

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

**MINUTES** of the meeting held on Thursday, 21 July 2016 commencing at 10.00 am and finishing at 11.15 am

**Present:**

**Voting Members:** Councillor David Nimmo Smith – in the Chair

**Other Members in Attendance:** Councillor Jean Fooks (for Agenda Item 2)  
Councillor Nick Hards (for Agenda Item 5)  
Councillor Alison Rooke (for Agenda Item 6)  
Councillor Steve Curran

**Officers:**

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

Part of meeting

**Agenda Item**                      **Officer Attending**  
4                                      M. Kraftl & S. Wilson (Environment & Economy)

*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.*

### 76/15 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

Councillor Fooks presented a petition on behalf of the Wolvercote Liberal Democrats asking the County Council to provide yellow lines on the Godstow Road in front of Jacobs Inn and round the corner towards Webbs Close to enable pedestrians, buggy users and wheelchair users to use the pavement at all times.

Councillor Fooks advised that cars parked on the pavement made it impossible for pedestrians, especially anyone with a buggy or wheelchair, to get past without going on to the road. Last year the County Council had introduced yellow lines in the village to restrict parking to allow buses to get through but a proposal to provide lines outside Jacobs Inn had been rejected as the plan had put them on the playground side and not the pavement side. The County Council had said that this would be reconsidered but that has not happened. As the pub has increased in popularity the problem has worsened and should be reconsidered urgently. All residents supported the request.

The Cabinet Member for Environment having received the petition referred it to the Director for Environment & Economy.

<i>Speakers</i>	<i>Item</i>
Sajad Khan (COLTA)	4 – Westgate Centre Redevelopment
David Slingo – Chairman GWPRA Councillor Nick Hards	) 5 – Great Western Park )
Councillor Alison Rooke	6 – Thames View, Abingdon

## **77/15 PROPOSED TRAFFIC MANAGEMENT MEASURES OXFORD WESTGATE CENTRE REDEVELOPMENT**

(Agenda No. 4)

The Cabinet Member for Environment reconsidered (CMDE4) objections and comments received to a statutory consultation on proposals to introduce and amend various traffic restrictions as part of the major redevelopment of the Westgate Centre. He also noted the contents of a letter from City Councillor Colin Cook Chair, of that Council's Licensing and Gambling Committee supporting the views of the City of Oxford Licensed Taxicabs Association and requesting that the restriction should not exclude licenced taxis from this important link in the city centre and at the very least said restriction should not apply outside core shopping hours between 18.00 and 10.00

Sajad Khan spoke on behalf of Oxford's licenced hackney carriage drivers who objected strongly to the proposed exclusion of cabs from the new link road between Castle street and Speedwell Street from the Westgate Redevelopment. They provided a vital and iconic service with wheelchair accessible cabs and their livelihood was now threatened by the County Council who they felt had failed to recognise that the hackney carriage service was integral to Oxford. They had been required to provide modern emission free vehicles but were being prevented from using some roads which would result in increased journey times and costs.

Responding to the Cabinet Member Mr Khan was unable to confirm if COLTA had made representations in 2013 to the planning application but he seemed to recal that there had been some discussions at that time.

The Cabinet Member expressed some sympathy for their position but pointed out that the County Council were merely implementing a planning permission issued by the City Council.

Officers confirmed that following deferral in June this current report now contained further comments from cycle and taxi organisations and SENDRA specifically regarding junction arrangements at Blackfriars Road. The latter were now content with that element and the issue now centred on the issue of traffic allowed use of the main route.

The concensus was that this represented an improvement on the previous scheme by providing a new facility for taxis in Old Greyfriars Street the heart of the development and that the route as now proposed for taxi use was no longer than the through route. It was confirmed that at the planning stage both the City and County Councils had felt it better to provide a taxi rank in Old Greyfriars Street.

Also many of the supporting documents and junctions had been based on modelling which had been undertaken on the assumption that only buses would be allowed. There were also issues regarding air quality and the number of vehicles allowed.

Responding to the Cabinet Member who had referred to proposals for taxis to acquire zero emission status officers confirmed that that was largely irrelevant as the issue revolved around the number of vehicles and that the position was further complicated as steps needed to be taken to avoid discrimination between Oxford City licenced hackney carriages and other licenced taxi vehicles from outside the City. Also consultation had been undertaken on proposals for a highway environment for buses and cycles only and any changes to that would require reconsultation.

The Cabinet Member recognised the need for certainty with regard to reasonable restrictions as soon as possible and with that in mind it was important to try to comply with the terms of the planning permission and ensure priority for buses. However the point had been made that bus traffic would be at its peak during the day and there might be room for some manoeuvre there. Therefore having regard to the documentation before him and the representations made to him at the meeting he confirmed his decision as follows:

to approve implementation of the proposals as advertised, but with the possible exemption of pedal cyclists from the proposed prohibition of right turns from Old Greyfriars Street being made in the light of further investigation and local consultation and to give further consideration to allowing access for licenced hackney carriages in the area through the development.

Signed.....  
Cabinet Member for Environment

Date.....

## **78/15 PROPOSED 20MPH ZONE & PARKING RESTRICTIONS (DOUBLE YELLOW LINES) - GREAT WESTERN PARK, DIDCOT**

(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) objections and comments received in the course of a statutory consultation on proposals to introduce and implement the following within the Great Western Park residential development, Didcot.

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- no waiting at any time parking restrictions along Sir Frank Williams Avenue (the main spine road through the development) and partly into the adjoining side streets;
- a 20mph speed limit within the Northern and the District Neighbourhoods, and
- a 1 hour with no return for 1 hour provision for loading in the vicinity of the proposed commercial/retail premises along the University Technical College access road, all within the

The various proposals are being put forward in response to the ongoing works within the Northern and District Neighbourhoods of the GWP development, in preparation for the adoption of the roads.

David Slingo, Chair of the Great Western Park Residents Association explained why the report had not in their view adequately reflected the response which they had submitted. They had 3 areas of concern namely the causes of the perceived need for parking restrictions; impact on residents and alternatives to be considered. The scheme clearly had not met the County Council's objectives which stated previously were to prevent obstruction to through traffic, make the area safe for pedestrians and other road users, provision of convenient and safe movement of vehicles and other traffic and provision of parking places. Clearly the County Council had failed in its aims by allowing planning permission for a major development with a spine road which had a width in places 10% less than roads in other similar developments; bus stops which were on the road carriageway and near road junctions rather than recessed off the carriageway and insufficient parking and inadequate room for parking on the highway. Arbitrary introduction of 24 hour restrictions would have a huge impact on residents limiting immediate access to their properties, preventing appropriate use of resident parking where spaces were already restricted, inconvenience to visitors outside work hours or weekends, inconvenience to delivery vehicles and impact on resale value of houses. Possible alternatives were:

- Use of traffic calming 'directional flows' at intervals along the spine road, particularly as some are already in use in the vicinity of Boundary Park.
- Creation of safe pedestrian controlled crossing points at appropriate intervals
- Increasing the number of dropped kerbs to reflect key crossing points.
- Re-positioning bus stops to allow the parked bus to halt off the main carriageway.
- Enforcing the use by contractor vehicles (including vans and cars) of the temporary contractor access road rather than the main spine road.
- Installation of 'speed advisory' signs to record the speed of the approaching vehicle.
- Introduction of residents parking systems with controlled hours or times in specific locations.

Additionally some form of parking should be permitted in order to give easy access to houses from a parked vehicle in those areas where there is housing directly fronting the road and acknowledge that residents working unsocial hours should be able to safely park vehicles on returning home, especially during the hours of darkness. The Association believed that these alternative proposals would meet the stated aims of OCC while providing a safe environment for the residents of and visitors to GWP and they would be willing to participate further with OCC in progressing these changes.

Councillor Nick Hards outlined one of his reservations concerned provision of safe walking routes for children walking to through the development to school and the last thing that was needed was to restrict visibility in an estate with limited parking available for residents. With regard to Dan Reed Parade and Greenfinch Road was an area which already had different parking structures and shops and community centre. His view was that the restrictions proposed were the minimum required during the day but he did not have a final view on what was required at night. Parking close to a junction decreased visibility. On balance he accepted the comments made regarding design but felt restrictions were needed during the daytime. He had concerns regarding the size of some vision splays but on balance he felt it right to go with the scheme as proposed but further thought might be needed regarding night provision.

The Cabinet Member advised that he had visited the area and accepted there were design shortcomings.

Mr Tole explained that the planning process had produced the current development and these proposals did not represent the end of the things for the development. The 20 mph limit had been introduced as this was not intended to be a fast through route. Additionally it was not a high frequency bus route so problems of buses obstructing would be minimal. It was important to keep the route clear during the day and he was happy to work with the residents to see if and where restrictions could be relaxed at night.

The Cabinet Member agreed there were some grounds for further discussion regarding the level of restriction at night and therefore having regard to the information set out in the report and the representations made to him at the meeting confirmed his decision as follows:

- (a) approve implementation of no waiting at any time parking restrictions and 20mph speed limit zone proposals as advertised;
- (b) approve implementation of loading bay restrictions as advertised and amended as described in the report CMDE5
- (c) approve the general principle of double yellow lines during the day as advertised but instruct officers to undertake further consultation with the Residents Association and Local Members to see if those restrictions could be relaxed to allow some evening parking.

Signed.....  
Cabinet member for Environment

Date of signing.....

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**79/15 PROPOSED PARKING RESTRICTIONS (DOUBLE YELLOW LINES) - THAMES VIEW, ABINGDON**

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) objections and comments received to a statutory consultation on proposals to introduce no waiting at any time parking restrictions in Thames View, Abingdon in order to alleviate perceived high levels of inappropriate and dangerous commuter parking.

Councillor Alison Rooke spoke in support of the proposals and thanked officers for working up the proposals. Thames View was very narrow and with parking on both sides it was almost impossible for ambulances to pass but would be for fire engines. Pavement parking helps vehicle movement but doesn't help pedestrians and she felt the situation was dangerous. She did suggest perhaps that restrictions could be relaxed on one side during evenings.

Mr Tole confirmed that the road was as yet unadopted but that problems were evident regarding access. He advised that a slight amendment had been made to the scheme following comments received as part of the consultation but there was no real justification for the introduction of single yellow lines. And added that a number of schemes such as this one introduced on estates would in time need to be reviewed. . He advised that half way along Thames View there was a car park administered by the Vale of White Horse District Council which did not charge for evening parking which could provide alternative evening parking.

Considering the scheme the Cabinet Member having regard to the information in the documentation before him and the representations made to him confirmed his decision as follows:

to approve implementation of the proposals to introduce parking restrictions in Thames View, Abingdon as advertised but amended as described in the report.

Signed.....  
Cabinet Member for Environment

Date of signing.....

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