

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

**MINUTES** of the meeting held on Thursday, 26 February 2015 commencing at 10.30 am and finishing at 11.05 am

**Present:**

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

**Officers:**

Whole of meeting G. Warrington (Law & Culture); M. Kemp (Environment & Economy)

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
4,5 & 6	D. Tole (Environment & Economy)
7	T. Flanagan (Chief Executives)

*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.*

### 5/15 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

Speaker	Item
John Histon John White Simon Marshall	) ) 4. Proposed Changes to Parking – ) Burford

**6/15 PROPOSED CHANGES TO PARKING - BURFORD**

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) objections received to a formal consultation on proposals to introduce or amend parking restrictions in several streets in parts of Burford.

Mr Histon a resident for 10 years confirmed that whilst he did not object to the technical aspects of the proposal he had grave concerns regarding the potential effect on Burford as a small town. Burford would be seriously disadvantaged if it was treated in the same way as larger towns such as Witney as it did not have high levels of alternative parking available. Such a comparison was wholly inappropriate. There were 2 small car parks both in the flood plain which were inadequate and poorly served. Reductions in the level of available parking would have a considerable impact on Burford where there were already currently 6 empty shops. Charges for parking would be detrimental to local trade and any changes should reflect and enhance the natural pace of a small town like Burford.

Mr White the Mayor of Burford speaking on behalf of the Town Council stated that Burford largely relied on visitors to the town and any move which might further discourage that needed to be considered carefully and he highlighted the current number of empty shops as testament to that. A compromise proposal submitted by the town council to serve the interests of both traders and residents had not been referred to in the officer report. He considered the restriction in Swan Lane completely unnecessary and one that the town council opposed.

Simon Marshall supported retention of the status quo on the High Street and that the proposed three hour limited waiting should not proceed. He saw no real objection to the proposals in other areas but highlighted potential for conflict due to congestion at the exit of Witney Street onto the High Street.

Mr Tole confirmed that these proposals had been triggered by development at the top of the town, which had provided some finance but it was clear that there was a divergence of views in the town on the best way forward. The main focus had clearly been on proposals to limit parking on the Hill with a lot of responses received objecting to that element. As a result the proposals on High Street had been relaxed and that amendment had been reflected in the report.

With regard to the junction of Witney Street with High Street no change was being proposed because of a need to accommodate delivery vehicles.

With regard to Swan Lane again there had been a divergence of views with strong comments for and against additional restrictions. The officer view remained that the restrictions should proceed as advertised in order to alleviate the passage of wider vehicles.

The overall effect of the proposals in total had been fairly neutral on gains and losses and efforts had been made to balance the needs of residents and visitors alike.

Responding to the Cabinet Member with regard to High Street and Lower High Street he confirmed the view that the most appropriate way forward now was to maintain the

status quo and that realistically with current levels of enforcement it would make little difference if the restriction was for 2 or 3 hours.

The Cabinet Member recognised the particular situation in Burford which, as a medieval town, had not been built with the motor car in mind. Therefore he was minded to approve the amended restrictions as set out in the report. With regard to Swan Lane and Pytts lane he was not convinced that the proposals there represented the best solution and so was minded to defer those proposals for the time being and reconsider the matter in the light of restrictions introduced elsewhere in the town. Therefore 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 he confirmed his decision as follows:

to approve the proposed parking restrictions for Burford as advertised and amended as described in the report CMDE4 except for the proposed restrictions on Swan Lane (east of Pytts Lane) which should not proceed at this stage but kept under review.

Signed.....  
Cabinet Member for Environment

Date.....

**7/15 PROPOSED ZEBRA CROSSING - A415 KINGSTON BAGPUIZE**  
(Agenda No. 5)

The Cabinet Member for Environment had before him a report (CMDE5) setting out objections and other comments received in response to a statutory consultation on a proposed new zebra crossing on the A415, Kingston Bagpuize.

Mr Tole confirmed that since publication of the report David Wilson Homes had agreed to make a £20,000 payment to fund either a zebra crossing or as a contribution to a puffin crossing. The report had also recognised a case to reconsider provision and alternative locations in the light of possible further development in the village.

The Cabinet Member agreed that the desirability of providing a crossing but remained to be convinced that this was the best site for it. Therefore in the light of the agreement with David Wilson Homes and 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 he confirmed his decision as follows:

to defer a decision on provision of a crossing on the A415, Kingston Bagpuize as originally advertised pending further consideration of alternative sites.

Signed.....  
Cabinet Member for Environment

Date.....

**8/15 PROPOSED 50MPH SPEED LIMIT - A417 WANTAGE TO WEST HENDRED**

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) a report presenting objections received to a consultation on a proposal to introduce a 50 mph speed limit on the A417 Reading Road between Wantage and West Hendred and replacing the current national speed limit. The proposal had arisen following a request by the local member Councillor Stewart Lilly in response to local concerns over road safety.

Mr Tole confirmed the details of the two objections one from the Wantage town council and a second from a driver, both on the basis of need. Thames Valley police had commented that the restriction would bring some consistency to speeds along this road.

The Cabinet Member advised that having driven along this stretch of road recently he had found it easy to comply to the proposed limit with very few accesses onto the road from neighbouring parishes. Therefore, having regard to the arguments and options set out in the documentation before him and the further considerations set out above he confirmed his decision as follows:

to approve implementation of a 50 mph speed limit on the A417 Reading Road between Wantage and West Hendred in place of the current national speed limit as advertised.

Signed.....  
Cabinet Member for Environment

Date.....

**9/15 REQUEST FOR EXEMPTION FROM TENDERING REGARDING POTENTIAL REALLOCATION OF LSTF FUNDS FRO OXONBIKE**

(Agenda No. 7)

The Cabinet Member for Environment considered a report (CMDE7) which sought endorsement for an exemption from procurement to enable a proposal to extend the operation of the OXONBIKE cycle hire scheme from the scheduled end date of June 2015 until February 2016.

The Cabinet Member welcomed the proposal which would help encourage future increased use and the potential to expand the use of electric bikes. Therefore having regard to the arguments and options set out in the documentation before him and the further considerations set out above he wished the scheme continuing success and confirmed his decision as follows:

to approve an exemption from procurement to enable a proposed scheme extension of the OXONBIKE cycle hire scheme from the scheduled end date of June 2015 until February 2016.

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Signed.....  
Cabinet Member for Environment

Date.....

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