles and Mill Lane residents. The proposals would address the access and safety issues while preserving limited parking, thus reducing the danger of displacement onto neighbouring streets but there were concerns about the type of yellow lines in a Conservation Area.
- 2) The Iffley Turn proposals. While there was concern about the large buses/lorries which often parked there restricting access and about safe child-crossing areas especially at school times, there was also concern that the proposal maybe somewhat excessive and particularly in relation to schoolchildren crossing could be addressed by a pelican crossing and that extensive restrictions would have a knock-on effect on the east side of Iffley Turn and neighbouring streets where there was already evidence of overflow parking from Iffley Turn.
- 3) Regarding concern about cars parking and speeding round the corner of Stone Quarry Lane into Tree Lane, was again thought somewhat excessive and that the same issue could be addressed by broken white lines and either a stop or warning sign.
- 4) Concern about excessive street furniture in a Conservation Area suggesting that any approved should be of the narrow muted cream-yellow type.

The Cabinet Member for Highway Management knew the area well and the speakers along with the written representation had clearly highlighted the complicated issues involved. He agreed that yellow lines in a conservation area while not everyone's preferred choice were on balance better than parked cars. 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 a package of parking restriction changes for the Iffley area to include:

- a) Mill Lane – Introduction of No waiting at any time restrictions, with minor amendments to the advertised proposals to accommodate feedback from residents.
- b) Tree Lane – Introduction of No waiting at any time restrictions as advertised.
- c) Iffley Turn – Introduction of No waiting at any time restrictions and timed HGV/coach parking ban as advertised.

Signed.....  
 Cabinet Member for Highway Management

Date of signing.....

**6/21 OXFORD - QUEEN STREET: USE BY CARGO BIKES**  
 (Agenda No. 6)

An experimental traffic regulation order permitting the use of Queen Street in both directions by cargo bikes (pedal cycles designed or adapted for carrying goods commercially) to use Queen Street in both directions at all times had been introduced on 18 May 2020 following consultation with key stakeholders. The experiment had been proposed to consider whether allowing cargo bikes to use Queen Street during the day would have environmental benefits by encouraging zero carbon transport for the movement of goods within Oxford. Funding for the proposal had been provided from the Central Oxfordshire Locality revenue budget.

City Councillor for the Summertown Ward and local resident Katherine Miles spoke in support of the proposal as part of the acceleration to progress to net zero carbon emissions by 2050. Companies in the city had demonstrated the viability of using cargo bikes for the delivery of goods and services while contributing to a more sustainable urban environment and economy and with sales of cargo bikes projected to grow 66% in 2021 they were clearly part of the solution in the transition to a low carbon and ultimately zero carbon economy. Their use also addressed other issues air pollution, congestion on our narrow streets and pavement parking. She urged the Cabinet Member for Highway Management to make permanent the provisions of the current experimental Traffic Regulation Order (TRO) permitting the use of Queen Street in both directions by commercial cargo bikes at all times in the hope as a start in how we could adapt Queen Street and transportation in the city centre. The next practical steps for the future would be then to allow all bikes to use Queen Street at all times in a way that avoided conflict with pedestrians; increase the capacity of cycle parking at the Cornmarket junction with Queen Street and prevent mopeds from pavement parking there and create incentives for food delivery companies to use e-bikes and cargo bikes rather than polluting mopeds.

The Cabinet Member noted the following written representations from:

County Councillor Susanna Pressel who fully support the recommendation to allow cargo bikes to use Queen Street in both directions at all times. Believing that the riders cycled carefully and observed the same speed limit as the buses we needed to do all we could to improve air quality and encourage active travel.

Chris Benton (Pedal and Post) whose company would like to continue to have equal opportunity to use Queen Street delivered daily to many of the businesses in Westgate and on Queen Street between 10-20 times daily. Use of cargo bikes here was very safe and as their bikes were branded they were always able to be held accountable throughout the trials. They had received positive feedback that cargo

bikes could change cities by helping to promote ultra-low emission, reduce air pollution, road danger, parking issues, congestion, noise pollution all whilst promoting an active lifestyle. They hoped this could pave the way to show cycling and active travel as a huge positive in the city and help the change to a sustainable future for our travel network

The Cabinet Member for Highway Management endorsed the comments made to him at the meeting including the written representations received and having regard to the information in the report confirmed his decision as follows:

to approve:

- (a) making permanent the provisions of the current experimental Traffic Regulation Order (TRO) permitting the use of Queen Street in both directions by cargo bikes (pedal cycles designed or adapted for carrying goods commercially) at all times. Other cyclists would continue to be prohibited from riding between 10.00am and 6.00pm daily;
- (b) ask officers to consider the scope for expanding the provisions in Queen Street to include all commercial cargo bike delivery operators i.e. any push bike or e bike designed or adapted to carry commercial goods.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

## **7/21 OXFORD - BOURNE CLOSE - PROPOSED WAITING RESTRICTIONS**

(Agenda No. 7)

The Cabinet Member for Highway Management considered (CMDHM7) responses received to a statutory consultation on proposed no waiting at any time restrictions as a result of concerns over the obstruction of a turning area in a residential cul-de sac, in particular for access by ambulances/other transport for infirm residents.

Andrew Siantonas speaking on behalf of a resident of Bourne Close who lived immediately adjacent to the turning circle advised that it was completely misleading to refer to a turning circle as that function had been entirely negated with vehicles always parked there. Properties with even numbers in Bourne Close were bungalows which had been designed for the elderly and infirm and that was very much the case here for this resident who was completely reliant on ambulances and transport for the infirm and deliveries of all kinds and those functions are regularly hampered as the turning circle was always blocked. The resident concerned needed to make regular hospital visits and as the ambulance was often forced to park some distance away he needed to be wheeled to it. This affected him physically and mentally as he felt

trapped in his own home and so, on his behalf, he was urging the Cabinet Member to accept the recommendation.

Speaking in support of the recommendation and endorsing the comments made by Mr Siantonas City Councillor Liz Wade also highlighted a number of other measures to alleviate the problem namely that parking bays should be individually marked to encourage more considerate parking; reducing the length of the disabled bay and a consultation to extend the Cutteslowe CPZ to include several streets including Bourne Close and David Walter Close omitted from the zone when it had been agreed in 2013. Pending that consultation she asked that consideration be given for a dispensation to allow residents to apply for CPZ permits to enable them to park near their houses.

Also speaking in support of the recommendation County Councillor Andrew Gant endorsed the comments by both speakers. Regarding a possible extension to the Cutteslowe CPZ he agreed that due to the exponential increase in car use the situation had changed dramatically since 2013 when some residents had considered that a CPZ was not essential for this area. These changes had increased the pressure on streets outside the agreed CPZ area and it seemed sensible to now try to amend the zone to include the whole area and he asked the Cabinet Member to make a commitment to look at an extension. He also raised the issue of green spaces in Bourne Close which, while not significant, needed to be preserved and protected.

The Cabinet Member thanked the speakers for their comments and being well aware of the pressure in the Cutteslowe area, particularly at weekends, acknowledged the potential knock-on effects for an area when CPZs were only partially imposed. However, the immediate concern now was to address the current problems in Bourne Close and protect vulnerable residents and so having regard to the information in the report before him he confirmed that he would approve the recommendation. However, having regard to the representations made to him at the meeting regarding a proposed extension to the Cutteslowe CPZ he asked officers to look at that as part of a body of work to look at anomalies in all CPZs to bring them all up to standard.

to approve the no waiting at any time restrictions in Bourne Close, Oxford as advertised and in view of concerns raised locally and at the meeting to ask officers to look to extend the Cutteslowe CPZ to include amongst other streets Bourne Close and David Walter Close and also to review other CPZs around the City in order to address similar anomalies.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**8/21 APPROVEDAMBROSDEN/BICESTER: GRAVEN HILL - PROPOSED 20MPH SPEED LIMIT, WAITING AND LOADING RESTRICTIONS AND TIME LIMITED PARKING PLACES**

(Agenda No. 8)

The Cabinet Member for Highway Management considered (CMDHM8) responses received to a statutory consultation to introduce waiting and loading restrictions, time limited parking places and 20mph speed limit on roads within the Graven Hill development.

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

- a) approve as advertised the 20mph speed limit in the Graven Hill development;
- b) defer a decision on the proposed no waiting and loading at any time restriction on Austin Way, Anniversary Avenue West, East Circular Road, Graven Hill Road, Roberts Road and Westcott Road pending further discussions and engagement with the Graven Hill Village Development Company and Graven Hill Residents' Association;
- c) to approve time limited waiting at the 20 parking bays fronting the retail premises on the northwest side of Graven Hill Road, but with a 2-hour time limit in place of the 1-hour time limit as advertised.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**9/21 ASTON ROWANT: PROPOSED 20MPH SPEED LIMIT AND TRAFFIC CALMING BUILD-OUTS**

(Agenda No. 9)

The Cabinet Member for Highway Management considered (CMDHM9) responses received to a statutory consultation to introduce a 20mph speed limit within Aston Rowant village and traffic calming buildouts on the B4009 Chinnor Road to help facilitate walking and cycling within the village and safe movement of traffic.

Matthew Day referred to the high number of vehicles coming into the village from the Chinnor direction from junction 6 of the M40 much of which travelled at high speed. Aston Rowant parish council had taken numerous steps to slow that traffic down with varying degrees of success including the removal of white lines from the middle of the road, VAS signing, rumble strips and signing changed on the M40 to prevent HGVs using unsuitable routes through the village. In truth these had not been particularly successful with 20 plus accidents over the last few years and 85<sup>th</sup> percentile speed

remaining high at 41 mph at the entrance to the village. The parish council were determined to change this and saw the double build out chicane as a very effective measure as a similar one had been installed at Kingston Blount and although there had been concerns raised these had been addressed in the report. The priority here was the need to reduce speed and he asked the Cabinet Member to approve both elements of the scheme and support the wishes of local residents.

The Cabinet Member noted a written representation from County Councillor Kate Gregory supporting the proposals.

Acknowledging the efforts of the parish council over many years to improve the situation the Cabinet Member recognised that it was obvious the area was blighted by speeding traffic. He accepted that the measures as proposed appeared sensible to address that and he hoped that they proved to be effective and therefore, having regard to the information set out in the report and the representations made to him at the meeting including the support of the local member confirmed his decision as follows:

to approve as advertised a 20mph speed limit within Aston Rowant village and traffic calming buildouts on the B4009 Chinnor Road as advertised.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**10/21 BENSON - A4074 HENLEY ROAD: PROPOSED TOUCAN CROSSING**

(Agenda No. 10)

The Cabinet Member for Highway Management considered (CMDHM10) responses received to a statutory consultation on a proposed Toucan Crossing (a signalised crossing for use by pedestrians & pedal-cyclists) on the A4074 Henley Road in Benson.

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

to approve the proposals for a Toucan Crossing (a signalised crossing for use by pedestrians & pedal-cyclists) on the A4074 Henley Road in Benson as advertised.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**11/21 WATLINGTON B480 CUXHAM ROAD: PROPOSED BUS STOP CLEARWAY**

(Agenda No. 11)

The Cabinet Member for Highway Management considered (CMDHM11) responses received to a statutory consultation to introduce bus stop clearways on the B480 Cuxham Road and confirmed that he had spoken to the local member Councillor Freddie VanMierlo who supported, in principle, the bus stop clearway. He clarified that this report focussed only on the bus stop clearway element which would help support any future rerouting of bus services in the village. The provision of bus stop shelters had been outside the scope of this consultation and would be the subject of a future consultation and report.

Therefore, 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 bus stop clearways on the B480 Cuxham Road as advertised.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**12/21 WITNEY - CORN STREET: PROPOSED SHARED USE CYCLETRACK**

(Agenda No. 12)

The Cabinet Member for Highway Management considered (CMDHM12) responses received to a statutory consultation to introduce a shared use footway/cycle track on the south side of Corn Street at and on the approach to its roundabout junction with Ducklington Lane and forming part of the Witney 'Active Travel' improvement scheme.

County Councillor Andrew Coles had looked carefully at the comments received and expressed his support for the scheme but wished that it would have been possible to go further with the scheme to include the five-way roundabout which was particularly hazardous for cyclists. He had hoped that the Witney Active Travel Plan would have supported further measures. He took the opportunity to ask the Cabinet Member to consider works to complete the surfacing of Orkney Place which is in this area and help residents to see the shared cycle space as less of a priority than their road surface.

The Cabinet Member advised that he was aware of the issues in this area and understood the frustration of residents such as those in Orkney Place who saw provision of a new cycle route while the surface of their road remained poor. Unfortunately, government funding was provided for specific schemes and as such was non transferrable, although he understood that resurfacing work was scheduled.

He referred to the issue of priority at the Orkney Place junction.

Officers confirmed that the number of properties there suggested low levels of flow in and out and, therefore, levels of conflict were also likely to be low. If, however, the junction was reprioritised then extra funding would need to be found to implement that change.

As an alternative this specific issue could be looked at from a road safety budget perspective.

Having regard to the information set out in the report along with the representations made to him at the meeting the Cabinet Member for Highway Management confirmed his decision as follows:

to approve a shared use footway/cycle track as advertised on the south side of Corn Street at and on the approach to its roundabout junction with Ducklington Lane.

Date of signing.....  
Cabinet Member for Highway management

Date of signing.....

..... in the Chair

Date of signing .....