

## DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

**MINUTES** of the meeting held on Thursday, 12 September 2019 commencing at 10.00 am and finishing at 12.40 pm

**Present:**

**Voting Members:** Councillor Yvonne Constance OBE – in the Chair

**Other Members in Attendance:** Councillor John Howson (for Agenda Item 2)  
Councillor Judy Roberts (for Agenda Item 2)  
Councillor Roz Smith (for Agenda Item 4)  
Councillor Stefan Gawrysiak (for Agenda Item 8)  
Councillor Charles Mathew (for Agenda Item 14)  
Councillor John Sanders

**Officers:**

Whole of meeting G. Warrington (Law & Governance)

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
4 – 14	H. Potter & A. Kirkwood (Community Operations)
4	P. Mulvihill (Construction Projects team, Planning & Place)
7	J. Mellon (Major Infrastructure Team, Planning & Place)
8	L. Turner (Community Operations)
15	J. Disley (Planning & Place)
17	V. Fletcher & R. Burns (Planning & Place)

*The Cabinet Member for Environment 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.*

### 44/19 DECLARATIONS OF INTEREST

(Agenda No. 1)

None declared.

**45/19 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

*Councillor John Howson*

“What is the estimate of extra time required to travel from any point in North Oxford to Oxford Station using the diversion route that was in place during St Giles Fair?”

*Reply from the Cabinet Member for Environment*

“Unfortunately it has not been able to provide an estimate as we do not have any base data to compare the extended travel with. The journey time also varies greatly depending on the time of day or the day of the week.”

*Supplementary question from Councillor Howson*

“Would the Cabinet Member consider continuing the experimental traffic regulation order on Walton Street in order to create a safer cycle route and, if so, I would be happy put in a written statement of such a proposal.”

*Reply from the cabinet Member for Environment*

“I would be interested in seeing the detail of that proposal.”

*Councillor Emily Smith*

“There is growing concern in Abingdon about the lack of progress on the Lodge Hill southern slips. Residents and Parish Councils were told originally that a public consultation on the designs for the slips would be put out to public consultation in Spring 2019. The Vale District has now received two reserved matters planning applications for North Abingdon and North West Abingdon sites totalling 625 new homes, yet there is still no agreed design for the slips, let alone a contractor appointed to build them as required by the outline planning permission before some of the homes at North Abingdon are occupied.

Can the Cabinet Member confirm that the slips are indeed delayed, the reason for this delay and what the current timetable is? What action is the cabinet member taking to avoided North Abingdon having 600 extra homes but no diamond junction at Lodge Hill?”

*Reply from the Cabinet Member for Environment*

“Unfortunately, the Lodge Hill slip road scheme has experienced delays, as Highways England (HE) has changed their approach to the delivery of this scheme from that previously experienced. This will result in the original ‘end of 2020’ date not being met. HE are asking for much more detailed transport modelling. We also need to undertake ground investigation surveys on HE’s road network and this requires their permission (which has now been granted). This back and forth with HE has all added significant delay to the programme. Due to the A34 being part of the Strategic Road Network, any new scheme must be approved by HE, and therefore OCC have to

comply with all modelling (and other) requests. OCC and HE met on 5<sup>th</sup> September 2019 to discuss the latest modelling and OCC is expecting a formal response from HE over the coming weeks.

Officers have taken the view that public consultation will only be held once HE agrees to the modelling of the scheme. Until that point, the scheme could change, which might then require re-consultation and unnecessary public frustration.

Subject to agreement with HE the current programme for the scheme is below:

	<b>Start</b>	<b>End</b>
Ground Investigation Surveys on A34	Mid-October 2019	Mid-November 2019
Consultation (assuming HE confirm they are content with recent modelling)	Mid-October 2019	Mid-November 2019
Detailed Design	February 2020	December 2020
Construction	February 2021	December 2021
Slips Opening	-	December 2021

OCC is trying to expedite delivery by undertaking Early Contractor Involvement (ECI), which involves a contractor in the early design and planning stage to identify efficiencies in the construction of the project. To further expedite delivery OCC has continued with land purchase at risk, prior to Highways England consenting to the scheme. All the land parcels to deliver this scheme have been identified and negotiations with land owners have been concluded, subject to legal documentation.

In terms of new housing being built in the North Abingdon area before the new slip roads are open, this has always been a possibility and acknowledged in the granted outline planning permissions for the development sites in the area – including the North Abingdon (P17/V0050/O) and North West Abingdon' site (P17/V1336/O) to have housing before the slips are delivered.

I am confident that my officers are doing all they can to get these slips delivered and are having regular meetings with HE to enable this to happen. The A34 is on the strategic highway network and ultimately, the scheme is in the hands of Highways England who will make the final decision. Officers will keep all parties informed when we make further progress with HE and how this will affect the programme.”

*Additional response from the Cabinet Member*

“In Councillor Smith’s absence I would reiterate that officers are continuing to work hard to get this done but it was now in the hands of Highways England. OCC were committed to Growth Deal housing needs and it was clear that the slip roads and housing developments were now both mismatched. Officers would continue to keep all parties who were involved informed.”

*Councillor Judy Roberts*

“In 2015 Highways England was given £100m to improve air quality on its road network between 2015 and 2021, with £75m having to be spent before March 2020

on measures that cut air pollution. In May they had only spent £7.7mill of this. District Cllr Emily Smith and Parish Cllr Laura Jones (who also represent North Hinksey) are working with local schools, air quality experts and the Vale on applications to this fund that will help relieve air pollution around the A34 in Botley. Highways England have told them that cycle infrastructure that relieves air pollution in the Botley area could qualify for funding but any scheme would need to be ready to start before March 2020. Cllr Smith thought of the B4044 Community Path that was removed from the HIF bid and they notified the B4044 Community Path campaign group. This could be an alternative funding source for the Community Path from Eynsham to Botley if the county council are willing to submit an application and if action is taken very quickly.

How can the Cabinet member support our efforts? "

*Reply from the Cabinet Member for Environment*

"Since the B4044 cycle scheme was removed from the HIF2 bid, officers have been working with Bike Safe to progress the design of the scheme ready for alternative funding opportunities. The brief for the options and feasibility stage has been agreed and officers are now discussing the work with Skanska who will undertake this stage of the scheme. This is expected to complete at the end of the financial year.

Officers have been looking into whether the B4044 cycle scheme would be eligible for the Highways England Air Quality Funding. There was concern over whether the B4044 cycle link would be seen as too far from the A34 to qualify, but timing of the funding is the main issue. The completion timeframe for spending the funding is March 2020, but only the optioneering and feasibility design components of the B4044 cycle scheme will be completed by then.

The scheme will continue to progress through this current stage which will provide more certainty over the exact route to be taken, including any land issues, and a better estimate of costs. At the same time, officers and with the ongoing support of Bike Safe will continue to look for opportunities for funding the delivery of the cycle route."

*Supplementary Question from Councillor Roberts*

"Could the County Council also consider a bid for provision of noise and air pollution barriers along part of A420 as provided along parts of the A34?"

*Response by the Cabinet Member for Environment*

"Yes to the bid for barriers. The Leader of the Council was also lobbying the Government Minister with regard to the community path from Eynsham to Botley following its removal from the HIF bid."

**46/19 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Derek Albiston – Resident Windmill Road Graham Smith – Cyclox County Councillor Roz Smith	) ) 4 – Access to Headington ) )
Louise Dodd – Resident, Harcourt Close Armadeep Takhar – Local Businessman County & Town Councillor Stefan Gawrysiak	) ) ) 8 - Greys Road, Henley-on-Thames ) )
Ann Pritchard – Chalgrove PC	9 – Chalgrove, Monument Road
Carolyn Jessop – Resident, Kennington Road County Councillor Bob Johnston	) ) 12 – Radley, Kennington Road )
Hugh Thomas – Cassington PC County Councillor Charles Mathew	) 14 – Horsemere Lane, Cassington )

**47/19 OXFORD - ACCESS TO HEADINGTON - FURTHER CONSULTATION ON TRAFFIC MEASURES**

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) responses to a further consultation on proposals for the Access to Headington project to introduce and amend various Traffic Regulation Orders and other traffic measure. This further consultation had been required because the statutory two-year limit from the start of the original consultation in 2016 had been exceeded due to delays with implementation of the project.

Derek Albiston a resident of Windmill Road asked for consideration to be given to an extension of the existing off-peak parking on Windmill Road. The road was getting much busier and as an open straight road was susceptible to speeding traffic. Extending parking could help with traffic calming and alleviate the pressure for

resident parking overnight. There was no provision for disabled parking of health visitors to park.

Responding to Mr Albiston the Cabinet Member pointed out that as there had been an objection from the Windmill Road Residents' Group on the grounds of parking pressure it seemed to her that this could present an opportunity to reach a good compromise.

Mr Kirkwood agreed that it had been a difficult balance but nothing material had changed since 2016 and officers were of the view that the measures as proposed outweighed inconvenience to residents. Any decision to extend restrictions would require further consultation but confirmed that the restrictions could be reviewed and that disabled drivers would be able to park on yellow lines but not health visitors.

Speaking on behalf of Cyclox Graham Smith considered that this had been a disappointing retrospective consultation with no opportunity offered to discuss or influence the proposals the design for which met neither the standards for cycle super routes or premium route network paths or county council policy. Provision for cyclists was inadequate and although cycle paths had smooth lengths it was uncomfortable and incoherent with steep ramps, slopes induced at paths and drives, ironwork in the surface particularly at the filling station at the bottom of Headley Way and insufficient dropped kerbs. Consultation plans had been inadequate and there was concern that there was no protected cycle route uphill on Headley Way with pedestrians having to share space on the steepest uphill section between Cope Lane and Bowness Avenue which was most unsatisfactory. There was also conflict at the JR Hospital access between people cycling straight on and cars turning left.

The Cabinet Member referred to the objection from Cyclox and the additional submission by Mr Smith and asked officers to respond.

Mr Kirkwood confirmed that while some adjustments had already been made to specific sites the safety audit would identify any other issues with the scheme on site which could then be addressed.

Pat Mulvihill confirmed that the Access to Headington scheme would finish in March 2020. An inspection would then be carried providing an opportunity to look at specific items raised with some resource available to address any issues. He would take up the points raised by Mr Smith but confirmed that issues regarding shared space on Headley Way presented a challenge because of limited space. He had raised the issue of the JR access with the designers with a view to temporary signing being erected.

The Cabinet Member thanked officers for their response and suggested they continue to liaise with Cyclox and the designers to see what could be done to address any concerns and avoid any further delays.

Thanking officers for their work on this scheme and residents for their responses to it Councillor Roz Smith stated that very little had changed from the 2016 consultation. She then addressed a number of specific issues:

Windmill Road was a long straight road with speeding traffic and a 20mph limit would be welcomed by residents and Windmill school. Parking was restricted and in view of the massive change in the levels of HMOs in the area and bearing in mind there had been no parking surveys carried out since 2016 there could be some merit in considering further changes as suggested by Mr Albiston along with a 20mph speed limit to address local concerns.

York Road – the additional parking places were not supported on safety grounds.

Margaret Road – a proposed parking place was sited adjacent to a resident's drive at No 12 which would affect access to that property.

Windsor Street – a proposed parking place was sited over a fire hydrant.

Gardiner Street – this was a busy junction with a tight corner which because of the lack of space resulted in cars mounting the kerb.

Holyoake Road – a proposed parking place would obstruct the access to Linden Court.

Stile Road – the proposed parking places would impede access to 25 and 25A as well as the Co-op delivery lorry.

St Leonards Road – the proposed parking place would obstruct sight lines.

Headley Way – this presented a very difficult situation not helped by what was always a case of retro fitting. Supporting the retention of as many trees as possible and the need to encourage cycling in the Headington area she considered that roundabouts should have been retained as traffic lights in certain areas were not helping the situation.

Mr Kirkwood confirmed that further consideration could be given to try and address some of the concerns raised regarding extra capacity for parking on side streets.

Councillor Sanders shared concerns regarding the increased levels of HMOs which he considered should be required to provide off-street parking for occupants.

Recognising the need to progress this scheme the Cabinet Member for Environment acknowledged that some issues could be considered further regarding parking on side roads including a further consultation for off-street parking on Windmill Road. CPZs, however, were a policy matter. Regarding issues of design for cyclists she considered that those issues could be considered under the Stage 3 safety audit when completed with a report on that submitted to her at a future meeting. Therefore, having regard to the information set out in the report before her along with the representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

- (a) approve the proposals as advertised;
- (b) further consideration be given to:

- (i) parking capacity on side roads;
- (ii) extending off-peak on-street parking on Windmill Road;
- (iii) provision of a right turn arrow on lights at bottom of Headley Way.

Signed.....  
 Cabinet Member for Environment

Date of signing.....

**48/19 OXFORD, RYMERS LANE JUNCTION WITH LITTLEHAY ROAD & CORNWALLIS ROAD - PROPOSED TRAFFIC CALMING**

(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) responses to a statutory consultation to introduce a traffic calming raised junction table at the crossroads junction of Rymers lane, Littlehay Road and Cornwallis Road in Florence Park put forward in conjunction with Oxford City Council to improve safety for local residents.

Councillor Sanders advised that this junction was heavily used as a rat run with on average 3 accidents per year. While the design would slow traffic to reduce injury risk there was a need to look at traffic levels in the wider surrounding area.

The Cabinet Member for Environment acknowledged comments made by a number of objectors regarding the cost of the scheme but in the light of the information in the report and the representations made to her at the meeting confirmed her decision as follows:

to approve the introduction of a traffic calming raised junction table at the crossroads junction of Rymers Lane, Littlehay Road and Cornwallis Road in Florence Park as advertised.

Signed.....  
 Cabinet Member for Environment

Date of signing.....

**49/19 BODICOTE, WHITE POST ROAD: PROPOSED ZEBRA CROSSING AND TOUCAN CROSSING IN PLACE OF PELICAN CROSSING**

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a consultation to introduce a zebra crossing (with a parallel cycle crossing) on White Post Road at its junction with Sycamore Drive and conversion of the existing pelican crossing on White Post Road south of its junction with Sycamore drive to a toucan



crossing. The proposals also included the conversion of some existing footways to shared use footway/cycle track linking these crossings for pedal cyclists.

Having regard to the information set out in the report before her the Cabinet Member for Environment confirmed her decision as follows:

to approve as advertised introduction of a zebra crossing (with a parallel cycle crossing) on White Post Road at its junction with Sycamore Drive and conversion of the existing pelican crossing on White Post Road south of its junction with Sycamore drive to a toucan crossing including the conversion of some existing footways to shared use footway/cycle track linking these crossings for pedal cyclists.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**50/19 BANBURY - BLOXHAM: A361 BANBURY ROAD PROPOSED SHARED USE CYCLE TRACK**

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a consultation on a proposal to improve and convert the above footway link on the A361 Banbury Road between Bloxham and Banbury to a shared use footway/cycle track and conversion of the existing signalled crossing for pedestrians at Bloxham approximately 65 metres north of the Chipperfield Park Road junction to a toucan crossing put forward as part of wider traffic safety measures on the A361 and funded by the Department of Transport.

Regarding the objection from the British Horse Society Mr Kirkwood confirmed that the scheme would use some local rights of way and low flow roads. The proposals comprised improvements of existing pedestrian provision to permit use by pedal cyclists and should not be detrimental or impact on equestrian use or reduce their amenity.

Joanna Mellon confirmed that although there had been incidents involving pedestrians and cyclists there had been no incidents with regard to equestrian use.

The Cabinet Member acknowledged that funding was being provided by the Department for Transport to improve road safety and noted the information regarding accident records. Therefore, having regard to the information set out in the report before her and the representations made to her at the meeting she confirmed her decision as follows:

to approve as advertised conversion of the existing footway link on the western side of the A361 Banbury Road, between the junction with Chipperfield Park Road and Banbury (a distance of approximately 2.5km) to a shared use pedestrian and cycle track and the existing pelican crossing on the A361 Banbury Road at Bloxham

approximately 65 metres north of the Chipperfield Park Road junction to a toucan crossing (a crossing that could be used by pedestrians and cyclists).

Signed.....  
Cabinet Member for Environment

Date of signing.....

**51/19 HENLEY-ON-THAMES, GREYS ROAD: PROPOSED ZEBRA CROSSING**  
(Agenda No. 8)

The Cabinet Member for Environment considered (CMDE8) responses received to a statutory consultation on a proposal to introduce a zebra crossing on Greys Road between its junctions with Greys Hill and The Close put forward to address concerns raised over the safety of pedestrians crossing Greys Road between the Pram Walk on the Gainsborough Estate, The Close, Greys Hill (leading to Sacred Heart School) and the shop.

Louise Dodd a resident of Harcourt Close had long campaigned for a crossing on this very busy road and as a parent with 2 children who had attended the Sacred Heart school for 10 years who had felt unable to let her children walk to school felt qualified to press the case for provision. With 200 pupils the Sacred Heart school drew children from all over Henley which brought an element of danger. There had been a school crossing patrol but that was no longer the case. The school had limited play space and a crossing would give safer access to Makins Field and, as there were no other crossings in this area on Greys Road, would also benefit other facilities in the area such as the scout hut and skate park. Noting Mr Takhar's objection to the crossing she felt a crossing would be benefit his shop and acknowledged there could be scope to move it slightly closer to Pram Walk.

Mr Turner confirmed that the siting was on a recognised desire line but moving slightly further north was an option.

Mr Takhar was not opposed to any increase in road safety and as his children also attended the Sacred Heart school he was well aware of the issues. However, he felt that the crossing would be better located further down Greys Road by the scout hut as the proposed location would only benefit those crossing from the Gainsborough estate area. There would be no gain for people accessing the middle staircase as that was currently blocked. The crossing would undoubtedly affect his business as he had deliveries off Greys Road and provision of dropped kerbs as suggested would not, he felt, help because there was provision for threshold parking for residents in the flats above the shop so there could be no guaranteed space for deliveries.

County and Town Councillor Stefan Gawrysiak felt there was an argument for 2 crossings. A recent survey had shown 4660 traffic movements in a 12-hour period with 356 crossings including 120 under 16s at this point representing a clear and absolute need for a crossing. The consultation undertaken had shown overwhelming support from Henley Town Council, the Sacred Heart school, Headway and a clear majority of residents. There had been a long campaign for a crossing and there was

now clear evidence of need with a clear desire line from the Pram Walk and Gainsborough an estate of 2/300 houses. The crossing would also serve Trinity School and was looking to have temporary closure of the middle steps made permanent closed. If the crossing was moved north outside number 179 then that would affect parking for that resident and reduce visibility sight lines whereas under the current proposal those lines were clear from both directions. Moving it outside the scout hut would take it a long way from the desire line and put it on a more dangerous bend whereas the current proposal presented a much safer crossing. He felt there was a marketing opportunity for Mr Takhar and in view of the clear and demonstrated need he supported the proposal.

Responding to the Cabinet Member he confirmed that the bus stop was not currently used.

Mr Turner added that the crossing had been designed with bus stop on the west side in mind and there was safe clearance for that. If the crossing were moved further north it could compromise visibility. He confirmed the findings of a 12- hour survey had clearly demonstrated a need for a facility at this point. Responding to Councillor Sanders who had asked why a light controlled crossing was not being provided he explained that a zebra crossing was considered safe having regard to regulations regarding 85 percentile speeds of traffic and there was also a financial consideration which needed to be taken into account.

Summarising the Cabinet Member noted a clear need for a crossing on Greys Road the issue being where it was sited. The proposed site offered clear sight lines and was on a clear desire line whereas resiting to the north would affect resident parking and compromise sight lines. The steps to Makins Field were currently closed with a view to permanent closure which would add to the desirability of the proposed crossing. With regard to the shop and Mr Takhar's request to resite the crossing she agreed that further south would take it some distance from the recognised desire line and that access to the shop was established for deliveries and he was not being denied parking and that a large number of pedestrians would be going past his shop as a result of the crossing being sited as proposed. Therefore, having regard to the information set out in the report together with the representations made to her at the meeting she confirmed her decision as follows:

to approve the proposed introduction of a zebra crossing on Greys Road, Henley as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**52/19 CHALGROVE, MONUMENT ROAD - PROPOSED ZEBRA CROSSINGS**

(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE9) responses to a consultation to introduce zebra crossings on Monument Road, Chalgrove put forward because of the development of adjacent land for residential development.

Speaking on behalf of Chalgrove Parish Council Ann Pritchard considered these crossings badly sited and presented a danger to pedestrians. The Parish Council's objection along with many others was based on safety grounds as well as being visually intrusive. Residents were used to the current layout feeling that the proposal would create more problems with cars and that it was being promoted purely because of the availability of developer funding.

Mr Kirkwood confirmed that the scheme had been subject to a road safety audit and complied with national standards. Acknowledging concerns regarding visual impact it was considered that provision would be beneficial to safety and amenity and confirmed that the design would be subject to an independent stage 3 safety audit when complete.

The Cabinet Member noted that the proposal had been through an independent road safety audit with a further Stage 3 audit to be carried out on completion of the development. She acknowledged the concerns of the parish council but residents of the development would be new to the area and, therefore, not as familiar with the layout as current residents. Therefore, recognising the need to maintain road safety and having regard to the information set out in the report before her and the representations made to her at the meeting she confirmed her decision as follows:

to approve zebra crossings on Monument Road, Chalgrove as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**53/19 SOUTH OXFORDSHIRE AND VALE OF WHITE HORSE AREA: VARIOUS LOCATIONS FOR NEW DISABLED PERSONS PARKING PLACES**

(Agenda No. 10)

The Cabinet Member for Environment considered (CMDE10) proposals to amend and introduce disabled persons parking places at various locations within the South Oxfordshire and Vale of White Horse district areas.

Mr Kirkwood confirmed that a number of not objected to proposals had gone forward to implementation.

Having regard to the information set out in the report and the representation made at the meeting the Cabinet Member for Environment confirmed her decision as follows:

to approve the proposed Disabled Persons Parking Places on Gainsborough Green (Abingdon), Kynaston Road (Didcot) and the not objected to sites as advertised but defer approval of the proposal for Duke Street (Henley-on-Thames) to allow for further consideration of this site noting also that those application not objected to would be implemented.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**54/19 EAST HANNEY, STEVENTON ROAD - PROPOSED TRAFFIC CALMING MEASURES AND BUS STOP CLEARWAY**

(Agenda No. 11)

The Cabinet Member for Environment considered (CMDE11) a proposal to introduce a traffic calming build out incorporating a speed cushion and bus stop clearway on the Steventon Road, East Hanney put forward because of the development of land adjacent to the Steventon Road.

She noted an email from the local member Councillor Anda Fitzgerald-O'Connor stating that the East Hanney parish council did not support the type of traffic calming proposed and had submitted comments, which they felt had been totally ignored and not even acknowledged. She requested the proposal be rejected or at the very least a decision be deferred to reconsider the proposal. Regarding the Bus Stop Clearway she added that there were no buses running along this road and that the bus company at the present time had no intention of introducing any services. These were very valid concerns and she urged that they be taken into account.

Responding to the Cabinet Member Mr Kirkwood confirmed that this type of measure was being proposed here because the type of road involved was better suited to this type of calming measure whereas the A417 east of Wantage was a different type of road more suited for line marking. Also there had been a desire not to narrow access into Wantage whereas the Steventon Road as a connecting road was better suited to this type of measure allowing sufficient width to be maintained to allow larger vehicles and buses to pass comfortably. The report had set out the detail of the parish council's response to the consultation which, while welcoming plans to calm traffic entering the village, had expressed a number of concerns in addition to the type of measures being proposed including increased noise, air and light pollution and future maintenance. The bus route had been funded by S106.

Noting that the parish council had objected to the type of calming measure being proposed rather than the principle of traffic calming and the response from officers as to why these measure had been proposed the Cabinet Member for Environment having regard to the information set out in the report before her and the representations made to her at the meeting confirmed her decision as follows:

to approve the proposed introduction of a traffic calming build-out incorporating a speed cushion and bus stop clearway on the Steventon Road, East Hanney as advertised while noting that the objection from the East Hanney Parish Council had been fully considered in the report and that the measures proposed reflected current county policy.

Signed.....  
Cabinet Member for Environment

Date of signing.....

## **55/19 RADLEY/KENNINGTON: KENNINGTON ROAD - PROPOSED TRAFFIC CALMING MEASURES AND SIGNALLED PEDESTRIAN CROSSING**

(Agenda No. 12)

The Cabinet Member for Environment considered (CMDE11) responses received to a statutory consultation on proposals to introduce pairs of traffic calming speed cushions and a puffin crossing on Kennington Road, Radley put forward because of the development of land adjacent to Kennington Road at Radley for residential purposes.

Supporting the proposals Carolyn Jessop also highlighted a number of key points namely road safety for both pedestrians and cyclists on Kennington Road; cost savings from permanent tarmacking of grass/verge from Pebble Hill to Woodlands; flooding issues at Sugworth Crescent; improvements to pavements; resurfacing roads and safety improvements including traffic calming and pavement resurfacing on Sandford Lane. She supported further liaison with all parties to work towards a successful and optimum solution.

Councillor Bob Johnston endorsed those comments. The pavement between Pebble Hill and Woodlands was used by a lot of children narrow and very overgrown and if cleared would be a huge improvement. Sandford Lane needed resurfacing and the surface of Kennington Road equally in need of work. These safety proposals were essential and the proposals before the Cabinet Member were fully supported by the Parish Council and the other District Councillor.

Noting the concerns raised during consultation regarding noise and damage to vehicles from speed cushions the Cabinet Member noted the cushions were flattened and designed to accommodate larger vehicles at 30 mph. As such that should not lead to vehicles slowing down or accelerating to negotiate them and as other vehicles would be able to negotiate them at 30 mph the risk of vehicles using other routes to avoid them was considered minimal. Another respondent had supported chicanes but those were not suitable for buses. Therefore, having regard to the information set out in the report before her and the representations made to her at the meeting while noting that funding by the developer was reserved for the traffic calming speed cushions and a puffin crossing on Kennington Road, Radley and that, therefore, other issues as raised during debate would be a matter for local discussion and negotiation the Cabinet Member for Environment confirmed her decision as follows:

to approve the proposed introduction of the traffic calming measures and puffin crossing on Kennington Road, Radley as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**56/19 WITNEY, HIGHWORTH PLACE: PROPOSED WAITING RESTRICTIONS**  
(Agenda No. 13)

The Cabinet Member for Environment considered (CMDE13) responses to a consultation to introduce no waiting at any time restrictions on both sides of Highworth Place, Witney including at its southern junction with The Croft; the existing restrictions at the northern junction with The Croft to be retained and put forward at the request of the local member in response to concerns over safety and the obstruction of traffic arising from parking in the area.

The Cabinet Member noted an email From Councillor Laura Price the local member reiterating her support for the scheme including financial and the serious implications for the local area caused by inconsiderate parking. Recognising the clear case for this and the funding by the local member she confirmed her decision, having regard to the information in the report before her and the representations made to her at the meeting, as follows:

approve proposed waiting restrictions on both sides of Highworth Place, Witney including at its southern junction with The Croft with existing restrictions at the northern junction with The Croft retained.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**57/19 CASSINGTON, HORSEMERE LANE - PROPOSED PROHIBITION OF MOTOR AND HORSE DRAWN VEHICLES, REVOCATION OF ONE-WAY ORDER AND WEIGHT LIMIT AND REVERSION OF STATUS TO RESTRICTED BRIDLEWAY**

(Agenda No. 14)

The Cabinet Member for Environment considered (CMDE14) responses received to a consultation on a proposal to introduce a prohibition of motor vehicles restriction on Horsemere Lane, Cassington a single track road linking Bell Lane within Cassington village to the A40. The road was currently subject to a one-way order (the road being one-way from north to south) with a 5-tonne weight restriction. Concerns had been expressed over many years over the adverse impact of traffic on Bell Lane using Horsemere Lane to access the A40 and also the safety of pedestrians and cyclists using the lane itself, together with concerns over the safety of the junction of Horsemere Lane with the A40 and that vehicles frequently contravened the one-way restriction resulting in danger to all users of the lane.

Hugh Thomas for Cassington Parish Council confirmed that while there was a level of support for closure this was an important access route out of the village with 500 cars currently using Horsemere Lane. That traffic would have to go somewhere with closure inevitably causing an increase in traffic at the signalled junction of the A40 with the Eynsham Road, Cassington. Therefore, if closure were approved changes would be required to the sequencing of lights at that junction and provision of a slip road toward Oxford to accommodate extra traffic. The opportunity needed to be taken to consider an alternative approach and unless that was done the Parish Council could not support closure at this time and would require Horsemere Lane to remain open.

The Cabinet Member confirmed that as consultation had taken place on the prohibition restriction the options as outlined by Mr Thomas could not be considered now.

Mr Thomas responded that in that case the Parish Council could not support the prohibition and would want Horsemere Lane to remain open.

Mr Kirkwood accepted that the proposal would redirect traffic to alternative routes but was unable to say exactly how that would materialise but it was inevitable that there would be queuing onto the A40. In the long term the proposal was to close the Lane with measures to accommodate traffic at the A40 junction but that was an expensive scheme with no funding currently available.

Councillor Charles Mathew referred to Horsemere Lane as a heavily used rat run with speeding traffic often contravening the one-way restriction and precipitating his request for closure to motor vehicles and horse drawn vehicles while retaining access to properties with one-way and weight restrictions revoked. However, he acknowledged the points made by Mr Thomas on behalf of Cassington Parish Council regarding the need for a slip road onto A40 to support that closure, which was something he had campaigned for for a number of years.



The Cabinet Member for Environment acknowledged that both Mr Thomas and Councillor Mathew had spoken in support of closure but with slightly different views regarding the timing for that bearing in mind provision of a slip road onto A40. However, that could not be considered as part of this current proposal. Therefore, bearing in mind the information set out in the report and the representations made to her at the meeting she confirmed her decision as follows:

to defer proposed prohibition of motor and horse drawn vehicles, revocation of the existing one-way restriction and weight limit and change of status to restricted byway at Horsemere Lane, Cassington to enable any proposal to be linked in with proposals for provision of park & ride facilities and bus lane on the A40.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**58/19 HEATHROW AIRPORT EXPANSION CONSULTATION**

(Agenda No. 15)

The Cabinet Member for Environment considered (CMDE15) a joint response on behalf of Oxfordshire County Council and Cherwell District Council to a consultation on the Heathrow Airport Expansion proposals.

The Cabinet Member for Environment welcomed the fact that a response was being made to a scheme some distance from the county area but one which would inevitably affect the area including the risk of significant additional pressure on the County’s strategic road and public transport infrastructure. Therefore, having regard to the information set out in the report and the representations made to her at the meeting she confirmed her decision as follows:

to submit the following response to the Heathrow Airport Expansion consultation:

- “1. Concern about how the strategic transport network is going to be able to accommodate additional trips, which requires proper consideration of how the impact on the strategic network is proposed to be mitigated;
- 2. How investment in rail infrastructure (in particular) can be secured, for example the Western Rail Access to Heathrow project, complemented by potential strategic bus solutions linked to regional transport hubs;
- 3. What opportunities are being taken to build in innovation, for example in relation to goods and servicing access to the site. “

Signed.....  
Cabinet Member for Environment

Date of signing.....

**59/19 EXEMPT ITEMS**

(Agenda No. 16)

**RESOLVED:** that the public be excluded for the duration of Item 17 in the Agenda since it was likely that if they were present during that item there would be disclosure of exempt information as defined in Part 1 of Schedule 12A to the Local Government Act 1972 (as amended) which related to the financial or business affairs of any particular person (Including the authority holding that information since it was considered that, in all circumstances of that case, the public interest in maintaining the exemption outweighed the public interest in disclosing the information.

**60/19 PROCUREMENT EXEMPTION - COMMUNITY ACTION GROUPS**

(Agenda No. 17)

The Community Action Group project is a network of over 65 grassroots community groups supporting working to improve their local environment and community by reducing waste and energy, promoting sustainable transport, local food and working to increase biodiversity. In 2015 the County Council challenged the CAG project to diversify its funding streams and reduce their long-term reliance on OCC funding. The network has developed a plan for diversity and self-sufficiency and have established a new entity – a Community Benefit Society. The Cabinet Member for Environment was being asked to approve the necessary procurement exemption for this to go forward.

Having regard to the information set out in the report the Cabinet Member confirmed her decision as follows:

approve the procurement exemption for the Community Action Group Project Oxfordshire (Limited).

Signed.....  
Cabinet Member for Environment

Date of signing.....