

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 14 November 2019 commencing at 10.00 am and finishing at 10.55 am

Present:

Voting Members: – in the Chair

Councillor Yvonne Constance OBE

Other Members in Attendance: Councillor (for Agenda Item)

By Invitation:

Officers:

Whole of meeting

Part of meeting

Agenda Item Officer Attending

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with [a schedule of addenda tabled at the meeting][the following additional documents:] and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports [agenda, reports and schedule/additional documents], copies of which are attached to the signed Minutes.

70/19 DECLARATIONS OF INTEREST

(Agenda No. 1)

None declared.

71/19 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

Councillor John Sanders

A preliminary survey in the south of Oxford resulted in a small majority against implementing a CPZ in Temple Cowley, Florence Park and Hollow Way South areas. Once CPZs are implemented in neighbouring areas, it is probable that residents will be more inclined to ask for CPZ implementation. In the meanwhile it is likely that developers will continue to try to introduce residential projects with

extensive parking. Will the Cabinet Member consider introducing a provisional timetable for CPZ implementation in these areas in order to provide guidance to developers?

Response from the Cabinet Member for Environment

Councillor Sanders will be aware that nine CPZs are being progressed according to an accelerated programme and will be implemented by October 2020. The nine CPZs were agreed at CMD in April 2019 following informal public consultation. CPZs for Temple Cowley, Florence Park and Hollow Way South are included in the next tranche for development, subject to the availability of funding. At a recent Parking Management Steering Group meeting it was agreed that officers will develop a timeline for the development and implementation of the next tranche, including Temple Cowley, Florence Park and Hollow Way South. Further detail will be reported to the January meeting of that Group, of which Councillor Sanders is a member.

Supplementary Question from Councillor Sanders

A development which recently went ahead with parking would have been easier to resist if a CPZ had been in place so would you agree we need to go ahead as soon as possible?

Response by the Cabinet Member for Environment

Yes. Making it policy for CPZs to increase powers against developers promoting parking in appropriate areas. A statement regarding funding of the 9 schemes was expected in January/February 2020.

72/19 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
County Councillor Bob Johnston (Local Member)	8. Oxford & Kennington: A423 Oxford Southern Bypass and Linking Roads – Proposed 50mph and 40mph Speed Limits
Hans Eriksson (Resident of Charlbury) County Councillor Liz Leffman (Local Member)) 9. Charlbury: Proposed 20mph) Speed Limit and Extension of) 30mph Speed Limit)

73/19 OXFORD: VARIOUS LOCATIONS: NEW AND AMENDED BUS LANES

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) responses received to a statutory consultation to amend bus lanes orders in respect of lanes on the A40 at Barton Park, A420 Botley Road, A4144 at Folly Bridge and Norfolk Street and Speedwell Street by the Westgate Shopping Centre. While the amendments to the traffic regulation orders extended or created new lengths of bus lanes, they did not materially change the practical effect of the existing traffic restrictions where the changes are proposed.

The Cabinet Member noted comments from County Councillor Susanna Pressel supporting the Botley Road element of the proposal. However, she did not wish to see motorists who had used the lane into Seacourt P+R to park then fined when leaving because there was no available space.

Mr Fermer confirmed that any penalty notices would be dealt with through the appeals process. Capacity levels at the park & ride could be checked for a particular time which would then enable each appeal to be dealt with on a case by case basis. Once expansion of the site had been completed that should go some way to minimising the issue.

Having regard to the information set out in the report before her along with representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

to approve the proposed amendments to bus lanes on the A40 at Barton Park, A420 Botley Road, A4144 at Folly Bridge and Norfolk Street and Speedwell Street by the Westgate Shopping Centre as advertised noting that while approving the Botley Road element of the proposals enforcement of use of the bus lane into Seacourt park and ride should be delayed pending finalisation of expansion work at the site and thereafter motorists would need to rely on the relevant appeals process against any penalty notice.

Signed.....
Cabinet Member for Environment

Date of signing.....

74/19 BANBURY: A422 STRATFORD ROAD - PROPOSED PUFFIN CROSSING

(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) responses received to a statutory consultation to introduce a puffin crossing in place of a pedestrian refuge by Trinity Close and the North Oxfordshire Academy put forward as a result of an adjacent residential development.

The Cabinet Member noted comments from County Councillor Mark Cherry in support of the new crossing and any amendments that might be needed to move the

scheme forward. Councillor Cherry had also advised that he had put in a request to relevant officers at Oxfordshire County Council and the Town Clerk of Banbury Town Council for consideration of a 20mph speed limit in the proximity of the Academy in response to representations from residents of Trinity Close. He considered this would be a continuation of road safety measures in this area and whilst he noted a few local residents had expressed concerns on the location of the puffin crossing his overriding view was that the crossing should be made operational as soon as possible to maintain the long-term safety of members of the public and the school children of the North Oxfordshire Academy.

Mr Kirkwood confirmed that although this had been a retrospective consultation the crossing was not yet operational. Referring to the issue of anti-social student behaviour, which had been raised as part of the 4 objections received from local residents, officers had, when making their recommendation, not considered those issues material to the scheme itself.

Responding to the Cabinet Member he confirmed that the crossing and safety issues would be monitored.

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

approve the proposed introduction of a puffin crossing (a signalled crossing for pedestrians) on the A422 Stratford Road near the North Oxfordshire Academy as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

75/19 WANTAGE: MARKET PLACE AND NEWBURY STREET - PROPOSED AMENDMENTS TO BUS STOPS AND DISABLED PERSONS PARKING PLACES

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a statutory consultation on proposed amendments to bus stop provision at Market Square and Newbury Street along with consequent changes to disabled persons parking place provision in those roads put forward as a result of congestion of buses in Market Place combined with parking of vehicles on the 'zig-zag' line markings approaching the pedestrian crossing on the south side of Market Place and also taking account of the change in bus services resulting in the bus stop in Newbury Street being now redundant.

Also tabled was a letter received from Thames Travel generally supportive of the proposal but also calling for the first part of a scheme agreed in September 2017 to be progressed.

Officers also confirmed an amendment for paragraph 6 of the report to read as follows "Funding for the proposed measures has been provided by the Councillor Priority Fund and Oxfordshire County Council's Parish Funded Works (South) Capital Budget"

Mr Kirkwood confirmed support from the local member County Councillor Jenny Hannaby and Wantage Town Council. Referring to the response from the Fire & Rescue service he added that that had not been interpreted as an objection to the specific scheme but more a generic comment regarding enforcement.

Noting the letter from Thames Travel setting out support for the scheme and the request to see that implemented along with the first part of the September 2017 agreed scheme the Cabinet Member for Environment understood that there were funding issues with the 2017 scheme. Therefore, not wishing for that to jeopardise progress on the current scheme she confirmed her decision, having regard to the information set out in the report before her along with the representations made to her at the meeting including the expressions of local support, to:

approve proposed amendments to bus stops and disabled parking places at Market Square and Newbury Street, Wantage as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

76/19 ABINGDON: A415 OCK STREET - PROPOSED TIME LIMITED PARKING AND LOADING BAY

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a statutory consultation to extend a parking bay and provide a new loading bay on the north side of A415 Ock Street Abingdon immediately west of its junction with Mayott's Road put forward because of redevelopment of adjacent land.

Referring to the objection from Thames Valley Police, who had considered a 1 hour period to be excessive and who had proposed instead a maximum stay of 10 minutes Mr Kirkwood advised that the Abingdon Traffic Advisory Committee now seemed in favour of a review of operational times for all loading bays in the town to 20 minutes.

Having regard to the information set out in the report before her along with representations made to her at the meeting, which had included notice that the Abingdon Town Council were now considering a review of operational times for all loading bays in the town the Cabinet Member for Environment confirmed her decision as follows:

to approve a proposed extension of a time limited parking bay and the provision of a loading bay, also time limited, on the north side of A415 Ock Street Abingdon immediately west of its junction with Mayott's Road.

Signed.....
Cabinet Member for Environment

Date of signing.....

77/19 OXFORD & KENNINGTON: A423 OXFORD SOUTHERN BYPASS AND LINKING ROADS - PROPOSED 50MPH AND 40MPH SPEED LIMITS

(Agenda No. 8)

The Cabinet Member for Environment considered responses received to a statutory consultation to introduce a 50mph speed limit on the A423 Oxford Southern bypass between its junctions with A34 Hinksey Hill interchange and the existing 50mph speed limit which terminated just north east of the Heyford Hill roundabout junction (and including also a 50mph speed limit on the slip road to Kennington village), a 40mph speed limit on the Old Abingdon Road and Kennington Road between the A423 and the existing 30mph speed limits at their entries to Oxford City and Kennington village put forward as a result of a review of safety on the A423 Oxford Southern bypass following completion in late 2015 of the A423 Kennington Roundabout improvement. These speed limits had previously been approved in 2017 but due to delays in their implementation, the council had been required to reconsult on the proposals as more than two years had elapsed since their original publication.

Councillor Johnston supported the recommendation but recognising the request from CycloX/Cycling UK for a lower limit on both slip roads that might need to be looked at again. Alterations to the Kennington roundabout had been successful and a changing attitude to cycling was changing the emphasis being given to provision of cycling facilities under for example LTP5.

Mr Kirkwood confirmed that the proposals had been identified as part of the safety audit on the Kennington roundabout scheme and any reduction in traffic speed would suggest an improvement in safety for cyclists.

Noting the high level of responses received although reflecting a 50/50 split between support and objection and having regard to the information set out in the report along with the representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

to approve a 50mph speed limit on the A423 Oxford Southern bypass between its junctions with A34 Hinksey Hill interchange and the existing 50mph speed limit which terminates just north east of the Heyford Hill roundabout junction (and including also a 50mph speed limit on the slip road to Kennington village) and a 40mph speed limit on the Old Abingdon Road and Kennington Road between the A423 and the existing

30mph speed limits at their entries to Oxford city and Kennington village as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

78/19 CHARLBURY: PROPOSED 20MPH SPEED LIMIT AND EXTENSION OF 30MPH SPEED LIMIT

(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE8) responses received to a statutory consultation to introduce a 20mph speed limit within Charlbury and extend an existing 30mph speed limit on the B4022 Banbury Hill put forward by Charlbury Town Council.

Hans Eriksson a resident of Spelsbury Road, Charlbury speaking in support of the scheme asked for consideration to be given to lowering or extending the 20 mph limit along the Spelsbury Road, which had 10 dwellings and experienced high levels of traffic with more than ½ exceeding the limit and some travelling in excess of 70mph.

Thanking officers for their work on this scheme which she supported Councillor Liz Leffman also recognised the concerns expressed by some respondents that the restricted area did not extend far enough. She understood the concerns expressed by Thames Valley police that such a move had the potential for those limits to be regarded as unrealistic which could, therefore, lead to them not being respected but it was important to consider such an extension not least because of the various amenities on the outskirts of the town including schools and as Charlbury had an active speedwatch group who would actively monitor the situation she felt confident that such a move would be successful. Charlbury was also susceptible to rat running by HGVs and a 20 mph zone which appeared on satnavs might prevent that.

Mr Kirkwood advised that since the report had been published a further 50 responses had been received in support, 5 objecting and 2 neither in support or objecting.

Recognising that these proposals had been funded by Charlbury Town Council and S106 funding the Cabinet Member advised that any further extension to the restriction would also need similar funding either by raising a precept or local initiative and suggested to Mr Eriksson that that could be a way forward for residents of Spelsbury Road. Regarding concerns about restrictions not being respected she advised that Henley-on-Thames had introduced a similar 20mph zonal restriction and although relying primarily on indicative signing motorists seemed to take notice which was to be welcomed even if enforcement wasn't always guaranteed.

Therefore, having regard to the information in the report along with the representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

to approve the 20mph speed limit within Charlbury and extension of the existing 30mph speed limit on the B4022 Banbury Hill as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

79/19 WOODSTOCK: A44 OXFORD ROAD - PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND SIGNALLED PEDESTRIAN CROSSING

(Agenda No. 10)

The Cabinet Member for Environment considered (CMDE10) responses received to a statutory consultation to extend the 30mph speed limit and introduce a toucan crossing on the A44 Oxford Road at Woodstock adjacent to a new residential development at the south end of the town put forward because of the development of that land for housing.

Addressing the 2 objections Mr Kirkwood advised that in response to Thames Valley Police the extension was a modest one of approximately 150 metres but had been considered proportionate taking into account the inevitable changes to the road environment which would arise as a result of adjacent residential development. The second from Begbroke Parish Council had primarily been on the grounds that they considered provision of a crossing in Begbroke to be a higher priority but also raising safety issues at the A44 Begbroke roundabout and traffic delays resulting from the proposed crossing.

Acknowledging advice from the officer and recognising that there had been thirteen responses received in support of the proposal the Cabinet Member for Environment, having regard to the information set out in the report before her together with the representations made to her at the meeting confirmed her decision as follows:

to approve the proposed extension of the 30mph speed limit and the installation of a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) on the A44 Oxford Road, Woodstock as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

80/19 HIGHWAY POLICY STATEMENTS

(Agenda No. 11)

The Cabinet Member for Environment considered (CMDE11) several revised Highways Policy Statements which had been updated because of the establishment of the new Highways Code of Practice in October 2018.

Mr Fermer advised that the Statements had been through a Cabinet Advisory Group and Scrutiny process.

The Cabinet Member for Environment welcomed the report which had been well presented. Therefore, having regard to the information in the report and the Statements and subject to amending “endorse” to “approve” in the recommendation she confirmed her decision as follows:

to approve the Highway Policy Statements covered in Annex (1a-j) together with the report CMDE11.

Signed.....
Cabinet Member for Environment

Date of signing.....

..... in the Chair

Date of signing

- (a) FIELD
- (b) FIELD_TITLE