

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 17 March 2016 commencing at 10.00 am and finishing at 11.33 am

Present:

Voting Members: Councillor David Nimmo Smith – in the Chair

Other Members in Attendance: Councillor Jean Fooks (for Agenda Item 2)
Councillor Catherine Fulljames (for Agenda Item 4)
Councillor Steve Curran

Officers:

Whole of meeting G. Warrington (Law & Governance) and D. Tole (Environment & Economy)

Part of meeting

Agenda Item	Officer Attending
4.	L. Michelson & J. Cox (Environment & Economy)
5.	A. Kirkwood (Environment & Economy)
9.	L. Turner (Environment & Economy)

The Cabinet Member for Environment 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 and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.

57/15 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

Councillor Jean Fooks

“The Cutteslowe CPZ had its first anniversary in October 2015 and assurances were given that a review of its operation would be carried out at that time. Although on the whole the scheme is working well, the promised review, which should involve everyone living in the zone, is long overdue and would enable some anomalies to be addressed with minimal expenditure. Can I reassure my constituents that this review – involving everyone, will be carried out in the very near future?”

Response from the Cabinet Member for Environment

“Consultation had been delayed to see if there would any requirement for further consultation on any additional traffic orders relating to the Wolvercote-Cutteslowe junctions scheme. It had now been confirmed that there would soon be a proposal advertised to ban the right turn out of the eastern most service road access on the northern side of Sunderland Avenue which would be picked up as part of any consultation. It is hoped that should be undertaken soon with documents available online for people to respond.”

Supplementary

“Do we have a timescale for something to happen after the consultation?”

Response

“That rather depends on what comes forward from the consultation and available funding but we do not want it to take longer than necessary.”

58/15 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Julian Cordy – Chairman, Wendlebury Parish Council County Councillor Catherine Fulljames)) 4 – South East Perimeter Road,) Bicester)
County Councillor Glynis Phillips	6 – Proposed parking restrictions – Green Ridges/Waynelete Road, Oxford
County Councillor Steve Curran	7 – Proposed Waiting Restrictions, Blackbird Leys
Anthony Lock – Local resident Peter Gill – Stanford in the Vale Parish Council) 9 – Proposed Puffin Crossing) (Revised Location) – A417 Stanford) in the Vale

59/15 SOUTH EAST PERIMETER ROAD, BICESTER - CONCLUSION OF OPTIONS ASSESSMENT WORK

(Agenda No. 4)

The need for a new strategic link road to the south of Bicester (the 'South east Perimeter Road') having been identified to support the significant employment and housing growth in Bicester as proposed in the adopted Cherwell Local Plan 2011-31 the Cabinet Member for Environment considered the case for safeguarding a preferred route in the light of a public consultation and associated studies.

Julian Cordy considered the choice of Route 2 flawed the route having been chosen in a totally inappropriate way. Its impact on Wendlebury which already suffered considerably from noise intrusion, residential flooding and rat running would be significant. The consultation process had been poor, had not followed correct guidelines with the views of the village largely ignored and clarity was needed on a number of issues including mitigation of air and noise pollution and finance as route 2 was the most expensive. It seemed to Wendlebury residents that this recommendation had been reached as a result of lobbying groups and asked that a decision be deferred.

Councillor Mrs Fulljames thanked the Cabinet Member for Environment, the Leader of the Council and officers for visiting the site. She represented local villages affected by these roads and endorsed everything that Mr Cordy had said. There was a lot of uncertainty in this area emanating from issues such as provision of a new junction on the M40 south of the existing Junction 9. Looking at the bigger picture there was clearly a need for joined up thinking as suggested by Bicester Town Council. Not only was option 2 clearly the most expensive option which was hard to justify in times of austerity but the route was close to houses which would increase noise intrusion. She appealed to the Cabinet Member to listen to local views, put people before wildlife and reconsider the recommendation before him.

Setting out the consultation process and responses to it officers advised that in 2013 only 1 route had been identified but, following calls to look at alternatives, that had been extended to include other routes and it was that which had formed the basis of consultation for the past three years. The results of the consultation had indicated more support for route 2 albeit from a wider area but with support narrowing considerably from a more local perspective and therefore the conclusion had been drawn that Option 2 was the most favoured route. Of the other routes Vendee Drive had shown severe archaeological constraints; Route 1a had important wetland constraints and 1b was undeliverable because of MoD constraints whereas route 2 was less severely constrained. Officers understood the concerns of Wendlebury but this process was at a very early stage with a great deal more assessment work to be carried out along with further work to assess a new motorway junction. This was not about delivering a scheme now but about safeguarding a route to cope with expansion of Bicester as instructed by the planning inspector and changes could be made if that proved necessary.

Responding to questions from the Cabinet Member officers confirmed that:

Delivery of Boundary Way was not likely until 2040 because of technical issues.

The Bicester wetlands reserve did not have a great deal of public access but was well managed.

Further discussions would take place with Wendlebury parish council to offset rat running including junction design to possibly limit access southwards.

Option 2 would help A41 movements to Aylesbury.

Deferral could create significant problems for development in Bicester.

The Cabinet Member recognised the concerns expressed to him on behalf of local residents as set out above but having regard to the arguments and options set out in the documentation before him and the further considerations set out above confirmed his decision as follows:

- (a) to note the responses received as part of the consultation;
- (b) to safeguard Route Option 2 (southern alignment) through agreement with Cherwell District Council as part of Cherwell Local Plan Part 2 (CLP Part 2).

Signed.....
Cabinet Member for Environment

Date of signing.....

60/15 PROPOSED PEDESTRIAN CROSSING, A4260 OXFORD ROAD/BROAD GAP, BODICOTE
(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) comments received including one objection received to a statutory consultation on a revised proposal to introduce a signal controlled pedestrian crossing on the A4260 Oxford road near the junction with Broad Gap, Bodicote. The original proposal for a crossing south of the Broad Gap junction had been developed during the planning of the Bankside/Longford Park residential development.

Mr Kirkwood confirmed that Bodicote parish council preferred siting of the crossing to the north of the junction but officers felt the crossing as proposed best met the primary reason for pedestrian safety. He confirmed that the island to the north would be retained.

The Cabinet Member advised that he had approached the local member for comments but had had no response. Therefore having regard to the arguments and options set out in the documentation before him and the further considerations set out above he confirmed his decision as follows:

to approve construction of a crossing south of the Broad Gap junction as set out in the report CMDE5.

Signed.....

Cabinet Member for Environment

Date of signing.....

61/15 PROPOSED PARKING RESTRICTIONS - GREEN RIDGES/WAYNFLETE ROAD, OXFORD

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) an objection received to a statutory consultation on a proposal to introduce a waiting restriction across the access way of no 1 Green Ridges (Linton Cottage).

Councillor Phillips spoke in support of the proposal.

Having visited the site and having regard to the arguments and options set out in the documentation and the representations made to him the Cabinet Member confirmed his decision as follows:

to approve implementation of the proposal as advertised.

Signed.....

Cabinet Member for Environment

Date of signing.....

62/15 PROPOSED WAITING RESTRICTIONS, BLACKBIRD LEYS

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) objections received to a statutory consultation on proposals to introduce additional waiting restrictions and other changes at various locations in Blackbird Leys required largely due to the redevelopment of the Leys pool and leisure centre while at the same time the opportunity had been taken to address a number of longstanding requests for simple parking controls in the area.

Mr Tole confirmed that it had become clear that the proposals for Haldane Road did not address local issues and therefore officers were recommending that that element be looked at again. Councillor Curran endorsed that.

The Cabinet Member accepted the reasons for deferral of proposals for Haldane Road and having regard to the arguments and options in the documentation before him and the further considerations set out above confirmed his decision as follows:

to approve implementation of the advertised proposals with the exception of those for Haldane Road.

Signed.....
Cabinet Member for Environment

Date of signing.....

63/15 PROPOSED PEGASUS CROSSING - CHILTON AREA
(Agenda No. 8)

On 14 January 2016 and in response to a large number of representations from the equestrian community the cabinet Member for Environment deferred a final decision regarding the provision of a crossing to enable further discussion on the provision of a form of modified crossing for use by horses. He now considered (CMDE8) objections received to a formal consultation on a proposal to introduce a modified crossing incorporating an equestrian facility on Hagbourne Hill, near Townsend, Chilton.

Mr Tole confirmed there had been overwhelming support with only one objection. The crossing represented very much a pragmatic solution to this problem and was the first operational Pegasus crossing of its kind in the county.

Having regard to the arguments and options set out in the documentation before him and the considerations set out above the Cabinet Member for Environment confirmed his decision as follows:

to approve implementation of the proposals as advertised and escribed in the report CMDE8.

Signed.....
Cabinet Member for Environment

Date of signing.....

64/15 PROPOSED PUFFIN CROSSING (REVISED LOCATION) - A417 STANFORD IN THE VALE
(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE9) objections and comments received in response to a statutory consultation on revised proposals for a puffin crossing on A417 in Stanford in the Vale. The proposal had arisen as a result

of a 73 dwelling development adjacent to the A417 which had been determined on appeal by the Planning inspectorate. An earlier proposal agreed in September 2014 to site a crossing outside the public house had then been deferred by mutual agreement to enable further consultation on a revised location north of Nursery End.

Anthony Lock a resident of Spencers Close expressed concerns regarding noise created by the road surface bouncing off houses at a point which had until recently been an open field and the crossing bleeper itself and requested that that be set so it did not operate over night. He was not convinced that the siting as now proposed was in the optimum place with regard to road safety as there were concerns that children, one of the most vulnerable groups, would take the most direct route to cross which was away from the line of the crossing.

Peter Gill on behalf of the parish council preferred siting of the crossing nearer to the roundabout and hoped that all the points raised would be considered as part of the section 278. The parish council accepted that the costs were being met by the developer but they were seeking the best outcome for all and having raised a number of issues including minimalistic design and dropped kerbs hoped that the final outcome would of benefit to residents rather than the developer.

Lee Turner advised that efforts would be made to minimise equipment as much as possible including the kind of road surface required and turning off the signals at night. With regard to concerns raised regarding desire lines he confirmed that the consultation undertaken had met standard guidance with regard to distances from a side road although there had been a slight compromise in order to site the crossing where it was felt that the majority of people would cross.

David Tole added that officers had been aware of the issues in the village and it was hoped that the scheme as now proposed would achieve an appropriate solution rather than a purely technical one. Some of the matters raised would be picked up as part of the design process and he was confident that many of the concerns expressed would be addressed and officers would continue to work with residents in order to arrive at the best scheme possible before installation. Lighting would be required as part of the development and he had been advised that 6m columns would be necessary, which would be lower than those at Farm Place roundabout

The Cabinet Member for Environment recognised that as part of a planning permission it was not an option not to provide a crossing and accepted officer advice that from a professional point of view a crossing was necessary. Therefore having regard to the arguments and options set out in the documentation before him and the considerations set out above he confirmed his decision as follows:

to approve implementation of the proposed puffin crossing approximately 12m south east of the advertised position as described in the report CMDE9.

Signed.....
Cabinet Member for Environment

Date of signing.....

65/15 PROPOSED 20MPH SPEED LIMIT ZONE & PROHIBITION OF MOTOR VEHICLES - SWINBROOK ROAD , CARTERTON

..... (Agenda No. 10)

The Cabinet Member for Environment considered (CMDE10) objections received in the course of a statutory consultation on proposals for a number of traffic measures including a new 20mph zone, a prohibition of driving with the road closure controlled by bollards and some traffic calming in order to ameliorate the effects of development on an existing residential area on either side of the northern end of Swinbrook Road, Carterton.

Although there had been an objection by the police to the 20 mph limit on the grounds that it was not self-enforcing David Tole felt that that situation would change as the nature of the road’s environment changed and issues raised by residents were resolved.

The Cabinet Member for Environment felt that the situation would benefit from some monitoring for a period of time and on that basis and having regard to the arguments and options set out in the documentation before him confirmed his decision as follows:

to approve implementation of the proposals set out in the report as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

.....