

ADDERBURY PARISH COUNCIL – ENVIRONMENT COMMITTEE

MINUTES OF THE MEETING HELD ON ZOOM ON TUESDAY 10 NOVEMBER 2020 AT 7.30PM

PRESENT: Chairman, Councillor Martin Rye; Councillors Ian Bailey, Rod Head and Ann Lyons. Jonathan White and Steven Cox (non-voting co-opted members of the Committee).

ALSO IN ATTENDANCE: Theresa Goss (Clerk and Responsible Financial Officer), Mike Wasley from Oxfordshire County Council, Chris Wardley (Project Manager for the Milton Road Community Building Project), Gareth Jones and two members of the public.

APOLOGIES: Parish Councillor Andy Millard submitted his apologies because he was on unwell, the apologies were accepted and the absence authorised.

Parish Councillor Laura Walker submitted her apologies because she had another appointment, the apologies were accepted and the absence authorised.

Parish Councillor Jamie Cox was not present.

23/20 Declarations of Interest – There were no declarations of interest.

24/20 Minutes – Prior to the meeting, the minutes of the meeting held 11 August and 22 September 2020 had been circulated to the Committee.

Resolved that the minutes of the meeting held on 11 August 2020 and 22 September 2020 be approved.
Action TG

25/20 Matters Arising – There were no matters arising.

26/20 Open Forum/Traffic Calming – Mr Bob Meadows addressed the meeting with regard to Adderbury Speedwatch and advised that his Thames Valley Police back ground checks had been completed, therefore he was now able to process the data which was collected during in the Speedwatch. The Parish Council's Sentinel camera equipment was currently with Mr Meadows.

Mr Meadows also asked for clarification about whether or not there was a traffic calming plan for Aynho Road. He felt that the current measures in place were not sufficient given the speed vehicles were driven at on Aynho Road. Mr Meadows also asked for clarification of the assumption that 85% of drivers would obey the speed limits and 15% of people wouldn't. He also felt that the VAS' were not effective and because the TVP speed monitoring van was regularly on Aynho Road by the Primary School, he felt that this was an indication of the issues on Aynho Road and that a permanent solution was needed.

JW advised that the 85%/15% distinction was a rule of thumb within the industry. There were a proportion of motorists who felt that the rules were not applicable to them and the 15%/85% was a debatable figure, but it was one which highway designers had used in the past and was purely indicative. It was a useful measure and it was generally felt that if 85% of drivers keep to the speed limit, then speed limits were working as much as anyone could hope and to slow down the 15%, would require additional physical measures or enforcement. Also if 85% of drivers kept to the speed limits, then often they automatically slowed down the other 15%.

JW also advised that because the flow of traffic on Aynho Road was high, it was not suitable for a 'give and take' scheme and nor were Banbury Road and Oxford Road. Physical obstructions would inhibit the flow of traffic and they were also a very expensive solution. 'No' overtaking' line markings would be painted further along Aynho Road because it was felt that drivers took more notice of these road markings than they did signage – keeping more of the '15%' stuck behind the compliant 85%.

With regard to the measures on Milton Road and Berry Hill Road, funding was an issue and as a result, it had been agreed that reducing the speed limit gradually from 60mph to 40mph and then 40mph to 30mph, was a less expensive option, but it was hopefully even more effective. It was acknowledged that none of the measures were perfect in isolation and it required a combination of measures, but whatever was put in place, some drivers would still break the speed limit.

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Therefore, it was hoped that all six approach roads could be brought up to the same standard. The focus was currently on Milton Road and Berry Hill Road and this was partly because there was the space for the chicanes to be installed and also that about £15k of the initial funding was coming from Section 106 funds from the developments on Milton Road and the expectation was that they would be spent in that area.

The least amount of spending was on Oxford Road and it had been accepted that there was a limit to what could be done on that road within these levels of budgets.

If sufficient funding was available for Aynho Road, then a similar type of narrowing which was in Aynho village could be investigated for inclusion on Aynho Road, Banbury Road and Oxford Road, but the costs could be twice our total budget for the whole village. The main barrier to the measures which residents would like on Aynho Road, Banbury Road and Oxford Road, was lack of funds.

It was also clarified that Thames Valley Police park their speed monitoring van on Aynho Road, near to the primary school because there had been a fatal accident there some years ago. However speeds are usually low there due to the lights, so following our requests the van was now sometimes outside the Pickled Ploughman. Since our last meeting, TVP have agreed to also site it in other areas of the village, such as Milton Road/Berry Hill Road and Oxford Road, as well as the previously agreed Banbury Road

JW advised that there could not be 20mph limit on Berry Hill Road or Milton Road as it doesn't meet the physical criteria, but it could be considered through the centre of the village. More details are covered in the Traffic Calming report on the PC website.

Gareth Jones reported that he was very pleased with the plans for the chicanes and that progress was being made.

Mel Zuydam introduced himself as resident of the village. He had been in touch with JW and was impressed with the work which was going on, especially on Milton Road/Berry Hill Road. He felt that the Committee had done a lot of good work in the village and advised that he would like to help and provide support to the Committee. Mr Zuydam suggested that he could assist with producing a long term overall plan for the village, which integrated with the District and County Council and then if funding became available, there would be a project which was ready to go.

The Chairman thanked Mike Wasley for the designs which he had sent through for the chicanes. MW advised that the next stage was to start the consultation by 20 November 2020 and it would run to 8 December 2020. The consultation would include the chicanes, the changes to the speed limits and the double yellow lines for the junction of The Rise and Banbury Road. If objections were received, then a report would be submitted to Committee in January 2021. If approved, works would then start in March 2021.

MW advised that there would be a need to include the cycle by-passes as well as resolving the issues with agricultural vehicles. MW felt that if the chicanes were bolstered up and the street furniture was set back, agricultural vehicles should be able to go through centre line.

Chris Wardley advised that he had spoken to some local farmers and reported on their concerns, however some of them had refused to engage with him.

MW also advised that the safety audit was yet to be completed, but it was being progressed. The turn off into the entrance of the new sports pitches and community building was included in the estimate but this part would have to be funded by the Parish Council and was in the region of £13,000. MW would now obtain a detailed quote for all the works.

JW reported that traffic calming funds now needed to be reallocated and this would be completed outside of the meeting. TG would check with Cherwell District Council with regard to the release of Section 106 funds for the entrance to the new sports pitches and community building site.

MW reported that the closure of the western arm of the Milton Road/Horn Hill Road junction, would be a separate consultation to the chicanes, however it would all be delivered as one project. Appropriate barriers such as planters/troughs would need to be sourced to block the junction.

JW asked MW when the road markings would be painted, such as the roundels throughout the village that had been set out in the summer. MW advised that someone had questioned whether 30mph roundels met

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the regulations and in addition, OCC was not permitted to erect 30pmh signage where there was street lighting. JW confirmed that we had been through all of this over a year ago, and at the time all were satisfied that the proposals were in accordance with the regulations. MW to forward JW details of the new query raised so this can be addressed. MW also advised that the double whites on Oxford Road could be completed but a road closure would be necessary. All line marking would now be completed in March 2021.

JW advised that with regard to Horn Hill Road to High Street, there were two possible options and these were the diagram 880 signs or the green on white '20 is plenty' signs. A request to indicate a preference had been circulated in the village, including West Adderbury Residents Association, but no replies were received. MW reiterated that OCC could not endorse '20 is plenty' unless it was within a 20 mph limit as it gave mixed messages, however, TVP had confirmed that there were no issues with erecting more diagram 880 signs.

The Chairman thanked MW for attending the meeting and for all of his work on the project.

During the discussions, a number of actions were agreed.

	Action	Whom
1.	It be noted that the designs for the chicanes had been received from the County Council and that 45 degree splay kerbs would be used for the chicanes on Berry Hill Road and Milton Road to assist the combine harvesters if they have to travel over them.	
2.	An advertisement be circulated in the village asking members of the community to become volunteers for the Community Speedwatch Scheme.	TG
3.	Christopher Rawlins Primary School be contacted to establish whether a member of the School community would lead on a project to address the issue of school parking.	IB
4.	Cherwell District Council be contacted with regard to the release of Section 106 funds for the entrance to the site of the new sports pitches and community building.	TG
5.	It be noted that Oxfordshire County Council will not permit 20mph signs to be displayed unless it was within a 20mph zone.	
6.	Investigations be made into sourcing planters/troughs to block the road when the closure of the junction of Milton Road/Horn Hill Road comes into effect.	MR
7.	When a date is confirmed for the closure of the western arm of the Milton Road/Horn Hill Road junction, appropriate advertising in the village be undertaken.	TG

27/20 Drainage – Jonathan White reported the drainage works for Oxford Road had been programmed into the County Council's schedule and although originally due for 2020/21, was now due to be completed in the 2021/2022 financial year. There was also still an issue with the flooding on Banbury Road.

Recommended that:

- 1) the report be noted; and
- 2) contact be made with the land owner on Banbury Road to request that the ditches are cleared. **Action TG**

28/20 Street Lighting – The Clerk reported on the request from a resident for the Parish Council to consider switching off street lights during the night.

This matter had been due to be discussed at the Annual Parish Meeting however it had been cancelled due to the Covid-19 pandemic.

Recommended that:

- 1) the report be noted; and
- 2) this item be deferred for discussion at the Parish Council meeting on 24 November 2020. **Action TG**

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29/20 Date of Next Meeting – Tuesday 26 January 2021 at 730pm on Zoom.

(Meeting closed at 9.10pm)

Chairman

DRAFT