

ADDERBURY PARISH COUNCIL – ENVIRONMENT COMMITTEE

MINUTES OF THE MEETING HELD ON ZOOM ON TUESDAY 22 SEPTEMBER 2020 AT 7.30PM

PRESENT: Chairman, Councillor Martin Rye.
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 Adderbury Sport and Community Centre Building) and one member of the public.

APOLOGIES: Parish Councillor Rod Head submitted his apologies because he had another appointment.

Parish Councillor Ann Lyons submitted her apologies because she did not have an internet connection.

Parish Councillor Andy Millard submitted his apologies because he was on holiday.

The quorum for the Committee was three Councillors, however it was agreed to continue the meeting on an informal basis.

16/20 Declarations of Interest – There were no declarations of interest.

17/20 Minutes – Prior to the meeting, the minutes of the meeting held 11 August 2020 had been circulated to the Committee.

Resolved that the minutes of the meeting held on 11 August 2020 be deferred to the next meeting. **Action TG**

18/20 Matters Arising – There were no matters arising.

19/20 Open Forum/Traffic Calming – Chris Wardley addressed the meeting with regard to the entrance to the site of the Milton Road Sports and Community Centre Building. A discussion followed about whether or not the construction of the chicane on Milton Road and the construction of the bellmouth entrance to the site could be completed at the same time, to save on costs.

There was a discussion about timescales and it was agreed that the construction of both items should be carried out together and within this financial year because the design of the chicanes was already compatible with the entrance works. MW agreed to complete the design for the bellmouth entrance and all costs should be covered by the Section 106 funds.

It was also confirmed that the works to the bellmouth entrance were only necessary on highway land and did not need to encroach onto the site itself, which was the Parish Council's privately owned land.

An issue had been raised by a local farmer with regard to manoeuvring his combine harvester around the new chicanes. MW advised that the signage on the chicanes could be socketed to enable them to be removed and allow the combine harvester to drive over it. Chris Wardley agreed to contact Robert Stilgoe to check that he would be able to drive over the chicanes in the combine harvester and that he would not need the cycleway provision to allow him to do that.

MW advised that it was not currently in the design of the chicanes for a cycleway and the preference was not to include them because they quickly filled up with debris, which was then dangerous for the cyclists.

Simon Lutter a resident from the East End of Adderbury addressed the Committee with regard to issues on Aynho Road. He reported that his quality of life was being affected by the speeding traffic, day and night. He had requested the County Council to repair the potholes, but this had not been completed yet and vehicles hitting the potholes, increased the noise issue. Mr Lutter asked the Committee how it could respond to these issues and requested that physical measures, such as the proposed chicanes on Milton Road and Berry Hill Road, be installed to slow down the traffic on Aynho Road.

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JW reported that the Committee recognised the traffic issues on all six main roads leading into the village and Oxford Road was the worst affected road with speeding vehicles and traffic volume. The measures which were being proposed in the village were a starting point for the traffic calming project and the aim was to bring all of the other five main roads into the village, up to the same standard as Aynho Road.

JW also reported that the highway design assumption was that 85% of drivers were law abiding and a proportion of the other 15%, would not slow down whatever measures were put in place.

JW advised that at the moment, the least amount of traffic calming measures were being proposed for Aynho Road because it currently had two VAS' which other roads into the village did not, plus there had been additional signage installed and road markings would be painted in due course. There was also a phased slowing of the speed limit, from 40mph to 30mph as vehicles got closer to the entrance of the village. The Thames Valley Speed Monitoring Van was also regularly on Aynho Road, occasionally at a more effective location by the Pickled Ploughman, than its usual location by the Primary School.

The Committee acknowledged that what was being offered to address speeding in the village, was not a perfect solution, but the Committee was doing the best it could, with the resources that it had available and the limitations of law.

One of the limitations of the law was the 30mph repeater signs which could not be installed on a road such as Aynho Road because there were street lights and these indicated to drivers that it was a 30mph zone. The Committee had though installed the maximum number of '30mph and speed camera' signs which were permitted.

There was also a discussion about chicanes on Aynho Road, however this would not be possible because there was too much traffic flow for a physical obstruction. It may be possible for some narrowing of Aynho Road but that was well beyond the Committee's budget.

Therefore the Committee was limited by what was legally permitted and the funding which was available. It was noted that the double 'no-overtaking' lining would be extended into the village, past The Pickled Ploughman.

JW also advised that it had not been suggested to install any further VAS' in the village as the general consensus was that they did not have a big enough impact for their cost.

There was a discussion about extending the 30mph to Bo Peep Farm, however this would not be viable because it did not fit OCC's criteria because there was no immediate housing. Also at this point, if drivers were being asked to slow down to 30mph, it could be too soon to be effective because by the time they got into the village, they would speed up again, therefore having the reverse effect.

Simon Lutter left the meeting at this point and thanked the Committee for listening to his concerns.

The Committee thanked MW for the drawings of the two chicanes on Milton Road and Berry Hill Road and it was pleasing to see that the speed limit had been reduced to 40mph on the approach to Ball Colgrave and then it changed to 30mph. JW would send any comments on the drawings back to MW.

TG reported that the informal consultation on the chicanes and closure of the western arm of the Milton Road/Horn Hill Road junction had started in August 2020 and it was agreed that it would conclude on 16 October 2020. MW hoped to complete the OCC formal consultation prior to Christmas 2020.

JW also reported that there had been some possible interest from Thames Valley Police with regard to an additional hardstanding for the speed monitoring van around the area where Milton Road and Berry Hill Road joined. Although TVP usually only located their speed monitoring van where there had been fatalities, we had recently been notified that they had approved the location on Milton Road. The Committee had also asked TVP for the details of why they had not approved any locations on Oxford Road.

TG asked MW for some guidance with the issue of the Twyford 'rat-run'. MW advised that the volunteers would need to consult with the residents of Twyford to agree which roads should be closed and then those suggestions would then have to be considered by the Council Council highways officers.

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The Chairman thanked MW for attending the meeting.

During the discussions, a number of actions were agreed.

	Action	Whom
1.	Confirmation be obtained from local farmers that they would be able to safely drive over the chicanes on Milton Road and Berry Hill Road with their combine harvesters and would not need the use of the cycleway strip at the side of the chicanes.	CW
2.	It be noted that Mike Wasley from the County Council would be able to provide match funding for the cost of the two chicanes on Milton Road and Berry Hill Road and the hardstanding on Milton Road (for use by Thames Valley Police for the speed monitoring van), provided it was spent this financial year.	
3.	The deadline for the consultation period relating to the chicanes and closure of the western arm of the Milton Road/Horn Hill Road junction be 16 October 2020.	TG
4.	Comments on the drawings for the chicanes be sent to MW	JW

21/20 Drainage – Jonathan White reported there had not been any progress, since the last meeting, with the drainage on Oxford Road, however the work should be completed next year. Steven Cox advised that he had not witnessed any drainage issues on Banbury Road when there had been heavy rain, but he would continue to monitor the area.

Recommended that the report be noted.

22/20 Date of Next Meeting – Tuesday 10 November 2020 at 7.30pm.

(Meeting closed at 9.00pm)

Chairman