

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 15 November 2018 commencing at 10.00 am and finishing at 11.18 am

Present:

Voting Members: Councillor Yvonne Constance OBE – in the Chair

Other Members in Attendance: Councillor Nick Field-Johnson (for Agenda Item 4)
Councillor John Sanders

Officers:

Whole of meeting G. Warrington (Law & Governance); H. Potter (Infrastructure Operations)

Part of meeting

Agenda Item	Officer Attending
4.	J. Disley (Planning & Place)
5.	C. Rossington (Planning & Place)
5 & 6.	A. Kirkwood (Infrastructure Operations)
7.	L. Turner (Infrastructure Operations)

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.

58/18 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speakers</i>	<i>Item</i>
James Kitcher-Jones (Deputy Mayor Chipping Norton) West Oxfordshire District Councillor Neil Owen))))

West Oxfordshire District Councillor Julian Cooper Ken Gray (Burford Town Council) John White (Mayor of Burford) West Oxfordshire District Councillor Julian Cooper Colin Carritt (Woodstock resident) County Councillor Nick Field-Johnson)) 4. Burford Weight Limit)))))))
Sajad Khan (COLTA) Tim Gresswell (Tim's newsagents High Street)) 5. Oxford Various Locations –) Proposed Amendments to Parking) and Loading Places
Matthew Day (Aston Rowant Parish Council)	7. Proposed Traffic Calming Chicane B4409 Chinnor Road Kingston Blount

59/18 BURFORD WEIGHT LIMIT

(Agenda No. 4)

The Cabinet Member for Environment considered a report (CMDE4) seeking approval in principle for an 18-month experimental environmental weight limit covering the length of Burford High Street between the A40 roundabout to the south and the A361/A424 junction just north of Burford Bridge.

James Kitcher-Jones spoke in support. Chipping Norton Town Council had campaigned for many years to reduce heavy traffic levels in the town. Pending provision of a relief road they saw this as a necessary measure to reduce pollution in the town which was 50% above legal limits and the 300 HGVs which currently travelled through the town.

Responding to the Cabinet Member he could not put a specific figure on vehicle reduction but the town council were confident that it would be a significant reduction.

District Councillor Neil Owen felt the case had been well made for introduction of an order and he thanked the officers and everyone who had been involved in the process. He was confident that the trial period would clearly illustrate the benefits to be gained and hoped that in time the measure would become permanent.

Speaking in support Ken Gray pointed out that Department of Transport statistics showed HGV traffic to be predominantly long-distance originating from outside Oxfordshire; mainly north to south or south to north with east west traffic emanating from or to Bourton-on-the-Water. Diversion of north-south traffic would be by the M40/A34/A320 or the A429 to Cirencester or the A40 for east – west and not through local towns and villages. This diversion had been supported by patterns of traffic

when the A361 between Burford and Chipping Norton had been closed in March 2018 and had not resulted in any increase in HGV traffic on the Witney-Charlbury road, the Witney-Bladon road or the Stow-Chipping Norton road with traffic diverted to M40. The experimental order would show whether or not that trend would continue with substantial reductions in pollution levels in Witney and Chipping Norton. He added that no results should be used from the OCC model forecasting HGV routes which officers had acknowledged were inadequate.

John White endorsed the comments made by earlier speakers and welcomed the experimental order which would allow a decision to be taken based on fact and not assumption. He asked that the order specifically refer to vehicles of 7.5 tonnes accepting a comment from the Cabinet Member that there would need to be permitted exemptions.

District Councillor Julian Cooper was concerned and confident that this scheme would bring more traffic to Woodstock the impact of which would be felt in a town where front doors were closer to traffic than in Burford; with many services under the highway which would be put at risk and close to a World Heritage Site. He then posed a question that if this order was granted and a precedent set in Burford it would make it difficult to resist a similar request from Woodstock Town and so rather than adopt a piece meal approach to highway management he suggested that efforts should instead be made to securing a strategy for the whole of north Oxfordshire including double tracking of the Cotswold line.

Colin Carritt could see the merits in the experiment and although he had sympathy for Burford and its residents he was unhappy with views expressed regarding the effect on Woodstock and felt that any moves to alleviate problems in one area should not be at the expense of other communities such as, in this case, Enstone and Woodstock. Displaced traffic could lead to an additional 100 or more vehicles going through Woodstock which had more houses close up against the road than in Burford, more listed buildings. The road itself through Woodstock was narrow and hilly and these extra vehicles would only exacerbate the risk of accidents.

Responding to the Cabinet Member who had pointed out that one of the specific monitoring points proposed would be at the Bladon roundabout which would measure traffic in Woodstock he hoped that would be the case but he still regretted that there was no specific mention of Woodstock in the monitoring and evaluating process.

County Councillor Nick Field-Johnson clarified that HGVs were without doubt damaging Burford, its listed buildings and the services it provided. Other communities would benefit and he did not accept that displaced traffic would inevitably go through Woodstock but that was why a trial was being proposed. These measures were long overdue and he urged approval.

The Cabinet Member reported comments received from the West Oxfordshire District Council Cabinet supporting the proposal, while emphasising the importance of the effective use of the temporary period fully and properly to assess the impact of the proposed weight restriction in terms of the consequences for other towns and villages because of HGVs using alternative routes. A letter from Woodstock Town Council

objecting strongly to the order had been tabled and circulated with the published addenda sheet.

Mr Disley confirmed that an experimental order had been proposed to enable the highway authority to obtain a complete picture of traffic movements. That would then be properly evaluated using a range of robust measures culminating in another full consultation to be undertaken before any permanent measures were introduced.

Concerning the point raised by one of the speakers regarding a similar request for Woodstock he confirmed that the highway authority was required to work within a Local Transport Plan Route Hierarchy. That identified Burford High Street (A361) as a Class 3b County Principal (A) Classified Road (Minor) A road suitable for important cross and inter-county traffic where there were relatively lower volumes of mostly local traffic. Minor A-roads served to link larger settlements with major A-roads providing missing links and were roads which could be subject to weight restrictions where suitable alternative routes were available. However, the A44 through Woodstock had a status of a Class 2b Other Primary Route suitable for longer distance and inter-regional traffic and which might be part of the national lorry network. No restrictions on access or permanent weight restrictions could be considered on these types or road. Therefore, to allow a similar restriction in Woodstock would require the A44 to be given a different classification within the hierarchy framework.

He also confirmed that the order when made could be amended to include a specific 7.5 tonne limit.

The Cabinet Member for Environment acknowledged the letter from Woodstock Town Council but felt that monitoring would deal with those issues. The current proposal had been considered in great detail over the past 15 months with discussions going back more than 20 years. She noted the support from West Oxfordshire District Council and adjoining localities such as Chipping Norton and recognised the need for robust monitoring including a full evaluation of air quality. Therefore, having regard to the information contained in the report before her and the representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

- (a) approve in principle an experimental 7.5 tonne weight limit order for Burford, subject to agreement on local funding, evaluation and success criteria, and enforcement arrangements as described in the report CMDE4;
- (b) request a further report setting out these proposals in detail for consideration at a future Cabinet Member for Environment Delegated Decisions meeting, to enable the scheme to be implemented subject to their approval.

Signed
Cabinet Member for Environment

Date of signing.....

60/18 OXFORD: VARIOUS LOCATIONS - PROPOSED AMENDMENTS TO PARKING AND LOADING PLACES

(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) responses received to a statutory consultation on proposals to amend parking and loading places in High Street, New Road and Little Clarendon Street, Oxford. The proposals had stemmed from requests by the City of Oxford Licensed Taxi Association (COLTA) in relation to their general concerns about limited taxi rank provision in the city centre and the changes would allow the city council to carry out the necessary consultation for changes to taxi rank provision in these locations.

Sajad Khan spoke specifically to the blackcab trade element emphasising its importance as an integral part of the local transport service in Oxford. COLTA whilst supporting proposals for the 2 new ranks and reinstatement of the rank outside the Mitre and with regard to the latter understood concerns regarding removal of the loading bay but the Shepherd and Woodward rank was in an unsuitable location and not fit for purpose. Highlighting concerns expressed regarding zero emissions COLTA felt that it was unfair to penalise the blackcab trade as they were not the highest polluters and particularly when discussions were still ongoing regarding this issue.

Tim Gresswell spoke against reinstatement of the rank outside the Mitre. As an owner of a business adjacent to that site he advised that in 15 years he had only seen 1 taxi waiting there whereas the loading bay was in constant use with 3 deliveries daily to his shop in addition to dray deliveries to the Mitre. There would also be consequences for other businesses in the High Street which could lead to more closing. He had already closed down one business in the market and it would be a travesty to lose anymore. In any event the proposed rank would only accommodate 2 taxis and it was easy enough in his opinion to hail one. He tabled photographs showing congestion which would only be worsened by taxis.

The Cabinet Member confirmed that the issue of loading bays would be addressed.

Councillor John Sanders welcomed the proposed provision for taxi ranks but also suggested reconsideration be given to provision in other locations such as Norfolk Street. He also raised the issue of prioritising access for stallholders in Market Street.

Mr Rossington advised that since the report had been published a further 20 responses had been received making a total of 36. The final, updated summary of the response to the consultation was as follows:

Location	Support	Object	Neither	No opinion
High Street	17	14	3	2
Little Clarendon Street	18	5	4	9
New Road	22	1	3	10

This meant for High Street there had been an additional 11 responses supporting the advertised proposals with a further 8 objecting.

For New Road an additional 15 responses supporting the advertised proposals with 1 objecting.

For Little Clarendon Street an additional 12 responses supporting the advertised proposals with 3 objecting.

Of the additional objections to the High Street proposals, it was possible to identify 4 from Covered Market or High Street businesses including one from the Covered Market Tenants Association. Additionally, the Oxford Bus Company (OBC) had raised concerns and objected to the New Road proposal. On the High Street proposals, the same concerns were raised by the traders as those summarised in the published report about loss of loading space and impact on business activity. The OBC response had raised a valid issue regarding the nature of operational difficulties that buses were still experiencing in this vicinity on the basis that the space on the south side of the road where a bus stop and taxi rank were no longer used were kept clear for the majority of the time.

In the case of New Road, OBC had raised concerns about congestion approaching the zebra crossing on the corner because of the proximity of the proposed taxi rank at the corner with Castle Street. This could result in a stretch of one way working at times which would exacerbate congestion and therefore delays to traffic.

Officers recognised that some provision for taxis was required near the Mitre but felt on balance that the proposal could not be progressed in its current form and should be reconsidered. Similarly, in view of the significant response from OBC with regard to the New Road proposal and its proximity to the Castle Street crossing and the potential for bottlenecks officers were also suggesting that that element also be reconsidered.

Recognising the need for additional taxi rank provision the Cabinet Member for Environment acknowledged the comments made by officers with regard to the need to reconsider the siting of the High Street and New Road proposals. Therefore, having regard to the information set out in the report before her together with the representations made to her at the meeting she confirmed her decision as follows:

- (a)** note the full response to the consultation on the proposals for High Street and New Road and ask officers to (i) rethink how a taxi rank could be provided on High Street and (ii) request the city council to carry out the necessary formal consultation on a taxi rank on New Road in place of the advertised loading bay;
- (b)** note the full response to the proposals on Little Clarendon Street and request that the city council carry out the necessary formal consultation on the provision of the taxi rank.

Signed.....
Cabinet Member for Environment

Date of signing.....

61/18 OXFORD - PROPOSED NEW AND AMENDED DISABLED PERSONS PARKING PLACES

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a statutory consultation to amend, remove and introduce new disabled persons parking places (DPPPs) at various locations in Oxford.

Mr Kirkwood presented the report and having regard to the information set out in that report the Cabinet Member confirmed her decision as follows:

- a) approve the proposals for additional new bays in Barns Road & Norreys Avenue;
- b) reject the proposal for the removal of the existing bay in Junction Road;
- c) approve the proposal to remove the description of the bay in Duke Street from the Traffic Regulation Order.

Signed.....
Cabinet Member for Environment

Date of signing.....

62/18 PROPOSED TRAFFIC CALMING CHICANE B4009 CHINNOR ROAD KINGSTON BLOUNT

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a statutory consultation on revised proposals to install traffic calming measures on the B4009 Chinnor Road at Kingston Blount following concerns raised by Aston Rowant Parish Council regarding speed of traffic on the B4009 Chinnor Road and High Street at Kingston Blount.

Matthew Day spoke in support of the scheme. Although a B road the B4009 was a fast road particularly at this point with traffic entering the village at speeds significantly higher than 30 mph. That had resulted in a number of collisions including 1 fatality and buildings being hit. As funders of the scheme the parish council had tried to take a measured response to this situation with 3 years of consultation resulting in a proposal for a physical build-out. An earlier proposal for the provision of road humps had been rejected due to concerns expressed regarding noise. This

current scheme was now felt to offer the best solution. Recent trials had indicated some improvement and he thanked County Council officers for their help with that exercise and the design of the scheme.

Mr Turner confirmed that officers had worked closely with the parish council. Recent trials carried out indicated the proposed site of the build out offered the best location and the most protection. An independent safety audit would be carried out prior to construction although tests had indicated the audit would be successful. Responding to the Cabinet Member he confirmed that the dimensions for the build-out prevented separate provision for cyclists but that each island would be lit with street lights.

While acknowledging objections received regarding the tendency for chicanes to potentially encourage traffic to speed up and for potential delays to occur the Cabinet Member for Environment, however, felt that in this case the objective of slowing traffic at this point was a laudable one and so having regard to the information set out in the report before her together with the representations made to her at the meeting confirmed her decision as follows:

to approve proposals to install traffic calming measures on the B4009 Chinnor Road at Kingston Blount as advertised subject to a satisfactory road safety audit.

Signed.....
Cabinet Member for Environment

Date of signing.....

..... in the Chair

Date of signing