

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 4 September 2014 commencing at 10.30 am and finishing at 11.30 am

Present:

Voting Members: Councillor David Nimmo Smith – in the Chair

Other Members in Attendance: Councillor David Williams (for Agenda Item 4)
Councillor Roz Smith (for Agenda Item 5)
Councillor Nick Hards (for Agenda Item 6)

Officers:

Whole of meeting G. Warrington (Law & Culture); J. Daughton (Environment & Economy)

Part of meeting

Agenda Item	Officer Attending
4,5 & 6	D. Tole (Environment & Economy)
7	B. Peers (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.

46/14 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Graeme Fry Dr Hossein Zand Representative Medina Mosque Councillor David Williams))4. Minor Changes to Magdalen Road) (North) CPZ)
Councillor Roz Smith	5. Proposed Pedestrian Crossing- Windmill School, Margaret Road, Headington

Lea Perry Councillor Nick Hards) 6. Proposed 20 mph and Buildout-) Oxford Crescent, Didcot
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47/14 MINOR CHANGES TO MAGDALEN ROAD (NORTH) CONTROLLED PARKING ZONES

(Agenda No. 4)

At his meeting on 27 February 2014 the Cabinet Member for Environment considered objections received to a formal consultation on proposals to make minor amendments to the existing Controlled Parking Zones (CPZs) in Divinity Road and Magdalen Road (North) areas. The matters concerning Divinity Road CPZ were resolved but in light of representations made at that meeting a decision on the proposals for Magdalen Road (North) CPZ was deferred to enable further consideration and site visits by the Cabinet Member who was now being recommended that the proposals for Magdalen Road (North) as originally advertised in December 2013 should be implemented.

Mr Fry considered any amendments to the CPZ to meet the needs of one group would be unfair on residents in Stanley Road. The CPZ was very important to residents who were concerned that any relaxation of restrictions now would be the thin end of the wedge ultimately leading to the lifting of the CPZ on Stanley Road. Residents were opposed to that but wanted to help the Mosque and to that end had worked closely with them through a liaison committee to address issues of noise and parking. There were issues of enforcement which needed to be addressed.

Dr Hossein Zand referred to problems of parking all over Oxford. The residents of Stanley Road wanted to live in peace, mutual respect and harmony and the CPZ was crucial to that. There were many visitors to other facilities in the area but none had asked for the current CPZ to be lifted. The elders of the mosque had pledged to the planning authority to encourage the use of public transport but that did not seem to be happening and the area was used as a park and ride site by non-residents, taxi drivers and so on. The existing CPZ helped to make the area a safer and friendlier place and any changes to it should be resisted.

Councillor Williams referred to the long and involved process to get the CPZ into operation. It had worked well addressing huge problems with traffic and any moves to change it now should be resisted. Further consultation had shown that 99% of Stanley Road residents were opposed to any change and would resist any return to the chaotic position that existed before the CPZ. He referred to the liaison committee which had worked well and residents had worked in harmony with the mosque but residents in the area were now looking to the county council to support them and retain the status quo with regard to the CPZ.

A representative from the Medina Mosque explained that current parking restrictions affected the mosque more than anyone. They had done all they could to encourage different modes of transport but were now asking for the removal of the evening restrictions on that part of Stanley Road where there were no houses. The restrictions were affecting numbers coming to evening prayer which in the summer

started at 10.30 and in the winter at 4.30. Allowances had been made for local businesses such as the Rusty Bicycle pub and Exeter College with the only restriction aimed at the mosque, which had resulted in anger and resentment. The proposal to relax a number of spaces on Iffley Road would not be enough.

Mr Tole reported receipt of a further 7 letters/emails all from residents of Stanley Road setting out their objections to any change; support for the current regime with no further change and improved enforcement. He had also spoken to another resident and City Councillor regarding the need to improve enforcement at night to deal with other issues of concern and confirmed that there were no proposals to make any further changes to the CPZ unless something significant happened such as major development.

The Cabinet Member referred to a further 15 emails which he had received all of which had expressed concern about lifting restrictions on Stanley Road and had reassured them that that was not the issue currently before him. He appreciated parking in Oxford presented real difficulties with enforcement an obvious concern but there were limits to what could be achieved.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and the further considerations set out above the Cabinet Member confirmed that he had not been persuaded to change any restrictions on Stanley Road but was happy to agree the relaxation of the restrictions on Iffley Road and confirmed his decision as follows:

to approve the proposed changes to parking restrictions for the Magdalen Road (North) CPZ as originally advertised in December 2013.

Signed.....
Cabinet Member for Environment

Date of signing.....

48/14 PROPOSED PEDESTRIAN CROSSING - WINDMILL SCHOOL, MARGARET ROAD, HEADINGTON

(Agenda No. 5)

The Cabinet Member considered the results of a formal consultation on proposals to introduce a new pedestrian crossing and associated changes to traffic calming in the vicinity of Windmill Primary school.

Councillor Roz Smith was generally supportive and confirmed that a number of her concerns regarding design and drainage had been answered. However, she raised the issue of increased movement to the school and implications for traffic including issues of rat running from the Eastern Bypass. A crossing here at a very busy point would help. She was pleased to see the proposal for the build out at the Wharton Road junction although some respondents had felt it was not enough with suggestions for a zebra crossing.

Mr Tole confirmed there had been a high level of response with the main concern being whether or not the proposals went far enough. Further concerns regarding drainage issues and light pollution from belisha beacons on the crossing could be resolved. The proposals had been designed to support a growing school.

The Cabinet Member accepted that the proposals were responding to expansion at the school and needed to be seen in the context of a future wider scheme for the area.

Having regard to the arguments and options set out in the documentation before him the representations made to him and the further considerations set out above the Cabinet Member for Environment confirmed his decision as follows:

to approve the proposed pedestrian crossing and associated traffic calming measure in the vicinity of Windmill School as advertised.

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Cabinet Member for Environment

Date of signing.....

49/14 PROPOSED 20MPH AND BUILDOUT - OXFORD CRESCENT, DIDCOT
(Agenda No. 6)

The Cabinet Member for Environment considered the results of a formal consultation to introduce a 20 mph speed limit along the length of Oxford Crescent in Didcot and a single kerb buildout with associated flat-top road hump.

Mr Perry advised that it was approaching the first anniversary of his son’s accident and the move to provide these measures had been to prevent a similar tragedy happening to others. The Crescent was close to a school and used as a cut through and whilst he accepted that there had been some objections mainly because of the loss of some parking space most, if not all, had access to alternative parking. There had been a great deal of local support and he was confident the proposal would improve safety and confirmed that efforts would continue to raise funds in his son’s memory in order to improve safety.

Councillor Nick Hards advised the site was in a narrow residential road close to Didcot Girls School and subject to a lot of traffic at school drop off and pick up times. Considering that the consultation had been sent to 103 recipients the number of objections received to the scheme had been small with only 15 returned, 12 of which had come from residents, although not all of those had objected. While there had been some opposition to the speed limit the main opposition had centred on the build out but he was confident it would help to further control speed. He congratulated Mr Perry and his family on their commitment to fund raising.

Mr Tole confirmed there had been several rounds of consultation with the majority of objections received focusing on the loss of parking, although only 1 or possibly 2 spaces would now be lost under these proposals. He understood alternative parking was available. A zebra crossing was not appropriate because of traffic and pedestrian flow but the build out would provide somewhere for people to stand and be seen. Furthermore if a crossing were provided then zig-zag lines associated with that facility would result in the loss of more parking spaces. Currently speeds on the crescent were around 20 mph but a formal restriction would help set the tone for people to drive in a certain way. He confirmed the level of response to the consultation as detailed by Councillor Hards and that costs for the development were being met jointly by Councillor Hards and the Perry family’s fundraising.

The Cabinet Member accepted that the loss of one parking space was not an issue. Expressing his sympathy to Mr Perry and his family he thanked him for their fund raising efforts and coming to speak in what must have been difficult circumstances.

Having regard to the arguments and options set out in the documentation before him the representations made to him and the further considerations set out above the Cabinet Member for Environment confirmed his decision as follows:

to approve the proposed 20 mph speed limit and the kerb buildout and associated traffic calming on Oxford Crescent, Didcot as advertised.

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Cabinet Member for Environment

Date of signing.....

50/14 PROPOSED PUFFIN CROSSING - A417 STANFORD IN THE VALE

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a consultation on a proposed new puffin crossing on the A417, Faringdon Road.

Mr Peers referred to some of the issues raised during consultation. These had included fears of urbanisation, although the Inspector had concluded that was already the case in this area and use of the crossing late at night, which could prove to be invasive to neighbouring residents. He felt that seemed an unlikely situation but if it proved to be the case then consideration could be given to turning the crossing off at night although that was usually resisted.

The Cabinet Member advised that he had visited the site and appreciated some of the concerns regarding siting and felt it could have been sited closer to the roundabout. However, he accepted a crossing was needed for the reasons set out in the report and having regard to those arguments and options as set out in the documentation before him the representations made to him and the further considerations set out above he confirmed his decision as follows:

- (a) approve implementation of the proposed puffin crossing as advertised;
- (b) request that officers closely monitor the safety performance of the crossing and the impact it had on traffic following the completion of the works.

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Cabinet Member for Environment

Date of signing.....