

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 20 July 2017 commencing at 10.00 am and finishing at 11.00 am

Present:

Voting Members: Councillor Ian Hudspeth (in place of Councillor Yvonne Constance) – in the Chair

Other Members in Attendance: Councillor Kevin Bulmer (for Agenda Item 6)

By Invitation:

Officers:

Whole of meeting G. Warrington (Law & Governance); Director for Infrastructure Delivery & A. Kirkwood.

Part of meeting

Agenda Item **Officer Attending**
10. M. Ruse (Infrastructure delivery)

The Leader of the Council 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.

1/17 PETITIONS AND PUBLIC ADDRESS
(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Michael Hewitt (Resident) Daisy Kay-Taylor (Resident)	5. Lambs Crescent, Banbury
County Councillor Kevin Bulmer	6. Zebra Crossing, Oxford Road, Woodcote

Stephen Williams (Resident) Vikki Lomas (Resident)	7. Proposed Disabled Persons Parking Places, West Oxfordshire
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2/17 PROPOSED AMENDMENT TO BUS LANE, A4165 BANBURY ROAD, OXFORD

(Agenda No. 4)

On 25 August 2016 an experimental traffic regulation order had come into effect reducing, as part of the major improvement scheme to the A40 Cutteslowe and Wolvercote roundabouts, the extent of the bus lane on the A4165 Banbury Road on the approach to its junction with the A40 at the Cutteslowe roundabout. That scheme had been completed in October 2016 following which consultation had been undertaken to make that amendment to the bus lane permanent.

Considering the responses received in the course of that consultation the Leader of the Council accepted that reducing lengths of bus lanes could, in certain instances, be regarded as a retrograde step but in this case neither of the two main bus operators had, as indicated in the report, raised any objection. Therefore having regard to that and the overall improvements to traffic flow, including for buses, he was happy to support the proposal and confirmed his decision as follows:

to approve the proposal as advertised.

Signed.....
Leader of the Council

Date.....

3/17 PROPOSED ONE WAY RESTRICTION, LAMBS CRESCENT, BANBURY

(Agenda No. 5)

The Leader of the Council considered (CMDE5) responses received in the course of a statutory consultation on a proposal to introduce a one-way restriction on Lamb's Crescent between its junctions with Hightown Road and Kilbale Crescent. The restriction proposed in conjunction with the planned introduction of traffic signals at the junction of Hightown Road and Bankside, was intended to increase the capacity of the junction in order to accommodate additional transport demands arising from nearby development in that part of Banbury.

Councillor Eddie Reeve, the local member, had been unable to attend the meeting but had asked that the Leader of the Council consider the following comments. Excess and commuter parking had been consistently raised as an issue by residents and clearly a residents' parking scheme on Lamb's Crescent on a revenue neutral basis would clearly be a more preferable option. He was similarly sceptical about the proposed crossing at Hightown Road, notwithstanding the response by Thames

Valley Police. It was already a busy road and additional interruptions to the flow of traffic could create further ill will among residents and motorists. However, if this was the officers' preferred recommendation and a residents' parking scheme wasn't feasible, then some change might be better than none. In particular, such a scheme could work well around the Easington Road but there seemed to be little benefit for the area in question, notably owing to its proximity to the station and he asked that on this occasion he be recorded as an 'object/reject'.

Michael Hewitt felt that the proposed scheme demonstrated a fundamental lack of understanding for the local situation by those proposing it and an apparent disregard for the impact that the proposals would have on local residents. The scheme would introduce additional congestion for northbound traffic on Hightown Road and Bankside regularly blocking the only access to this part of Lambs Crescent. The presence of signal stop lines would make no difference or have any real effect. There were many instances of dangerous parking by non-residents at the Lamb's Crescent and Hightown Road junction and it seemed to residents that the only reason this proposal was being pursued was because it was being funded by developers. The one-way restriction would make it impossible for current residents and legitimate visitors to use the only two off-road parking areas currently available to them. Residents currently had to live with persistent daily problems and these proposals would only exacerbate the situation when, in the absence of a residents' parking scheme, a practical solution would have been to install a set of lights controlling traffic exiting Lambs Crescent at its southern end. He asked that the scheme be rejected.

Daisy Kay-Taylor endorsed the views expressed by Mr Hewitt. The situation with regard to parking had worsened considerably over the last 5 or 6 years and it was important to residents to have these issues resolved but she couldn't support the scheme as proposed.. Commuter parking had increased and restrictions were needed to control and the manage parking for residents and visitors. There was a further need to disincentivise the route as a rat run for traffic.

Mr Kirkwood accepted commuter parking was a problem but it was not considered that the siting of the new signals south of Lamb's Crescent would lead to any appreciable increase in rat running traffic. Also a signal at the southern end would be considered detrimental to the efficiency of the junction. He accepted concerns expressed regarding visibility at the Lamb's Crescent/Hightown Road junction and instances of parking within 10 meters. Removal of overgrown vegetation outside Morrisons and further restrictions could help, although could in turn impact on available parking space. Officers were aware that there were no easy solutions but in their view the scheme represented the best option.

Responding to questions he confirmed that:

- Morrisons were responsible for clearing vegetation at the junction.
- He was unable to confirm if provision was a condition attached to a planning permission.
- Signalisation could go ahead within the one-way system but it could also mean delays.
- Traffic modelling indicated significant stress for this junction.

The Leader of the Council accepted that something needed to be done but, unfortunately, that did not include a residents parking scheme. That would need moves to decriminalise parking which had been resisted despite approaches to Cherwell District Council as far back as 2007. There were also funding issues. Confirmation was also needed as to whether there was a specific planning condition attached to the Longford Park development for this scheme. If that was the case there there was very little that could be done. Therefore, with that in mind together with the arguments and options in the report before him and the representations made to him at the meeting he confirmed his decision as follows:

to defer consideration to a future meeting in order to enable further investigation into the terms of the Longford Park residential development planning permission and the implications for developer funding and discussions with the local member regarding how the scheme might proceed.

Signed.....
Leader of the Council

Date of signing.....

4/17 PROPOSED ZEBRA CROSSING, B471 OXFORD ROAD, WOODCOTE

(Agenda No. 6)

The Leader of the Council considered (CMDE6) responses received in the course of a statutory consultation on a proposal to provide a zebra crossing on the B471 Oxford Road just south of its crossroads junction with the South Stoke Road and Reading Road at Woodcote. The scheme had been promoted by Woodcote Parish Council to improve the safety and amenity of pedestrians crossing the B471 Oxford Road at this location and would be funded by them.

Councillor Kevin Bulmer supported the scheme which provided a safe access for that side of the village.

Mr Kirkwood confirmed that the scheme complied with all aspects of the safety audit, was sited on a clear desire line with a significant level of use expected

The Leader of the Council commended the parish council for its initiative in promoting the scheme and having regard to the arguments and options in the report before him and the representations made to him at the meeting confirmed his decision as follows:

to approve provision of a zebra crossing on the B471 Oxford Road just south of its crossroads junction with the South Stoke Road and Reading Road at Woodcote.

Signed.....
Leader of the Council

Date of signing.....

5/17 PROPOSED ZEBRA CROSSING AND CREATION OF NEW JUNCTION OF MILL LANE WITH THAME ROAD, CHINNOR

(Agenda No. 7)

The Leader of the Council considered (CMDE7) responses received to a statutory consultation on a proposal to provide a zebra crossing on the B4445 Thame Road just north west of its junction with the B4009 Lower Road and to close the existing junction of Mill Lane with the B4445 and B4009. A new junction would be constructed with the B4445 Thame Road approximately 75 metres north west of the existing crossroads junction of these roads. The proposals had been promoted to accommodate additional transport demands arising from the development of land to the north of Mill Lane and west of Thame Road.

Councillor Jeanette Matelot the local member had been unable to attend but had asked that the following comments be considered. It appeared to her that respondents were generally happy with the zebra crossing although slightly concerned about proximity to bus stops. Although permission has not yet been given for the new road layout it appeared to her that work had already begun on the new route which raised a number of questions:

An alternative roundabout scheme suggested by many of the respondents. seemed to offer an effective solution and she asked if this had been thoroughly investigated as an alternative to the developer funded scheme?

Several of the respondents had expressed concerns regarding school access if this new scheme went ahead. Had those concerns been adequately addressed?

She concluded by saying whichever scheme went ahead, it would have *major* implications on traffic flows and parking in the rest of the village and that perhaps it should be combined with a "holistic" review of the village's needs in order to (a) identify and remove the daily problems that residents had to deal with, without merely exacerbating them; and (b) 'future-proof' the way that the village could accommodate increasing traffic flows and parking needs.

Mr Kirkwood confirmed this was another developer related scheme. The new junction layout had been approved by South Oxfordshire District Council in conjunction with Environment Control and as such was effectively a formality. He confirmed there were no issues with proximity to bus stops and although speed of traffic was high at the edge of the development that had reduced by the crossroads.

Having regard to the arguments and options in the report before him and the representations made to him at the meeting the Leader of the Council confirmed his decision as follows:

to approve as advertised provision of a zebra crossing on the B4445 Thame Road just north west of its junction with the B4009 Lower road and closure of the existing junction of Mill lane with the B4445 and B4009 with a new junction being constructed with the B4445 Thame Road approximately 75 metres north west of the existing crossroads junction of these roads.

Signed.....
Leader of the Council

Date of signing.....

6/17 PROPOSED EXTENSION OF 30MPH SPEED LIMIT ON THE A4074 AT NUNEHAM COURTENAY
(Agenda No. 8)

The Leader of the Council considered (CMDE7) responses received to a statutory consultation on a proposal to extend the 30mph speed limit northwards on the A4074 at Nuneham Courtenay following development of land on the east side of the A4074 including a new access junction.

Having regard to the arguments and options set out in the report before him he confirmed his decision as follows:

to extend as advertised the 30 mph speed limit northwards on the A4074 at Nuneham Courtenay.

Signed.....
Leader of the Council

Date of signing.....

7/17 PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND NEW 40PMH SPEED LIMIT WITH RELOCATION OF TRAFFIC CALMING FEATURE, CHURCH ROAD, HANBOROUGH
(Agenda No. 9)

The Leader of the Council considered (CMDE9) responses received to a statutory consultation on a proposal to extend the 30mph speed limit southwards on Church Road at Long Hanborough and introduction of a 40mph speed limit (in place of the existing national speed limit) between Long Hanborough and Church Hanborough.. The proposal also included relocation of the existing traffic calming build out and road hump to the new terminal point of the 30mph speed limit on Church Road.

The proposals had been put forward as a result of the development of land on the east side of Church Road, which included creation of a new junction accessing the development.

Presenting the report Mr Kirkwood pointed out that suggestions for a 20 mph restriction would require additional traffic calming measures.

Having regard to the arguments and options in the report before him and the discussion at the meeting the Leader of the Council confirmed his decision as follows:

to approve as advertised an extension of the 30 mph speed limit southwards on Church Road, Long Hanborough and introduction of a 40 mph limit (in place of the existing national speed limit) between Long Hanborough and Church Hanborough, together with the relocation of the existing traffic calming build out and road hump to the new terminal pint of the 30 mph limit on Church Road.

Signed.....
Leader of the Council

Date of signing.....

8/17 PROPOSED DISABLED PERSONS PARKING PLACES WEST OXFORDSHIRE DISTRICT
(Agenda No. 10)

The Leader of the Council considered CMDE10 responses received to a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Chipping Norton, Great Rollright, and Witney.

With regard to the proposals at Great Rollright Stephen Williams did not object to the access protection markings but felt they should start at the edge of the drive it was protecting and kept to a minimum. There was need to accommodate everyone's needs for parking.

Vikki Lomas appreciated the challenges facing Distons Lane. Any reduction to the white line length would make no real appreciable difference as it would not be possible to park 5 cars and could send a clear signal to drivers to ignore it altogether, which did already happen. She often found it impossible to access her drive and table photographs illustrating that. She also referred to a discrepancy on the plan set out at page 55 of the agenda pack.

Mr Ruse confirmed that there were difficulties in Distons Lane and that the line in question was long, covered 3 properties and replaced keep clear signs. Vehicles often parked right up to the axle line and any reduction would affect the ability to access properties.

The Leader of the Council noted the comments received from Councillor Hilary Hibbert-Biles regarding Old Forge Road, Great Rollright.

Having regard to the argument to the arguments and options in the report before him and the representations made to him at the meeting the Leader of the Council confirmed his decision as follows:

to approve the proposed changes as advertised and amended as set out in the report CMDE10.

Signed.....
Leader of the Council

Date of signing.....