

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 25 April 2019 commencing at 10.00 am and finishing at 10.55 am

Present:

Voting Members: Councillor Yvonne Constance OBE – in the Chair

Other Members in Attendance: Councillor John Howson (for Agenda Item 2)
Councillor Roz Smith (for Agenda Item 4)
Councillor Jamila Azad (for Agenda Item 4)
Councillor Glynis Phillips (for Agenda Item 4)
Councillor John Sanders (for Agenda Item 4)
Councillor David Bartholomew (for Agenda Item 7)

Officers:

Whole of meeting G. Warrington (Law & Governance)

Part of meeting

Agenda Item	Officer Attending
4, 5, 6 & 7	H. Potter & A. Kirkwood (Infrastructure Operations)
4	S. Wilson (Infrastructure Operations)
8	R. Wileman & S Gilbert (Communities)

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.

20/19 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

Councillor John Howson

“Previously, I asked a question of officers about the viability of moving the VAS sign from the side of Kingston Road in the direction of the city centre to the eastern carriageway of the Marston Ferry Road to alert drivers to the speed limit in force on that road, where the Cherwell School, Oxford High School and now the Swan School temporary buildings will mean that in September 2019 more than 3,000 young people may use that stretch of road twice on every school day. Could the Cabinet Member please inform me as to whether this safety measure is possible?”

Cabinet Member for Environment

“Unfortunately, as Kingston Road is in a 20mph limit the VAS sign is therefore calibrated to 20mph. B4495 Marston Ferry Road by the Cherwell School is 30mph. Therefore, it would not be feasible to relocate the sign.

It would be possible to provide either the advisory 20mph limit signs that activate at school journey times (overall cost for both directions would likely to be around £5000) or another VAS – of the same type that is already provided for westbound traffic by Cherwell School - for eastbound traffic (cost about £2500). As there is no specific budget for these measures, there would need to be a funding source for the installation and ongoing maintenance/energy costs.”

Councillor John Howson

“I’m surprised that existing signs can’t be relocated but would ask if enquiries could be made to secure some S106/CIL funding together with support from the Swan School to subsidise relocation.”

Cabinet Member for Environment

“I understand that we do not use VAS signs that can be adjusted in the way you suggest but I can ask officers to make enquiries to see what alternatives if any are available.”

21/19 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
County Councillor Roz Smith County Councillor Jamila Azad County Councillor Glynis Phillips County Councillor John Sanders)) 4 – Oxford Controlled Parking) Zones)
David Pheasant (Shiplake Parish Council) County Councillor David Bartholomew)) 7 – Shiplake 40 mph Speed Limit))

22/19 OXFORD CONTROLLED PARKING ZONES - OUTCOME OF INFORMAL CONSULTATION RESPONSES

(Agenda No. 4)

In June 2018, the Cabinet Member for Environment approved a programme of Controlled Parking Zones in Oxford, including informal consultation on all Priority 1 and 2 schemes. This report presented the results of that informal consultation along with outcomes of on-street car parking surveys also undertaken across all Priority 1 and 2 CPZ areas.

Councillor Roz Smith thanked officers for the excellent and detailed analysis. Supporting the recommendations and welcoming the high response to the consultation she stressed the need for a fair distribution between business interests and residents. She supported the proposals for Quarry district which 13 years previously residents had opposed on the grounds of intrusive signing and lining which in parts of Headington was old and confusing and suggested a review of all CPZs with regard to signing and adoption of the new system at the entrance to a CPZ area as used in Headley Way. Regarding Risinghurst she hoped that other controls could be considered such as traffic regulation orders.

Mr Wilson and Mr Kirkwood confirmed that it would be possible to consider some traffic regulation orders subject to funding being available but added that that was not currently available. Noting the desirability for minimal signing Mr Kirkwood, however, confirmed that a high level of signing was required.

The Cabinet Member suggested that Risinghurst Parish Council consider funding the necessary orders and to make the necessary application to get into the system.

Councillor Azad spoke in support of the Cowley Marsh West proposals which were long overdue and urgently required. Officers confirmed its place in the programme.

Referring to figures for Sandhills for changes in on-street parking demand Councillor Phillips which suggested higher demand from residents in the evening she suspected that that was more from visitors to the park and ride site. The report made no mention of any yellow line proposals and she mentioned specifically Roundway where lining extended too far a matter which had been raised by residents. She supported the report's recommendations but highlighted potential problems resulting from the redevelopment of the old Nielsen site. Expressing concerns regarding Barton East and West she felt the area should be given a higher priority and moved for formal consultation at an earlier date to avoid potential problems which might arise from the opening of the sports centre.

The Cabinet Member acknowledged the point regarding Barton East & West Sports Centre and justification for considering possible reclassification.

Referring to the Nielsen site redevelopment Councillor Sanders pointed out that the old office site had had staff parking and the new residential development there should retain parking for its residents. Responding to specific points raised by Councillor Sanders officers confirmed that St Omer Road, Cleveland Drive and Gerrard Place

were included within Cowley East and that levels of provision for cars in each area would form part of the formal consultation and considered on a case by case basis but that the principle should be one per property. Regarding Headington and the inconsistency regarding days and times which related back to when Oxford United Football Club were in situ these would be addressed as part of further work.

The Cabinet Member for Environment thanked members for their input and officers for a comprehensive report which she felt would enable the county council to progress this forward in good order. Therefore, having regard to the information set out in the report and the representations made to her at the meeting she confirmed her decision as follows:

Approve carrying out further scheme development and formal consultation on nine potential Controlled Parking Zones in Oxford while noting (i) that Cowley Centre East included the following 3 roads St Omer Road, Cleveland Drive and Gerrard Place and (ii) Barton West to be included as a Category 2 area when the next round was considered in order to reflect the impact of the new sports pavilion.

Approve the updated programme for remaining Controlled Parking Zones proposals in Oxford.

Note that any decisions regarding implementation of new Controlled Parking Zones would be subject to a separate decision and following the outcomes of formal consultation.

Signed.....
Cabinet Member for Environment

Date of signing.....

23/19 WALLINGFORD, CHARTER WAY - PROPOSED WAITING RESTRICTIONS

(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) responses received to a consultation to provide additional waiting restrictions on Charter way, Wallingford noting the objection and comments of the local member regarding the level of consideration given to this at the planning stage for this development.

Officers tabled a revised plan showing the correct layout as raised by the local member.

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

approve additional waiting restrictions on Charter way, Wallingford as set out on the tabled plan.

Signed.....
Cabinet Member for Environment

Date of signing.....

24/19 A415 BETWEEN ABINGDON AND CULHAM - PROPOSED 40MPH SPEED LIMIT

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a consultation to introduce a 40mph speed limit on the A415 between Abingdon and Culham in order to address safety concerns on the part of the Culham Parish Council and proposed and funded by them and the local member.

Referring to objections received relating to the character and road environment Mr Kirkwood advised that although the case for restriction had been marginal surveys carried out had shown that average speeds were within appropriate thresholds without supporting traffic calming measures and that similar schemes elsewhere had proved effective.

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

approve the proposed reduction in speed limit to 40 mph (from the current national speed limit) on the A415 between Abingdon and Culham and on the Burycroft between its junction with the A415 and the existing 30mph speed limit at Culham village as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

25/19 A4155 BETWEEN LOWER AND UPPER SHIPLAKE - PROPOSED 40MPH SPEED LIMIT

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a statutory consultation to introduce a 40mph speed limit on the A4155 between Lower and Upper Shiplake (in place of the current 30mph speed limit) as a result of safety concerns on the part of Shiplake Parish Council that the current 30mph speed limit – which ran through largely open countryside – was poorly respected, resulted in tailgating, inappropriate overtaking and reduced respect for the 30mph speed limit on the A4155 in the more built up parts of Lower and Upper Shiplake.

David Pheasant (Shiplake Parish Council) advised that the parish council had a strong focus on safety and value for money. The road in question was seen as a fast road with many instances of tailgating and hazardous overtaking. Whereas, local people were aware of the dangers and respected the existing limit others did not, which was why an increase was seen as the best option to encourage greater respect from drivers.

Endorsing those comments Councillor David Bartholomew explained that as this section of the A4155 to Henley was in open countryside non-local drivers consequently and incorrectly thought it to be a fast road. By reflecting the reality of the situation he considered that a new 40 mph limit would encourage drivers to show greater respect than they do for the current 30mph limit thereby reducing instances of tailgating and risky overtaking manoeuvres. Currently the 30 mph repeater signs were often overgrown and where the speed limit dropped back to 30mph large 30 signs would be erected to help slow south and north travelling traffic before the crossroads at Station Road. Recent surveys indicated the existing limit was widely flouted and there was a lot of local support for the change.

Acknowledging local support both financial and otherwise the Cabinet Member having regard to the information in the report before her and the representations made to her at the meeting confirmed her decision as follows:

to approve the proposed increase in speed limit to 40mph speed limit (from the current 30mph speed limit) on the A4155 between Lower and Upper Shiplake as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

26/19 STATEMENT ON LOW EMISSION VEHICLES IN OXFORDSHIRE COUNTY COUNCIL OWNED OR LEASED FLEET - FOR ADDITION TO INTERNAL STRATEGY 2015 - 2020

(Agenda No. 8)

The Cabinet Member for Environment considered a policy statement building on a commitment in Connecting Oxfordshire to transition our fleet to low emission alternatives, phasing out petrol and diesel in our fleet and ensuring where feasible all new vehicle acquisitions were zero tailpipe emission by default. The addition of this Annex to the Council's existing energy strategy created a statement of intent to shape our procurements and disposal planning, inform bids and engage the market.

Councillor Pressell had tabled a question why it had taken so long to get to the stage of starting to reduce the emissions of the County Council's owned or leased fleet?

Responding Rachel Wileman advised that county policy was to replace vehicles at the time they came up for renewal in order to achieve best value and that was something which was actively being done. A range of services had been put in place

to support the many teams operating vehicles to transition to electric including installing a network of charging infrastructure across our estate; calculating the full lifecycle cost of operating vehicles and access to Electric vehicle trials. There were now 11 operating EVs with more on order. These were the first vehicles to come into operation since the chargers had been installed.

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

to agree Annex 1 to the report CMDE8 to become an Annex of the 2015-2020 Internal Energy Strategy, and to be used to inform procurement processes.

Signed.....
Cabinet Member for Environment

Date of signing.....