

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

**MINUTES** of the meeting held on Thursday, 18 June 2020 commencing at 10.00 am and finishing at 11.15 am

**Present:**

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

**Other Members in Attendance:** Councillor John Sanders  
Councillor John Howson (for Agenda Item 2)  
Councillor David Bartholomew (for Agenda Item 7)  
Councillor Jeannette Matelot (for Agenda Item 8)

**Officers:**

Whole of meeting G. Warrington (Law & Governance); P. Fermer, H. Potter & A. Kirkwood (Community Operations)

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
7 & 9.	L. Turner (Community Operations)
5 & 8.	G. Barrell (Community Operations)
10.	M. Francis (Community Operations)

*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.*

### **18/20 DECLARATIONS OF INTEREST**

(Agenda No. 1)

None declared

### **19/20 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

*Councillor John Howson*

“Will the Cabinet member consider reviewing with coach operators and the City Council where tourist coaches could be encouraged to drop passengers once such services restart, and specifically away from St Giles with its proximity to a large number of bus stops, perhaps to Speedwell Street with its easy access to Christ Church Meadow and the 'dreaming spires' of Oxford?”

*Response by Cabinet Member for Environment*

“A joint Oxfordshire County Council and Oxford City Council working group was established in 2019 to look holistically at coach strategy for Oxford. A strand of this work focussing on immediate needs reviewed the coach drop off/pick up in Oxford and the pressures placed on St. Giles. A comprehensive survey of alternative pick up and drop off locations for coaches was completed and in consultation with bus operators it was identified that stop S4 on Speedwell Street could be used as an alternative drop off/pick up location in order to relieve pressure on the St. Giles area. Officers are currently in the final stages investigating the appropriate legal means by which to implement this proposal with the aim to have the work completed in time for late summer should tourist numbers increase later in the season

As part of work to support shops and business to start re-opening, the St. Giles area improvements for cycling and pedestrian facilities may also help encourage coaches away from this area.”

*Councillor Howson*

“Thank you for the response. Might it now be possible to open up a dialogue with the City Council to explore the possibility of using the car park in Oxpens if the Speedwell Street change does go ahead for layovers for bus drivers with access through the bus gates if required?”

*Response by Cabinet Member for Environment*

“That seems an eminently sensible suggestion pending any development of the site and I will take that issue up with the City Council.”

*Councillor John Sanders*

“The Government is providing funds for fast tracking safe travel in response to the Covid-19 Pandemic. Will the Cabinet Member please advise to what extent the plans to spend this money have been updated since she published the document "Tranche 1 Priorities for Inclusion in DFT Submission", and in particular the proposed £50,000 for the introduction of modal filters in residential streets in my division?”

*Response by Cabinet Member for Environment*

Oxfordshire has been allocated £597,000 as tranche 1 of the Government’s Emergency Active Travel Fund. Our plans for spending that have been set out in correspondence provided to councillors and also in recent press releases. Officers continue to work very hard to bring forward those measures within the timescales outlined by Government; work is required to have started within four weeks and have been completed within eight weeks. Councillors will be kept updated on works that impact on their division, including the measures in Councillor Sanders’ division. In addition a dedicated webpage has been established which will include regular

updates on progress; <https://www.oxfordshire.gov.uk/residents/roads-and-transport/active-travel>

We are currently awaiting further information regarding tranche 2. The indicative tranche 2 allocation for Oxfordshire is £2,388,000.

*Councillor Sanders*

“Is there anything more that councillors and residents can do to get all these improvements done having regard to the tight timetables involved?”

*Response by Cabinet Member for Environment*

“Nothing really as officers are aware of all requests and there are a lot of them. They will be considering these with a view to achieving value for money and an equitable spread county wide. With regard to Tranche 2 we will in a position to provide more answers when we have the information from government.”

## 20/20 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Paul Lodge City Councillor John Tanner County Councillor Gill Sanders	) 5. Oxford Road, Littlemore ) Proposed Humped Zebra Crossing ) and Traffic Calming Measures
County Councillor David Bartholomew	7. Harpsden – Gillotts Lane – Proposed Traffic Calming Measures
Tara Glen Michael May County Councillor Jeannette Matelot	) 8. Sydenham – Sydenham Road: ) Proposed Traffic Calming Chicane )

## 21/20 OXFORD - LAMARSH ROAD - PROPOSED CONTROLLED PARKING ZONE

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) responses to a formal consultation on a new CPZ in the Lamarsh Road.

County Councillor Susanna Pressell officers for the report and for all their hard work, especially Anthony Kirkwood. She agreed that in view of all the objections and the

apparent lack of parking problems at present, it would be better not to bring in the scheme just yet. I do hope we can get a car club to take up a space here and in many other parts of the City as soon as possible. Is this being actively pursued?"

The Cabinet Member advised that options for car clubs were not being pursued at the moment.

Having regard to the report before her and the representations made to her at the meeting the Cabinet Member was satisfied that the level of objections received justified the recommendation to keep these proposals under review and, therefore, confirmed her decision as follows:

not to approve proposals for a Controlled Parking Zone (CPZ) in Lamarsh Road, with a future scheme being kept under review by officers and the local member taking account of local parking pressures and the views of residents.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**22/20 OXFORD - OXFORD ROAD, LITTLEMORE - PROPOSED HUMPED ZEBRA CROSSING AND TRAFFIC CALMING MEASURES**  
(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) responses received to a statutory consultation to introduce a humped zebra crossing and traffic calming measures comprising a flat-topped road hump, speed cushion and raised over-run areas on the Oxford Road at Littlemore.

Paul Lodge spoke on behalf of a group of 28 local residents, 26 of whom lived on Oxford Road itself and 2 on Dudgeon Drive, which adjoined Oxford Road, all of whom strongly supported both elements of the recommendation and were eager to see some kind of traffic calming introduced. Many of those had campaigned for this for many years. However, they were also keen to stress their desire that particular attention be given to keeping to an absolute minimum the impact of any proposed scheme on the availability of parking for residents of Oxford Road. Whilst members of the group differed over just which elements they would like to see in a future proposal, along with the desire to see the removal of the zebra crossing, this was a point of unanimous agreement. The members of the group would also like to highlight a number of other elements of the recommendation. Whilst the recent consultation had resulted in some support for the introduction of a zebra crossing, there were fewer submissions in favour than against, and crucially, the submissions from those objecting to the proposal were much longer and carefully considered, as well as being far more impassioned. Furthermore, many of those supporting the proposal, were not people who would be affected by loss of parking. He concurred with the Parish Council in asking for the permanent introduction of flashing speed warnings to replace the ones removed. These had been introduced temporarily in 2019 to very good effect.

Mr Barrell undertook to revisit the site again with the parish Council adding that he had not been aware that the speed signs had gone. He confirmed that to a degree they had been effective and respected by drivers.

City Councillor John Tanner advised that Oxford Road in Littlemore suffered from heavy levels of traffic and he along with the people of Littlemore sought an assurance that the much needed and supported calming elements of the scheme will be put in place in this financial year 2020/21? He had been delighted when development funding was made available to increase traffic calming in Oxford Road, which suffered from rat-running, speeding traffic and was difficult for pedestrians to cross. Once we emerged from lockdown he was sure Oxford Road would soon return to its high traffic levels. The officer scheme as proposed had been well considered and had his support as one of the City councillors elected to represent Littlemore ward but he recognised that some had objected to the proposed position of the pedestrian crossing because it reduced the number of on-street car parking spaces. However, there was agreement among local residents and the Littlemore Parish Council for the introduction of the traffic calming elements of the County Council scheme, without the pedestrian crossing. This modified scheme would reduce the flow and the speed of traffic in Oxford Road for the benefit of all. He supported the officers' recommendation but added that it was vital that there was no delay in implementing the traffic calming scheme and was concerned that the officer recommendation to 'investigate alternative calming' would lead to the urgent problems on Oxford Road, Littlemore, continuing for far too long. He urged the Cabinet Member to approve the officer recommendation but on the understanding that the traffic calming work (minus the pedestrian crossing element) would be implemented within the current financial year.

Mr Barrell understood that site visits could resume and he anticipated meeting in a month to review measures with a further 4 – 6 months depending on the nature of the scheme to be pursued, If that scheme involved traffic humps then that would require consultation. Speed activated signs would be sooner as that was question of supply and he would enquire why they had been removed

County Councillor Gill Sanders noted that Littlemore Parish Council had supported the proposal but they had not mentioned that not all councillors were in agreement with them. She supported the officer recommendation to withdraw the current proposals but to investigate alternative calming. Installation of a zebra crossing in the proposed location would have a huge impact on a large number of residents living on Oxford Road who would all lose the ability to park near their homes. She knew of one household where the couple were elderly with one virtually disabled and losing the ability to park outside their house would be a huge blow for them. She also questioned whether it would be a good use of money as she had never seen many people crossing Oxford Road at this point while there is a pinch point a few yards away where a speed cushion was proposed. Littlemore had huge traffic problems and extensive survey work was needed, not just on Oxford Road but throughout the division to see what it was possible to do to improve some quite dangerous traffic problems. She and her fellow City Councillor John Tanner and County Councillor John Sanders had met with county officers to look at traffic problems in the area but she was afraid that very little had been done at all. What

was desperately needed was a raised zebra crossing on Littlemore Road close to the junction with Bartholomew Road. Many children crossed this road several times daily to access their primary school, Church Cowley St. James, on Bartholomew Road and many parents had raised concerns about the safety of children crossing this road over the years. In addition this road had a 20 mile limit that was totally ignored. If the officer recommendation was agreed she very hoped that there would be a real survey of what was needed in Littlemore in order for the County Council to solve many of the problems. She confirmed that residents were keen to see the speed activated signs back in place.

The Cabinet Member advised that where crossings were required there was often alongside that requirement a need to relinquish and lose some parking provision. That was acceptable where a crossing was needed. However, it seemed evident from the representations made that a crossing on Oxford Road did not best serve the interest of many people whereas that interest might be better served through provision on Littlemore Road. She suggested to officers that be considered as part of a review, although no commitment could be given that that would happen. It had to be accepted that there would be a delay of possibly 6 months to investigate alternatives for traffic calming but that was unavoidable due to the need for consultation to be undertaken. 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 withdrawal of proposals for the introduction of a zebra crossing and investigate alternative calming measures including consideration of suggestions made during consultation and although no firm commitment could be given at this stage the Cabinet Member asked that investigations also include consideration for provision of a pedestrian crossing on Littlemore Road and approved the replacement of solar powered vehicle activated speed signs.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**23/20 DIDCOT - A4130 DIDCOT NORTHERN PERIMETER ROAD - PROPOSED TOUCAN CROSSING**  
(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a statutory consultation to introduce a toucan crossing on the A4130 at Didcot put forward as a result of the development of adjacent land and funded by the developers of that land.

Addressing some of the objections officers advised that there could be delays but it was not expected that that would materially detract from the popularity of the Northern Perimeter Road as a direct route.

Having regard to the information set out in the report before her and representations received from officers at the meeting the Cabinet Member confirmed her decision as follows:

to approve the proposed introduction of a toucan crossing (a signalled crossing for pedestrians & pedal cyclists) on the A4130 Northern Perimeter Road at Didcot

Signed.....  
Cabinet Member for Environment

Date of signing.....

## **24/20 HARPSDEN - GILLOTT'S LANE - PROPOSED TRAFFIC CALMING MEASURES**

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) presents received to a statutory consultation to introduce a traffic calming buildout and narrow the width of part of Gillotts Lane, Harpsden put forward in conjunction with Harpsden Parish Council, who had undertaken to part fund the project in conjunction with the County Council's highway maintenance budget subject to approval being given to proceed with the scheme.

County Councillor David Bartholomew advised that the poor state of repair of Gillotts Lane had been of great concern to residents, Harpsden Parish Council and him for many years. The level of concern had risen when planning permission had been granted for almost 200 new houses at Highlands Park near the top of the lane. Gillotts Lane was the natural route for all traffic for the new estate coming from the south, meaning that not only repairs but also traffic calming measures were required. Over the last two and a half years he had been in extended discussions with residents, the parish council and Oxfordshire County Council officers to come up with a solution to the problem that was broadly acceptable to all parties and although there had been some conflict the scheme before you today was that solution and he urged that it be approved. Also relevant was that Harpsden Parish Council was using CIL monies from the development to make a very significant contribution to the costs of the scheme. He also asked that passing spaces be signed appropriately to protect their integrity as passing spaces.

County Councillor Stefan Gawrysiak had sent in his wholehearted support for this traffic calming scheme which was long overdue. We had a new 170 home housing estate which was contributing the S106 money and the increased traffic down this narrow lane. Traffic calming was required for two reasons. To protect the village of Harpsden from excess traffic and also to slow and calm the speed of cars down this narrow country lane. There had been a number of accidents here and providing safe passing places would go some way towards making this road safe for car drivers, walkers and cyclists. He noted that Henley Town Council is also in favour.

The Cabinet Member asked officers to respond to the point made by the local member regarding signing for passing bays to prevent parking.

Officers advised that there was no real issue with regard to marking the bays and if that was what the parish council wanted then provision of lining or signing that could be looked at. There would need to be a balance between what was put in and it being a rural setting but that could be discussed with the parish council and local member.

The Cabinet Member thanked Councillor Bartholomew for his work on this scheme in conjunction with officers and the parish council and therefore having regard to the information set out in the report and the representations made to her at the meeting confirmed her decision as follows:

to approve the proposed introduction of a traffic calming buildout and carriageway narrowing at Gillotts Lane, Harpsden, as advertised while confirming that passing spaces should be marked as passing spaces only to prevent parked vehicles and officers decide in conjunction with the local member and parish council how that could be best achieved.

Signed.....  
Cabinet Member for Environment

Date of signing.....

## **25/20 SYDENHAM - SYDENHAM ROAD: PROPOSED TRAFFIC CALMING CHICANE**

(Agenda No. 8)

The Cabinet Member for Environment considered (CMDE8) responses to a statutory consultation to introduce a traffic calming chicane at Sydenham proposed and funded by Sydenham Parish Council.

Tara Glen of Slade Farm which was located on Sydenham Road objected to the proposed location of the chicane and as a private local resident felt extremely concerned that a decision could be made that would significantly and adversely affect her current situation. The chicane approximately 20m from the only access to her home and on the opposite side of the road to the gate to the farm would create serious access problems into and out of the farm. As a resident of the village she fully supported traffic calming measures on Sydenham Road, just not in the exact location proposed. She advised that contrary to the report she was not operating a business but the equestrian and farming activities undertaken at her home were not run as a business. There had been a farm on this location in excess of 80 years and it had always only had this one access point from Sydenham Road. The proposed location of the chicane would make it impossible for her to access with her horsebox, let alone take receipt of regular feed deliveries or allow access to the necessary farm contractors needed to maintain the farm, from one direction and she had offered to demonstrate this but had not been contacted by anyone. She did not agree with the officer report that the proposed chicane was far enough away not to be a factor and attempts to turn into the farm with the horse box while trying to avoid the point where the proposed chicane would be located had not been possible. She noted that the



report suggested that the chicane could be moved a further 3m away but that was still not far enough away to alleviate the problem of being able to turn into her home. She proposed that the chicane could be moved to the opposite side of the road so as not to cause an obstruction for lorries or farm vehicles needing to turn into the farm whereas if it was installed in either the proposed location or the alternative location 3m from that, she would be forced when in a horsebox to turn one way out of the farm, adding 13 miles to each journey. Also feed companies could refuse to deliver to the farm with farming contractors also forced to make an additional 13 mile detour (6 ½ miles in one direction) none of which was environmentally beneficial, contributing an additional 12.26kg of CO<sub>2</sub> to the atmosphere per journey and, in addition to the significant detour, all that traffic, which would usually travel the 400m from my farm gate to the B4445, would be forced through the heart of the village of Sydenham which was only single track in places. She did not accept that it was right to restrict a resident's access to their own home in the way proposed.

Michael May, Sydenham Parish Council advised that the village had suffered from speeding problems for the last 25 years. The Parish Council had carried out speeding surveys on many occasions on the relevant stretch of road using a SID and the County Council had also undertaken surveys on a number of occasions, all of which had demonstrated speeding into and out of both sections of the village. The Parish Council had held a number of village meetings over the last few years to discuss these issues and potential solutions and the outcome had been unanimous that pinch points/chicanes were the most appropriate solution in the rural environment of Sydenham while recognising that to do this they would have to raise funds through grants from their local County Councillor, raising the precept and CIL money to fund the works. The first intervention, a pinch point at the west end of Sydenham Road as you entered the older part of the village, had been successfully delivered, with support from OCC some 18 months ago. This had always been seen as the starting point and that further interventions would follow. The current chicane proposal was the next stage and the parish council were also starting to investigate a 20mph limit in the centre of the village with interventions on the B4445 near the Emmington Inn. The County Council had designed the chicane proposal for us which complied with the necessary Highway Standards and did not impinge on lorry access to Slade Farm. However, they also understood that Slade Farm already had issues with lorry access irrespective of the chicane, as referred to by the Slade Farm objection, due to the narrowness of the entrance to the Farm. In view of that and if technically acceptable and without the need for further consultation, the parish council had no objection to the chicane being moved eastwards towards the Emmington Inn, so that it was in a broadly similar position to the first pinch point relative to the field entrance on the same side of the road and moving the chicane further away from the Slade Farm entrance by some 5m - 7m.

County Councillor Jeannette Matelot the local member advised that Sydenham had been greatly impacted by the 1000 + new homes in both Thame and Chinnor but had had no call on the S106 and CILs funds from those developments. It was used as a rat run to avoid going through Chinnor to the M40 and ,when there was a road closure at Chinnor, which happened often with half a dozen ongoing large developments, then all traffic had to go through Sydenham with its one main village road running lengthways through the village. The problem was that vehicles were speeding through the village. Last year the Parish Council had a pinch point installed

which had proved very successful and so they had designed and consulted on a new pinch point at a strategic position further along this main road. The Parish Council were funding this and she was supporting them from her Priority Fund. She had personally spoken to residents, pedestrians, cyclists and a horse rider, who all supported this pinch point as they had felt the benefit of the one installed in 2019. She asked the Cabinet Member to support this project as a further encouragement for cyclists and pedestrians to use this road as part of the County's Active Travel policy. She had met with Ms Glen and supported any changes that could be made to address some of her concerns. She would also support a 20mph speed limit but accepted that that would be for the future.

The Cabinet Member thanked everyone for their submissions. There was clear support for the chicanes but the issue seemed to be where best to site it. The parish council had stated that they would support moving it which would allow an extra 5 possibly 7 meters additional turning space for Slade Farm traffic, although that could impact on potential access to a neighbouring field. She noted advice from officers that swapping the chicane to the opposite side would, by changing priority for giving way, have a material effect and that moving the current site as proposed by the parish council would not require further consultation. Therefore, having regard to the information set out in the report before her and the representations made to her at the meeting which set out clearly the need for the chicanes she confirmed her decision as follows:

to approve the proposed the design and introduction of a traffic calming chicane at Sydenham while requiring the positioning of the 2 build outs to be moved as far as possible within the current consultation process but at least 5 metres from the access to Slade Farm and asked officers to meet representatives on site to achieve the optimum solution.

Signed.....  
Cabinet Member for Environment

Date of signing.....

## **26/20 FARINGDON: SOUTHAMPTON STREET & BERNERS WAY - PROPOSED SHARED USE FOOTPATH/CYCLETRACK**

(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE9) responses received to a statutory consultation to widen or convert sections of existing footpath at Southampton Street and Berners Way, Faringdon to create shared use footpath/cycle tracks put forward by Faringdon Town Council as part of providing an improved and safer cycle route between the Folly View housing estate including Folly Sports Park & The White Horse Medical Practice and the town centre, including Faringdon Junior School. Funding for the proposed measures had been provided by Faringdon Town Council using Section 106 monies.

Submissions of support had been received from Faringdon Town Council and County Councillor Judith Heathcoat.

Having regard to the information before her and the expressions of support received at the meeting the Cabinet Member confirmed her decision as follows:

to approve the proposed widening of a footpath at Southampton Street and the proposed conversion of a footpath at Berners Way to provide sections of shared use footpath/cycle track.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**27/20 BUCKLAND - CARSWELL LANE: PROPOSED 20MPH AND 30MPH SPEED LIMITS**

(Agenda No. 10)

The Cabinet Member for Environment considered (CMDE10) responses received to a statutory consultation to introduce a 20mph speed limit and 30mph speed limit on Carswell Lane, Buckland in place of the existing national speed limit requested by St Hugh’s School and funded by them.

Officers advised that the scheme had been initiated by the school to provide for a safer environment for children. Beyond the school there were a number of residential properties and while recognising that the 30 mph speed limit was not fully consistent with guidance on setting local speed limits there was local support including the local member County Councillor Judith Heathcoat.

Having regard to the information set out in the report and advice given to her at the meeting regarding the objections received and mitigation for proceeding the Cabinet Member confirmed her decision as follows:

to approve the 20mph and 30mph speed limits on Carswell Lane, Buckland in place of the existing national speed limit as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....