

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

**MINUTES** of the meeting held on Thursday, 11 February 2016 commencing at 10.00 am and finishing at 11.20 am

**Present:**

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

**Other Members in Attendance:** Councillor John Howson (for Agenda Item 2)  
Councillor Mark Gray (for Agenda Item 7)  
Councillor Steve Curran

**Officers:**

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

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
6.	M. Ruse (Environment & Economy)
7.	A. Kirkwood (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.*

### **50/15 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

*Councillor John Howson*

In October 2015 the County Council conducted an informal consultation of residents in William Lucy Way, a road that is largely in my division, although a small part is in that of another councillor. This consultation followed suggestions formulated for parking restrictions that were drawn up in late 2014.

The matter was listed of outstanding works provided to the localities meeting for Oxford in January, but no timescale was provided. Can the Cabinet Member please provide residents with a timescale for the formal consultation on any proposals for parking regulations?

Reply from the Cabinet Member for Environment

I understand that there were almost 30 responses to the informal consultation undertaken late last year with residents expressing some quite strongly held views. Officers are currently reviewing the responses with a view to producing revised proposals to discuss with yourself and Cllr Pressel before the end of this month. I suggest that together you will then be able to decide on the next steps for the consultation.

Supplementary

Will the Cabinet Member undertake to provide a similar timetable for residents of the Waterways Estate where another such consultation has taken place

Reply from the Cabinet Member for Environment

Yes. The timescale for that is the same. Changes to the Waterways Estate are funded on the back of the William Lucy Way proposals the timetable for which very much drives the other.

## 51/15 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)


<i>Speaker</i>	<i>Item</i>
Charles Young Ellie Grebinak	Item 4 – Proposed car Clubs – Headington Area, Oxford
Richard Ford	Item 6 – Proposed Disabled Persons Parking Places, Various Locations, Oxford plus Removal of an existing Parking Bay in Windmill Road, Headington
Michael Morley County Councillor Mark Gray	Proposed Amendment to Prohibition of Driving Order – Cholsey Old reading Road/Caps Lane

**52/15 PROPOSED CAR CLUB BAYS - HEADINGTON AREA, OXFORD**

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) objections received to formal consultations on proposals to introduce new parking bays for car club vehicles in All Saints Road and Sandfield Road in Headington. The proposals had initially been considered and deferred by the Cabinet Member on 8 October 2015 in order to explore opportunities for the provision of off-street facilities.

Emphasising the importance of taking residents' views into account Charles Young confirmed that intense competition for parking had persuaded him to dispense with his car when he had moved to the area. He now relied on co-wheels as did many others and felt that these schemes should be encouraged to continue.

Ellie Grebinak advised that that car clubs continued to increase in popularity with membership increasing in Oxford. Many people now felt they no longer needed to own a car and co-wheels wanted to continue to give people that option and over the last 2 years they had taken up offers of using private bays. It was this visible identity locally that was helping the scheme to grow and in so doing help alleviate the problems of on-street parking which was under intense pressure.

Mr Tole felt the case had been well made and commended the recommendation.

The Cabinet Member agreed that the scheme gave people a choice in mode of travel and with no alternative opportunities coming forward for off-road facilities felt the scheme worth supporting. Therefore having regard to the information set out in the report and the representations made to him at the meeting he confirmed his decision as follows:

to approve the proposals as advertised and detailed in the October 2015 report.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**53/15 PROPOSED WAITING RESTRICTIONS - LITTLEMORE OXFORD**

(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) objections received to a statutory consultation on a proposal to introduce additional 'no waiting at any time' restrictions on part of Cowley Road in Littlemore as a condition of the granting of a planning consent for a small development at the junction of Cowley Road and Pipleay Furlong.

Noting the support of the local member and having regard to the arguments and options set out in the report the Cabinet Member for Environment confirmed his decision as follows:

to approve implementation of the revised proposals as described in the report CMDE5.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**54/15 PROPOSED DISABLED PERSONS PARKING PLACES, VARIOUS LOCATIONS, OXFORD PLUS REMOVAL OF AN EXISTING PARKING BAY IN WINDMILL ROAD, HEADINGTON**

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) objections received to a formal consultation on proposals to introduce new disabled persons parking places at various locations in Oxford City, replacement of a permit bay with double yellow lines in Windmill Road, Headington and a request to remove an existing permit holders bay which was compromising a recently constructed off-street parking space.

Richard Ford objected to the proposals in Windmill Road which would seriously compromise the viability of his business which required manual movement of large items of furniture with vehicles often requiring more space than one shop frontage. He confirmed he would have objected strongly to the planning application had he known it would mean the loss of a parking space.

Having regard to the arguments and options set out in the report and the representations made to him the Cabinet Member for Environment confirmed his decision as follows:

- (a) approve the proposed new DPPS in Malford Road but defer implementation pending the outcome of a formal complaint from a local resident;
- (b) retain the permit bay on Windmill Road and review its status as part of the future Access to Headington consultation.
- (c) defer implementation of the bay in Quarry High street to allow further consultation in order to reach a compromise solution.

Signed.....  
Cabinet Member for Environment

Date of signing.....

## **55/15 PROPOSED AMENDMENT TO PROHIBITION OF DRIVING ORDER - CHOLSEY OLD READING ROAD/CAPS LANE**

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE6) objections received to a formal consultation on proposals to amend an existing Prohibition of Driving order that currently applied on the full length of the Old Reading Road at Cholsey between its junction with Caps Lane and the southern end of the road where it met with the A329 Wallingford – Reading road. The proposal had been required as part of a planning permission issued by South Oxfordshire District Council which related to the use of land adjacent to the Old Reading Road for an agricultural business.

Mr Morley expressed concern regarding the potential for a substantial increase in traffic and resultant safety issues around the access to the site, which would also directly affect high numbers of pedestrians and cyclists on Caps Lane. He urged that consideration be given to an alternative access at the southern end together with rationalisation of the speed limits in the area in order to eliminate the current 40 limit and achieve a straight drop from 50 to 30 mph.

Endorsing Mr Morley's comments Councillor Gray advised that residents supported provision of alternative access at the southern end which would take vehicular traffic away from Caps Lane and also help to slow traffic. Caps Lane enjoyed a tremendous amenity value particularly at weekends and not wanting to see that compromised through additional levels of traffic asked for a deferral pending a further site meeting to consider the options. He added that residents had paid for an independent set of measurements for the splays which had indicated they were not adequate due to the bend in the road.

Replying to a question from the Cabinet Member Mr Tole confirmed that a new planning permission would be required to continue use of the current access but in his view that was not the best option. He was aware that residents wanted to maintain the existing secure area with support for use as a circular walk and support for a new access onto A329 but the requirement was to deal with a traffic restriction as part of a district council planning permission and introducing another access onto A329 was not considered the best option on the grounds. Fewer junctions generally meant safer roads. It was inevitable that the business would lead to an increase in traffic but a transport assessment had put that figure at 19 more vehicles and even if a decision was taken to open up Access B people would still follow satellite navigation which would take them to Caps Lane.

Responding to the Cabinet Member Mr Kirkwood confirmed that the present junction was safe from a highway perspective and that the current speed limit arrangement seemed to work well.

The Cabinet Member advised having visited the site that he could see no merit from a highway perspective in opening up the southern end but felt the Caps Lane end could profit from some additional signing to be provided by the developer and that all traffic should turn right. He acknowledged local concerns regarding the adequacy of the line of sight and rationalisation of the speed limits and asked officers to review that stretch of road.

Therefore, having regard to the arguments and options set out in the report, the representations made to him and the further considerations as set out above the Cabinet Member for Environment confirmed his decision as follows:

to approve implementation of the proposals as advertised and described in the report CMDE7 but:

- (a) the developer be requested to provide adequate direction signing at the Caps Lane end;
- (b) officers be asked to review speed limits on the A329 between the existing 30 mph limit at Cholsey to the A4130 Wallingford Bypass.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**56/15 PROPOSED RAISED ZEBRA CROSSING - OXFORD HILL, WITNEY**

(Agenda No. 8)

The Cabinet Member for Environment considered objections received as a result of a formal consultation on a proposal to introduce a raised zebra crossing in place of an existing standard zebra crossing on Oxford Hill, Witney. The proposal had been deferred by the Cabinet Member on 8 October 2015 to consider further the justification for the works including the appropriateness of the use of a raised feature on a main route into Witney town centre.

The Cabinet Member noted that although there were still some objections residents nearby were in favour as was the local member. Therefore, having regard to the arguments and options set out in the report he confirmed his decision as follows:

to approve implementation of proposal as advertised and described in the report CMDE8.

Signed.....  
Cabinet Member for Environment

Date of signing.....