

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 20 December 2018 commencing at 10.00 am and finishing at 11.25 am

Present:

Voting Members: Councillor Yvonne Constance OBE – in the Chair

Other Members in Attendance: Councillor John Sanders (Shadow Cabinet Member for Environment)

Councillor John Howson (Agenda Item 2)
Councillor Roz Smith (Agenda Item 2)
Councillor Liz Brighouse (Agenda Item 4)

Officers:

Whole of meeting G. Warrington (Law & Governance)

Part of meeting

Agenda Item	Officer Attending
4, 5, 6 & 7	H. Potter and A. Kirkwood (Infrastructure Delivery)
4	S. Wilson (Infrastructure Delivery)
8	R. Hansen & S Read (Infrastructure Delivery) and M. Walker (Communities)
9	P. Day and C. Simms (Planning & Place)

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.

63/18 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

Councillor John Howson

“There are currently seven schools educating children of secondary school age within my Division. They may be joined, at least temporarily, by an eighth in September 2019. In total these schools educate more than 4,500 young people. The Marston Ferry Road is an important part of the daily journeys of many pupils.

Will the Cabinet member ask officers to undertake a full review of current arrangements between the Banbury Road junction and the river Cherwell bridge to

ensure that all possible safety measures are in place. Specifically, there is a VAR sign on the west bound carriageway; could officers be asked to advise on installing such a VAR sign on the east bound carriageway, especially if the Swan School opens in temporary premises in 2019 off the eastern end of the Marston Ferry Road.”

Reply from the Cabinet Member for Environment

“With the development of the Swan School and associated activity officers will continue to monitor the impact of traffic movements on the Marston Ferry road and instruct further survey work as required.

In addition, the recent announcement of the Growth Deal funding includes consideration of the approach to Banbury Road from Marston Ferry Road as part of a wider policy objective to make travel more accessible, safer and convenient for pedestrian, cycle and public transport users. The scheme is required to be delivered by March 2023.

With regard to the installation of a new Vehicle Activated Sign [VAS], we don't currently have a budget for installing or maintaining these signs, however if funding were made available from other sources e.g. through a community initiative or developer contribution we could consider it further if it met the criteria to justify installation.

DfT guidance indicates that VAS should be considered only: -

- where there is a collision problem at the site
- and the collisions are associated with inappropriate speeds

At present based on those criteria there is no justification for installing a sign on the east bound carriageway of the Marston Ferry road. The VAS installed on the west carriageway was installed several years ago [2005] as a trial site with what was then a new type of sign. It was not subject to the same criteria applied today.

There are additional criteria which are considered in Oxfordshire but they don't currently apply on this road.

Traffic flows and speed will remain under review during and after the development of the new school.”

Supplementary by Councillor Howson

“There are currently 2 VAS in my division on Kingston Road one of which at the northern end is of great value whereas the other at the southern end where traffic is already slowing down less so. Would it be feasible to consider re-siting that sign?”

Reply by the Cabinet Member for Environment

“Officers will investigate the possibility of relocating that sign.”

Councillor Roz Smith

“At the 16 October Cabinet meeting I asked questions about the non-residential parking permits issued and the monitoring of them. Unfortunately, I don’t appear to have received a written response on “what could be done to monitor use”. For ease of reference the questions and answers given are copied below.

I understand a new contract for civil enforcement is being considered by officers. Can the Cabinet member assure me that the parking policy for monitoring the use of business parking permits will be in place before the new contract is awarded and that effect monitoring of misuse will take place?”

Response by the Cabinet Member for Environment

“Our current enforcement contractor NSL Services regularly notify us of vehicles displaying valid Business parking permits that are not being used in accordance with our Terms & Conditions. Therefore, to aid us in our decision to withdraw a permit we ask that they monitor said vehicles for one week by means of recording tyre valve positions at vital intervals during the day. This helps to establish if vehicles have moved throughout the day for business operational purposes.

It will also be made standard practice to monitor vehicles displaying valid Business permits in the new enforcement contract.

I am pleased to report that with NSL taking the above actions, three permits from the Headington CPZ in particular, are being withdrawn.”

Supplementary question from Councillor Smith

“Thank you for the response which I am happy with. However, can you advise when the new tender currently under review is likely to be finalised and what provision will be made on the issue of business permits.”

Reply by the Cabinet Member for Environment

“I understand early next year. The enforcement of business permits will be a separate category within that tender which will be of importance bearing in mind the roll out of CPZs.”

64/18 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
County Councillor Liz Brighthouse	4. Oxford: Wood farm Area – Proposed Controlled parking Zone

James Kitcher-Jones (Chipping Norton Town Council)	5. Chipping Norton – Proposed 20mph Speed Limit
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65/18 OXFORD: WOOD FARM AREA - PROPOSED CONTROLLED PARKING ZONE

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) responses received to a statutory consultation to introduce a Controlled Parking Zone (CPZ) in the Wood Farm area of Oxford to be funded from developer contributions.

Councillor Liz Brighthouse spoke in support of the proposal as parking was a huge issue locally particularly commuter parking. There was an evident need for something to be done and despite the level of deprivation in the area, which meant some residents would find the level of charge difficult to manage she felt this would be welcomed by the majority of residents. That support had been demonstrated by the level of responses received to the informal consultation and she suspected that having responded at that time many responders possibly assuming that the scheme would go ahead had not then responded to the formal consultation. She suggested that the link between the two consultation exercises might need to be strengthened. Displacement parking and enforcement was still an issue in Lye Valley with some vehicles left for up to 3 or 4 days. She understood that with regard to unadopted roads the City Council had indicated these would be dealt with in conjunction with the county council finalising CPZs. She raised the issue of Wood Farm school and understood that officers were working with the school regarding their parking issues,

Mr Kirkwood confirmed that the city council were providing fencing to help address the issue of vehicles parking on grassed areas which was an issue raised by a number of responders.

The Cabinet Member for Environment acknowledged the need for the scheme and recognising the issue that some residents might find the level of charge difficult suggested perhaps that quarterly or monthly payments might help in that regard. Regarding the issue of staff parking at Wood Farm school it was not the intention to encourage people to drive in and then get preferential treatment to park and it was for the school to ensure it used the space available to it as efficiently as possible through a school transport plan. This was a priority 1 scheme which she hoped would be implemented soon. Therefore, having regard to the information set out in the report before her and the representations made to her at the meeting she confirmed her decision as follows:

to approve proposals to introduce a Controlled Parking Zone (CPZ) in the Wood Farm area of Oxford as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

66/18 CHIPPING NORTON - PROPOSED 20MPH SPEED LIMIT

(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit in Chipping Norton town centre put forward by Chipping Norton Town Council who were also funding the proposals in response to concerns over road safety and the wider adverse impact of traffic on residents.

James Kitcher-Jones on behalf of Chipping Norton Town Council emphasised the importance of the scheme in addressing pressures in the town which could only increase as a result of the projected increase in housing. There were a number of narrow pavements in the town and slowing down traffic was seen as being of paramount importance in raising pedestrian safety and improving driver reaction time. In addition to safety benefits the Town Council also saw a number of economic benefits to be gained from the scheme.

The Cabinet Member noted the support of County Councillor Hilary Hibbert-Biles and her intention to sponsor 20 mph flashing signs outside schools. Officers would work with her to prepare a detailed estimate for that provision.

Mr Kirkwood referred to 5 late responses to the consultation all in support. He confirmed that if finance became available then the scheme could potentially be extended. Regarding the concerns lodged by Thames Valley police regarding a 20 mph limit on a strategic road the stretch of the A44 in question was subject to modest flows and the proposal complied with Department for Transport policy.

Regarding the comment from West Oxfordshire concerning air quality it was not considered that the proposed scheme would prejudice present levels.

Having regard to information set out in the report before her together with representations made to her at the meeting including the response from officers to the objection from Thames Valley police and the comment from West Oxfordshire District Council regarding air quality the Cabinet Member for Environment confirmed her decision as follows:

to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit in Chipping Norton town centre as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

67/18 ASTON TIRROLD AND UPTHORPE: PROPOSED 20MPH & 50MPH SPEED LIMIT

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a statutory consultation to introduce a 20mph speed limit in place of the existing 30mph limit in the village of Aston Tirrold and Upthorpe and replace two short lengths of unrestricted (60mph) road leading out of the village with a 50mph speed limit. The proposals were being promoted and funded by the Aston Tirrold and Upthorpe Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents.

The Cabinet Member noted the support of Councillor Simon Clarke the local member for reduced speed limits in Aston Tirrold and Upthorpe who had also commented that currently, traffic approaching the village from the South on the A417, was limited to 50 mph and was then briefly unrestricted (60 mph) on both Chalk Hill and Spring Lane, before being slowed to 30 mph in the village itself. Spring Lane was particularly narrow, with barely enough room in places for two average sized cars to pass each other easily. He considered that this incongruity needed to be rectified by reducing the speed limit on these roads to at least 50 mph. Aston Tirrold and Upthorpe consisted of tight, winding rural lanes and blind bends, was relatively poorly lit, lacked footpaths, but its roads had plenty of parked cars, making them suitable for a 20mph speed limit. Residents had also reported increased volumes of traffic using the area as a short cut to access Didcot and Wallingford.

Having regard to the information set out in the report before her along with the representations from the local member the Cabinet Member for Environment confirmed her decision as follows:

to approve proposals to introduce a 20mph speed limit in place of the existing 30mph limit in the village of Aston Tirrold and Upthorpe and replace two short lengths of unrestricted (60mph) road leading out of the village with a 50mph speed limit as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

68/18 EAST HANNEY - PROPOSED 30MPH SPEED LIMIT

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a statutory consultation to introduce a 30mph speed limit in place of the existing 50mph limit on the Steventon Road at East Hanney put forward as a result of a residential development on the north side of the Steventon Road and funded by that development.

Noting the support of the local member Councillor Anda Fitzgerald-O'Connor and the comments of officers in response to the objection from Thames Valley Police that some supporting measures would be investigated along with consistency with other limits the Cabinet Member, having regard to the information set out in the report before and the representations made to her at the meeting confirmed her decision as follows:

to approve proposals to introduce a 30mph speed limit in place of the existing 50mph limit on the Steventon Road at East Hanney as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

69/18 APPLICATION OF HIGHWAY POLICY REVIEW - PHASE 1
(Agenda No. 8)

The Cabinet Member for Environment considered (CMDE8) a number of policy statements produced to meet the requirements of the Highways Code of Practice presented to Cabinet in November 2017 which had outlined the development of a new highways management framework. It had been agreed that sign off of updated policies and procedures would be via reports to the Cabinet Member Delegated decisions meetings or by the relevant Director dependent on the level of service charge but as this was the first round of policy updates it had been agreed that these would be taken to the Cabinet Member for Environment Delegated Decisions meeting irrespective of level of service charge.

The report also sought approval to apply a more flexible approach to how the Statement of Priorities Definitive map caseload would be managed in future.

The new documentation had been developed in collaboration with legal and insurance teams in addition to consultation and lengthy discussion at the Cabinet Advisory Group for Environment and Transport in November 2018.

Officers presented each Annex and responded to questions from the Cabinet Member as appropriate.

Annex 1 – the county council would work closely with road safety teams and police etc regarding future use of coloured surfacing.

Annex 2 – any parish council request for no street lighting would be considered with the safety of highway users in mind.

Annex 3 – there were different investigatory levels but all were machine based and all in line with national guidelines.

Annex 4 – the authority would continue to work closely with parish councils.

Annex 5 – the service aims were a proactive approach to protect and maintain highway assets. There were set programmes for maintenance etc but where an incident was considered unsafe for road users but was not the responsibility of the authority work could be carried out and charged to the relevant landowner.

Annex 6 – lines and studs would be replaced on a need/safety basis using DfT guidance and consultation with key stakeholders including road safety teams and police.

Annex 7 – enforcement of speed limits remained the responsibility of the police and would continue to be imposed after the necessary consultation to promote safety etc.

Annex 8 – opportunity to reduce street clutter and redirect resources to provide facilities where need was greatest. Biannual checks of vehicle barriers and quadrennial checks for pedestrian barriers would be carried out.

Annex 9 – a lot of traffic mirrors were placed on private land so had not formed part of this inspection and were not maintained by the authority. However, if glare was found to be a problem then that issue would be investigated.

Annex 10 – no specific issue raised.

Annex 11 – progress welcomed and Cabinet Member aware of the need for a different and more consistent approach.

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:

to agree:

- (a) the revised Highways Policy Statements at Annex 1 – 10 to the report CMDE8;
- (b) the revised Statement of Priorities at Annex 11 to the report CMDE8.

Signed.....
Cabinet Member for Environment

Date of signing.....

70/18 OXFORDSHIRE MINERALS & WASTE ANNUAL MONITORING REPORT 2018

(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE9) the draft Oxfordshire Minerals and Waste Annual Monitoring Report 2017 (Calendar Year) which covered the period 1 January to 31 December 2017. Production of reports wwa an annual requirement.

Having regard to the information set out in the report the Cabinet Member for Environment confirmed her decision as follows:

- (a)** approve the Oxfordshire Minerals and Waste Annual Monitoring Report 2017 (Calendar Year) in the Annex to the report CMDE9;
- (b)** authorise the Director for Planning & Place to carry out any necessary final editing of the Minerals and Waste Annual Monitoring Report 2017 (Calendar Year) for publication on the County Council website.

Signed.....
Cabinet Member for Environment

Date of signing.....