

# DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

**MINUTES** of the meeting held on Thursday, 2 September 2021 commencing at 10.00 am and finishing at 10.30 am

**Present:**

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

**Other Members in Attendance:** Councillor Ian Corkin (for Agenda Item 4)  
Councillor Freddie van Mierlo (for Agenda Item 6)  
Councillor Liam Walker (for Agenda Item 8)

**Officers:**

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

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
4.	M. Wasley (Environment & Place)
6 & 7	L. Turner (Environment & Place)
8	D. Mowlem (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.*

## 10/21 DECLARATION OF INTEREST

(Agenda No. 1)

There were no declarations of interest.

## 11/21 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
County Councillor Ian Corkin	4 – Chesterton – 20 and 40mph Speed Limits

County Councillor Freddie VanMierlo	6 – Cuxham 20mph and Traffic Calming
Dr Clare Collier	7 – Childrey – 40mph
District Councillor Harry St John County Councillor Liam Walker	8 – North Leigh 40mph and Turning Restrictions

## 12/21 CHESTERTON: PROPOSED 20MPH AND 40MPH SPEED LIMITS

(Agenda No. 4)

The Cabinet Member for Highway Management considered (CMDHM4) responses received to a statutory consultation to introduce a 20mph speed limit on minor village roads in place of the current 30mph speed limit and a 40mph speed limit on The Hale south of the current 30mph speed limit and Green Lane west of the current 30mph speed limit following a request by Chesterton Parish Council. Funding for consultation on the proposals had been provided jointly by the local member Councillor Ian Corkin from his Councillor Priority Fund and the Parish Support budget, which would also be used to fund implementation of the proposals.

Councillor Ian Corkin referred to the overwhelming support locally for the proposals with calls for the scheme to go further but he accepted that that would be something to look at in the future. Thanking officers for their work in progressing the scheme he acknowledged the benefits that the 20mph restriction would bring to residents in the village and also from the proposed reduction from 60 to 40 on Green Lane.

The Cabinet Member noted written comments received from Alex Hosking raising concerns regarding the reasoning behind the scheme and whether this was the best way to proceed. He considered the initial proposal vague and based on road safety concerns but the report being considered now failed to state whether those concerns were speed related, provided no speed related data or figures regarding the expected drop in traffic speeds through the village. Speed limits were a legal tool to control the behaviour of drivers who had little regard for their safety or that of others and should not be regarded as a way of achieving general traffic calming.

The Cabinet Member thanked Councillor Corkin for his work on the scheme and his support towards the funding of it. He accepted the merits of the scheme in bringing forward improvements for residents and so having regard to the information set out in the report before him and the representations made to him at the meeting confirmed his decision as follows:

to approve as advertised:

- a) the proposed 20mph speed limit on the village roads to the south of the A4095 and east of The Hale in place of the current 30mph speed limit.

- b) the proposed 40mph speed limit on Green Lane and The Hale in place of the current national speed limit.

Signed.....  
 Cabinet Member for Highway Management

Date of signing.....

**13/21 KIDLINGTON: A4260 OXFORD ROAD, BICESTER ROAD AND BLENHEIM ROAD - PROPOSED WAITING RESTRICTIONS**  
 (Agenda No. 5)

The Cabinet Member for Highway Management considered responses received to a statutory consultation on proposed no waiting at any time restrictions on the A4260 Oxford Road, Bicester Road and Blenheim Road as a result of adjacent residential development.

County Councillor Ian Middleton reiterated his support for the proposals but raised more general concerns about planning consents given for the intensification of residential development in the village and the consequent additional parking pressures created, noting that even where off highway parking had been provided within the developments, that was often insufficient to meet the actual demand by residents and their visitors.

County Councillor Nigel Simpson reiterated his support commenting that while currently there was no major problem specifically where the proposals applied, the adjacent development would increase pressures noting that there were appreciable parking pressures further north on Blenheim Road causing particular difficulties at the junctions of Alexander Close, Honor Close and Croft Road and highlighting that further measures would be needed to address those issues.

Noting the comments from the two local members along with the information set out in the report before him the Cabinet Member for Highway Management confirmed his decision as follows:

to approve the no waiting at any time restrictions as advertised.

Signed.....  
 Cabinet Member for Highway Management

Date of signing.....

## 14/21 CUXHAM: PROPOSED 20MPH SPEED LIMIT AND TRAIL TRAFFIC CALMING MEASURES

(Agenda No. 6)

The Cabinet Member for Highway Management considered (CMDHM6) responses received to a statutory consultation to introduce a 20mph speed limit (phase 1) and trial traffic calming measures (phase 2) in Cuxham village.

Debbie Davies a resident made the following points. The trial scheme would be monitored as all roads were dangerous and in order to meet its statutory duty to make Oxfordshire's roads safer, Oxfordshire County Council needed to know if this trial would increase use of roads that were more dangerous and it would be too late to wait until increased risk showed s in the county council's personal injury accident annual report. Officers have said they would consider traffic migrating to less suitable roads, that could have a worse personal accident history so similarly would traffic volumes be recorded? A road safety trial should not result in a reduction, or withdrawal, of the safest way to travel so was there a guarantee this would not happen to the no 11 bus service for Cuxham and Watlington? Would assessment of sustainability implications take account of cycle infrastructure design (LTN 1/20)? The Department for Transport (DfT) have stated that: "Cycle networks should be planned and designed to allow people to reach their day to day destinations easily, along routes that connect, are simple to navigate and are of a consistently high quality". In Cuxham, day to day destinations within easy cycling distance such as schools, playgrounds, shops, social clubs, sports clubs, are located in Watlington and Chalgrove. This required using 50mph rural roads with worse personal accident histories for cycling. The quickest, sustainable day to day commuting from Cuxham to Oxford meant cycling on the B4009, which had a much worse personal accident record, to connect with coach services at Junction 6, M40.. Is it accepted it is impossible for this trial to make day to day destinations safe for cyclists, as set out in LTN 1/20? If Phase 2 proceeded, would the request by Cycling UK Oxford not to narrow the road in parts to 4m be accepted? DfT Circular 1/2013 para 57 stated that Vehicle Activated Signs (VAS) were effective in reminding drivers of the speed limit with paragraph 26 then stating that enforcement should be considered only after other measures. Would account of the Cuxham road environment include that it has two VAS signs? Paragraph 40 stated that in rural areas, provision of adequate footways could be a more effective means of improving pedestrian safety than lowering a speed limit over a short distance. My county councillor agreed that "Pedestrian access should be similar to what the road permits currently" so would the trial prioritise footway for pedestrians so they could avoid having to walk in the road?

Ian Goldsmith on behalf of the Parish of Cuxham with Easington thanked the County Council for its assistance with this programme. Highlighting the very strong local support he then addressed the three objections that had been received:

The Thames Valley Police statement that '*experience has shown these measures are often highly unpopular and likely to be rejected by the Parish*' was certainly not accurate in the case of Cuxham Parish as having discussed them individually with residents there was almost unanimous support overall for the proposals, subject to a road safety audit and an acceptance that if there were adverse impacts in practice then changes might be necessary based on the actual experiences with the

temporary measures. VAS signing had proved to be very effective at reducing average speeds - that could be added to in order to further reduce speeds and they were confident that a combination of the 20mph restriction, VAS signing and some or all of the interventions would see speeds reduced below 24mph. The case that the average speed must be 24mph or lower before a 20mph could be agreed seemed perverse as if average speeds were 23.9mph then there would be no need for a 20mph. The argument that TVP make more broadly that there were insufficient resources to enforce a 20mph was also curious given there had been no useful TVP intervention in the past 5 years relating to the 30mph and a reduction of average speeds as a result of these proposals meant that there would be less call for TVP enforcement than currently.

The comment from Thames Travel that the move to a 20mph and the interventions would make a significant difference to bus operating times was in their opinion a major exaggeration as the total distance the bus had to travel inside the new limit was just 1000ft and even if speeds were reduced from 30 to 20 across all of that distance the increase in time was 35 seconds, which was not significant in an overall 60-minute service. In addition, the narrowness of the road meant that the bus often had to come to a standstill at several locations in the village already so the actual increase in travel time was likely to be less than that figure. Locations 5,6 and 10, whilst close to the bus stops would not interfere with the movement of the bus as the bus should not be using the parts of the verge/footpath etc where they would be located and further discussions were planned with Thames Travel to ensure that their concerns were allayed.

With regard to a concern raised regarding cycle safety it should be noted that there were a number of other cyclists in the village who had not raised similar concerns and a Road Safety Audit on Phase 2 would be carried out and if any issues were raised with the interventions then those elements could be moved or left out.

The Parish Council urged the Cabinet Member to approve implementation of the proposals as a significant safety improvement.

County Councillor Freddie van Mierlo confirmed the overwhelming local support for this initiative. He noted the comments of the Police and Thames Travel but as had been pointed out he was confident that their reservations could be addressed and resolved and was, therefore, delighted to add his support.

Thanking everyone for their comments and having regard to the information set out in the report before him along with the comments made to him at the meeting including those of the Parish Council with regard to resolving issues of concern from both the Police and Thames Travel the Cabinet Member for Highway Management then confirmed his decision as follows:

to introduce a 20mph speed limit (phase 1) and trial traffic calming measures (phase 2) in Cuxham village as advertised.

Signed.....  
Cabinet Member for Highway Management

Date of Signing.....

## **15/21 CHILDREY: B4001 NEW ROAD AND PULPIT HILL - PROPOSED 40MPH SPEED LIMIT**

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDHM7) responses received to a statutory consultation to introduce a 40mph speed limit on the B4001 New Road and Pulpit Hill, Childrey to help facilitate walking and cycling on the outskirts of Childrey village and safe movement of traffic including for equestrians. Funding for the consultation itself on the proposals had been provided by the local member County Councillor Yvonne Constance through the 'Councillor Priority Fund' with implementation funded by the County Council.

Dr Clare Collier spoke in support of the proposals. With 3 stable yards plus a number of other domestic horse owners on New Road there were potentially over 60 horses living within a 2 mile length. Today there were 40 horses living on this road, so it's a very dense population. Furthermore, the Vale of White Horse District Council had recently granted planning permission for a new equestrian training facility at Freethorne Stud which would further increase numbers of horses on the road. There are 6 footpaths and bridleways along the road but no footway along its length. Verges were mostly unmown other than the statutory 2 cuts per year making them useless for pedestrians and resulting in people walking on the road especially when walking between footpaths on the designated Childrey Circular Walk. It was a popular cycle route because of the recently laid new surface on a long down-hill sweep (albeit with a number of areas of subsidence) but only 15 feet wide at various points on the 5 blind bends. It provided access to 5 farms (in addition to the stables listed above) all of which used large slow moving agricultural machinery. There were also a large number of earth-moving lorries travelling from the quarries on the B417 who used this route as a cut through. It was regularly (including today) used as a diversion route when other local roads were closed. All of this resulted in high traffic volumes and a recent traffic survey had shown that many of these (>8%) were exceeding 60 mph current limit which meant that Cyclists, Pedestrians and Horse riders were extremely likely to encounter at least 1 vehicle passing them and frequently vehicles coming in both directions at speed on blind corners. Reducing the speed limit to 40mph from the current 60 would allow all users more time to spot dangerous situations and hopefully avoid a potentially fatal accident. She also asked if the County Council could look at improving current signing on this route some of which was obscured by vegetation and inconsistent messaging on another.

Thanking everyone for their comments and Councillor Constance for funding the consultation element the Cabinet Member for Highway management having regard to the information set out in the report before him confirmed his decision as follows:

to approve the proposed introduction of a 40mph speed limit on the B4001 New Road and Pulpit Hill, Childrey as advertised and ask officers to investigate the effectiveness of the current signing on this length of road.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....

**16/21 NORTH LEIGH: A4095 - PROPOSED EXTENSION OF 40MPH SPEED LIMIT AND TURNING RESTRICTIONS**

(Agenda No. 8)

The Cabinet Member for Highway Management considered (CMDHM8) responses received to a statutory consultation on the proposed extension of the 40mph speed limit on the A4095 at North Leigh and introduction of turning restrictions in conjunction with the construction of a new access on the A4095 for Eynsham Hall as part of approved development. The matter had previously been deferred by the Cabinet Member for Highway Management on 3 June 2021 following representations made by County Councillor Liam Walker, the local member, for further consultation with Eynsham Hall on provision of and funding for additional measures.

District Councillor Harry St John had, as a resident of North Leigh for 25 years, seen traffic levels grow with regular speed watches also providing evidence of excess speed. Discussions in the past to extend the 40mph speed limit from Freeland to Common Road had been unsuccessful but he saw this latest development as a great opportunity to achieve that and secure a reduction in the speed of vehicles on this section of A4095. Accesses such as Eynsham Hall (hotel and visitor facilities being expanded at present), North Leigh Football Club on bend, Boddington Lane, Cuckoo Lane (leads to Salt Cross 2200 homes), Mears site (40 new homes nr Freeland), Freeland Turn also leading to Salt Cross), and Pye Homes site 190 homes (access is inside 30 mph zone) Common Road (also footpath crossing), Bewley Devt (50 new homes), Park Road (with extra 126 new homes) meant that the road was much busier than five years ago and the significant development now being undertaken at Eynsham Hall would only increase the level of risk. There were plans for a cycle-way east to the Park Road junction which would enable a more user-friendly cycle way from Witney to Long Hanborough and the rail station encouraging more commuters to cycle/train to Oxford or London. Having a 40mph limit would make for a safer environment for pedestrians, cyclists and cars and less confusing for drivers and more enforceable. Comparisons with the B4044 from Witney to Charlbury were very relevant as between the edge of Witney and Hailey there were some blind bends but fewer turnings or junctions and yet that section of road was all 40 mph and then after Hailey and Delly End/Crawley crossroads it went to 50mph until Finstock and the Ramsden turn where it reverted to 40mph again. There was much more traffic and

HGV movements on the A4095 than the B4044 and so reducing speeds on this section of the A4095 made sense on all counts.

County Councillor Liam Walker thanked the Cabinet Member and officers for their further work on this. It was disappointing that the developers had declined to fund this low-cost extension when you considered the cost of the Eynsham Hall development itself. There had been a great opportunity to secure these improvements on this section of road and having seen the road safety audit, which had highlighted a number of issues of interest he hoped that there might be future opportunities to secure these restrictions possibly through his own priority funding.

The Cabinet Member for Highway Management acknowledged and accepted the concerns of both speakers that speed was an issue but further discussions had failed to secure more funding from the developer. He hoped that these specific restrictions might, in the future, be secured through different means but In the meantime and having regard to the information in the report before him along with the representations made to him at the meeting he confirmed his decision as follows

to approve:

- a) the proposed extension of the 40mph speed limit on the A4095 at North Leigh;  
and
- b) the proposed turning restriction prohibiting vehicles turning from the A4095 into new access for Eynsham Hall;

as originally advertised.

Signed.....  
Cabinet Member for Highway Management

Date of signing.....