



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 12 November 2015 at 10.00 am
Committee Rooms 1 and 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 20 November 2015 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "Peter G. Clark".

Peter G. Clark
Head of Paid Service

November 2015

Contact Officer: **Graham Warrington**
Tel: (01865) 815321; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 14 January 2016

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

4. Proposed Loading Restrictions - Pembroke Street, Oxford (Pages 1 - 8)

Cabinet Member: Environment

Forward Plan Ref: 2015/078

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE4**).

The report presents objections received in the course of a statutory consultation on a proposal to introduce loading/unloading restrictions and an exemption for cyclists in relation to the one way restriction along Pembroke Street in Oxford. The proposal also includes an exemption for cyclists from the 'No Entry' into Pembroke Street at St Aldates, which will enable westbound cycling along this route.

The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposal as advertised.

5. **Proposed Disabled Parking Places - Cherwell Area** (Pages 9 - 18)

Cabinet Member: Environment

Forward Plan Ref: 2015/074

Contact: Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy (Commercial) (**CMDE5**).

The report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Cherwell:

- Junction Road, Banbury;
- Rutters Close, Kidlington;
- Wise Close, in Bodicote

These proposed bays have been requested by disabled residents in the above roads.

A fourth request for a DPPP in Little Green, Bloxham had been deferred by the Cabinet Member in January 2015 pending further consultation. That has now taken place with the matter brought back for further consideration.

The Cabinet Member for Environment is RECOMMENDED to approve the proposed new DPPPs as advertised.

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Division(s): Jericho & Osney

CABINET MEMBER FOR ENVIRONMENT – 12 NOVEMBER 2015

PROPOSED LOADING/UNLOADING RESTRICTIONS & ONE WAY EXEMPTION FOR CYCLISTS – PEMBROKE STREET, OXFORD

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections received in the course of the statutory consultation on a proposal to introduce loading/unloading restrictions and an exemption for cyclists in relation to the one way restriction along Pembroke Street in Oxford.

Background

2. Funding for introducing the restrictions in Pembroke Street has been obtained by the City Council as part of the ongoing resurfacing and pedestrianisation of the road. The proposed restrictions will prohibit loading and unloading on both sides of the road between 8am and 6.30pm daily, apart from a time-limited loading bay located approximately half-way along the north side. Together with the redesign of the carriageway and footways this will provide a more attractive and expeditious route for pedestrians traversing between the Westgate Centre and St Aldates; the loading bay will allow suitable and adequate loading for residents and businesses. Details of the proposal are shown in the plans at Annex 1 (with further details at Annex 3).
3. The proposal also includes an exemption for cyclists from the 'No Entry' into Pembroke Street at St Aldates, which will enable westbound cycling along this route.

Consultation

4. The formal consultation on the proposals was carried out between 20th August and 18th September 2015. This comprised letters being sent to 70 residential & business properties in the immediate area, street notices being placed at intervals along the street, a public notice published in the Oxford Times on 20th August and an email being sent to the statutory consultees including Thames Valley Police, the fire and ambulance services, Oxford City Council in addition to the local members. A total of 8 responses were received during the consultation period which are summarised at Annex 2. Copies of all correspondence are on deposit in the Members' Resource Room.

5. One objection was received from a local business located within Pembroke Street regarding the exact location of the loading bay which is positioned directly in front of their premises
6. Thames Valley Police are concerned that merely excluding cycles from the current “No Entry” restriction from St Aldates would put them in direct conflict with vehicle traffic already using Pembroke Street, and as such objected to the proposal on safety grounds.
7. Councillor Pressel (as local Member) is supportive of the proposals but expressed a request for additional measures to reduce speeds of motor vehicles; Councillor Tanner fully supports the proposals. Other respondents did not object but had concerns particularly regarding the capacity of the loading bay to meet the needs of local businesses.

Response to objections and concerns

8. The concerns expressed by Thames Valley Police over the dangers posed by formally permitting two-way cycling are noted. However, monitoring of other roads in Oxford where there is effectively only width for one direction of traffic – as applies in other narrow one-way streets in the City Centre where there is regular non-compliance by cyclists, and also in many minor residential roads which are legally two way but where parking creates quite long lengths of single lane operation – shows a minimal number of reported accidents. This is likely due to the fact that on-coming vehicles have typically excellent view of each other and that speeds are typically quite low. Pembroke Street is already subject to a 20mph limit, is straight and the changes to the surfacing in the street should further serve to encourage low speeds.
9. The objection relating to the positioning of the loading bay was the subject of detailed discussions with the scheme designers to explore possible alternatives. However the location of the bay as advertised is largely dictated by the carriageway characteristics with the proposed location taking advantage of the available width of the road at this point and the impact on the accesses to adjacent properties. When taking both of these factors into consideration, it was felt that the proposed location was the only realistic option for siting of the bay.
10. Similarly on the concerns regarding the size of the loading bay, this was constrained by the available width of the road and it is not considered that the bay can be lengthened; experience elsewhere suggests that delivery drivers do adapt well to changed arrangements.
11. The concerns of the potential noise disturbance (arising from the loading and unloading of the vehicles) for nearby premises used for teaching / exams is noted but the frequency and type of loading activity is not anticipated to increase very significantly from that which already happens in this part of the street.

12. With regards to the request for measures to help reduce the speed of motor vehicles (particularly delivery HGV's) to further enhance the safety for both pedestrians and cyclists, it is considered that the current 20mph speed limit coupled with the remodelling of the carriageway and footway along the street will create a suitable safe environment for all road users, especially pedestrians and cyclists.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the easier flow of motor traffic in the area.

Financial and Staff Implications (including Revenue)

14. Funding for the proposal is being delivered by the City Council, whilst the appraisal of the proposals and consultation has been undertaken by my officers as part of their normal duties.

RECOMMENDATION

15. **The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposal as advertised.**

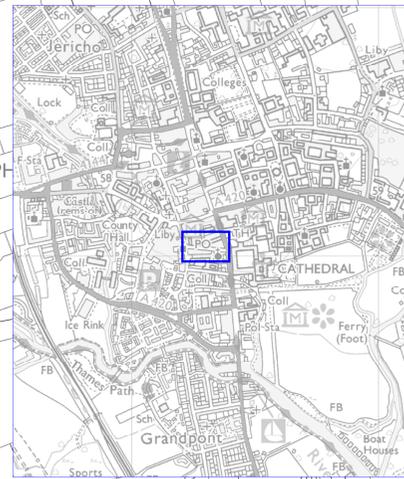
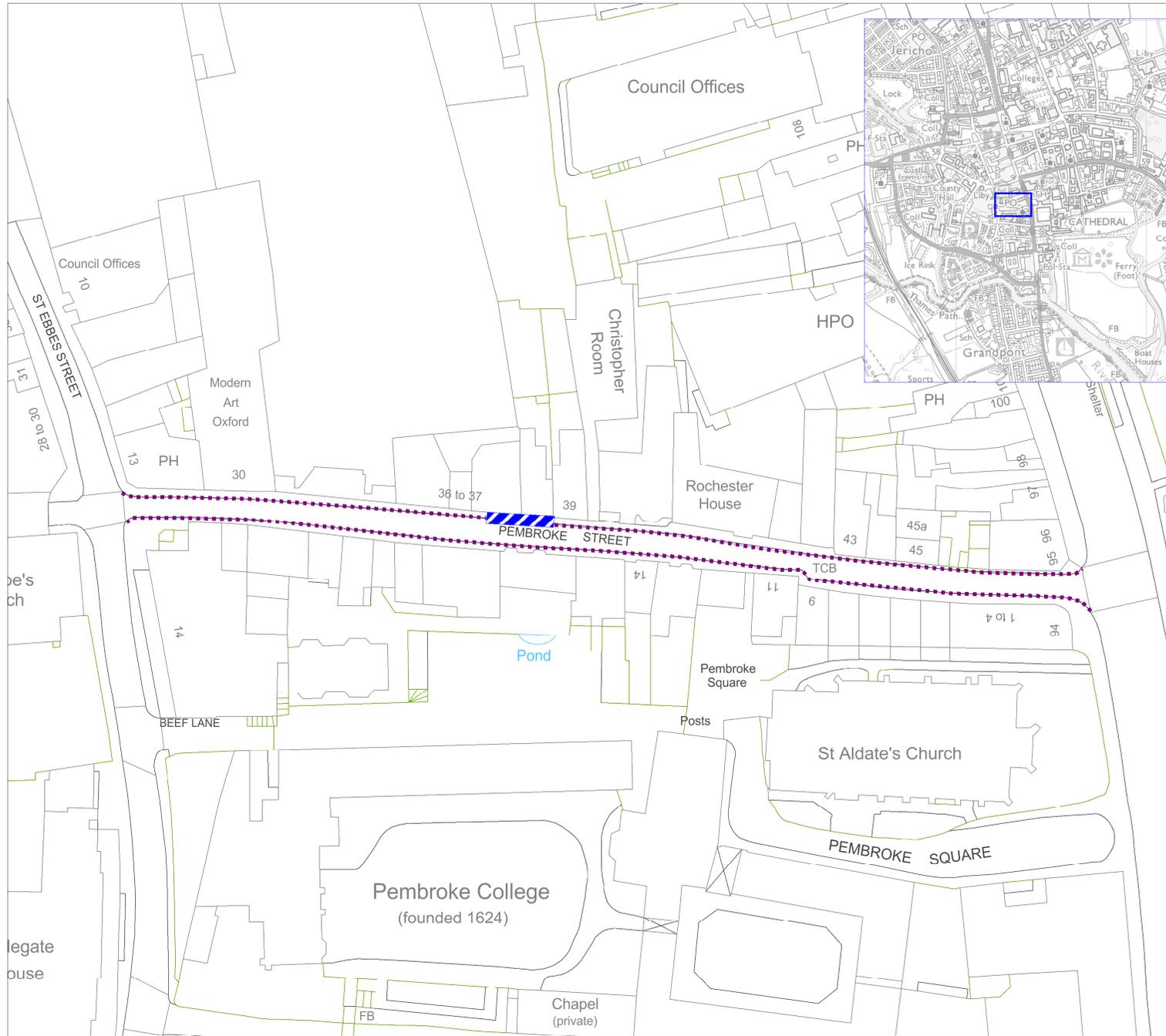
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses
 Plan of proposed highway improvements

Contact Officers: Owen Jenkins 01865 323304

November 2015



Drawing No. _____ Revision 1

-  Proposed loading bay:
8.00am to 6.30pm (MON - SUN)
Maximum stay of 30 minutes.
-  Proposed prohibition of
loading/unloading: 8.00am to 6.30pm
(MON - SUN).

 Site Location

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**CABINET MEMBER
FOR ENVIRONMENT
12 NOVEMBER 2015**

**PEMBROKE STREET, OXFORD
PROPOSED LOADING RESTRICTIONS
& ONE-WAY CYCLE EXEMPTION**

Drawing Status			
Drawn by:	Checked by:	Approved by:	
CJM			
Date drawn:	Date checked:	Date approved:	
02/11/2015			

Drawing No. _____ Revision 1

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
Traffic Management Officer, (Thames Valley Police)	<p>Objects to the one way cycle exemption – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Concerns about cyclists safely using the one way street against the current flow. Merely excluding cycles from the current No Entry from St Aldates puts them in serious conflict with vehicle traffic already using Pembroke Street. <p>No objection to the loading/unloading restrictions.</p>
County Councillor for Jericho & Osney, (City Cllr for Jericho and Osney)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Would also like to see vehicle speeds restricted, due to concerns about the safety of cyclists in case some of the delivery vans travel too fast.
County Councillor for Isis, (City Cllr for Littlemore)	Fully supports.
Business Owner, (Pembroke Street)	<p>Objects to position of the proposed loading bay – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ The bay will cause disruption and noise pollution which could affect us greatly, the potential noise outside some of our classrooms could be very disruptive.

CMDE4

<p>OXTRAG, (Local Transport & Access Group)</p>	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Feels that the proposed 11.5 metre length for the Loading Bay will be insufficient and that there is a high risk that two vehicles will need to use the Loading Bay at the same time.
<p>Place of Worship, (Pembroke Street)</p>	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Concern has been expressed that the length of the proposed loading bay may not be sufficient.
<p>Business Owner, (St Aldates)</p>	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Concerned about the disabled parking and access arrangements.
<p>Resident, (Pembroke Street)</p>	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Concerned that proposal to make the west end of the street two way to enable HGV's to exit that way seem to have been dropped.

ANNEX 3

Council Offices



PEMBROKE STREET



Approximate location of Loading Bay subject to consultation

Red dots denotes Proposed : New Gullies

Raised table tops at each end

Green dots denote, Existing Gullies

Proposed: Hot Rolled Asphalt with buff coated chippings

NOTES:

- * The footways will remain form pave and the existing will be lifted and re-laid,
- * The kerbs will be replaced with sawn granite,
- * There will be an open drainage channel on the southern side formed from setts,
- * The carriageway will be flush with the footways and will be black asphalt with clear coated quartzite chippings.

Drawing number DET DS/15/1331

Scale: 1:632

Drawn DET 16/07/2015

DO NOT SCALE
(printed at A4)

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Ordnance Survey 100019348.



Modern Art Oxford

PH

30

61.6m

13

36 to 37

39

PEMBROKE STREET

14

61.7m

11

9

TCB

45a

45

1 to 4

94

97

96

95

102 to 104

PH

100

letter

Rochester House

Pond

Pembroke Square

Posts

St Aldate's Church

PEMBROKE SQUARE

Pembroke

(founded 1027)

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CMDE5

Divisions: Banbury Grimsbury & Castle, Kirtlington & Kidlington North, Deddington, Bloxham & Easington
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CABINET MEMBER FOR ENVIRONMENT– 12 NOVEMBER 2015

PROPOSED DISABLED PERSONS PARKING PLACES CHERWELL DISTRICT

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections received as a result of a formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Cherwell.

Background

2. New DPPPs have been requested in Junction Road, Banbury; Rutters Close, Kidlington; and Wise Close, in Bodicote – these locations are shown in Annexes 1 – 3. These proposed bays have been requested by disabled residents in the above roads. This report considers the outcome of a formal consultation held on the proposals; other proposals advertised at the same time were unopposed and have therefore been dealt with under my delegated authority to avoid unnecessary delays to applicants.
3. A request for a DPPP in Little Green, Bloxham was considered at the meeting held in January 2015 (the site is shown on plan at Annex 4). In the light of representation received it was agreed to defer any decision pending further consultation – this has now taken place and thus the matter is brought back for conclusion.

Formal Consultation

4. Oxfordshire County Council sent a copy of the draft Traffic Regulation Orders, statement of reasons, and a copy of the public notice appearing in the local press, containing the proposed parking place changes to formal consultees on 6th August 2015. These documents, together with supporting documentation as required and plans of all the DPPPs, were deposited for public inspection at County Hall, and Cherwell District Council Offices. They were also deposited at Banbury, Banbury Neithrop, Bodicote, Deddington, and Kidlington libraries and are available for inspection in the Members' Resource Centre. At the same time, the Council wrote to local residents affected by the proposed changes, asking for their comments. Finally, public notices were displayed at each site as appropriate and in the Oxford Times.

CMDE5

5. One objection has been received in respect of the proposal in Junction Road, Banbury; one objection has been received in respect of the proposal in Rutters Close, Kidlington; and two objections in respect the proposals in Wise Close, Bodicote. These are summarised in Annex 5, together with Officer's responses. Having carefully considered the points made by the objectors, and recognising that in locations where parking is congested the disabled are often at a greater disadvantage, it is suggested that the proposals proceed as advertised.

Bloxham

6. The responses to the consultation carried out in autumn 2014 and reported to the January 2015 meeting focussed on two main points – uncertainty about the suitability of the proposed DPPP to meet the needs of the applicant, and the effect that the location of the proposed bay would have on parking capacity for others who park in the road. The minutes state that “the Cabinet Member was not yet convinced that the needs of residents would be best served by the proposed change and that having regard to the tabled photograph the most practical solution could possibly be retention of current arrangements. He asked officers to carry out further consultation.”
7. Since that meeting discussions have taken place with the applicant's mother who has confirmed that the proposed location of the DPPP next to the (recently-re-painted) Keep Clear marking is indeed the most appropriate for the disabled person. A narrow bay here would allow the Keep Clear area to be used to transfer to/from the car and maximise the space available for other residents.
8. This solution has the support of the local County Councillor and by the Parish Council but not from other local residents who are understood to remain unhappy with the proposal. It has been the practice that, in places where parking is congested (and therefore the disabled are often at a greater disadvantage) DPPPs are installed in the location preferred by the applicant; consequently it is suggested that the proposal proceeds as advertised.

Financial and Staff Implications (including Revenue)

9. The cost of all the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose.

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed new DPPPs as advertised.**

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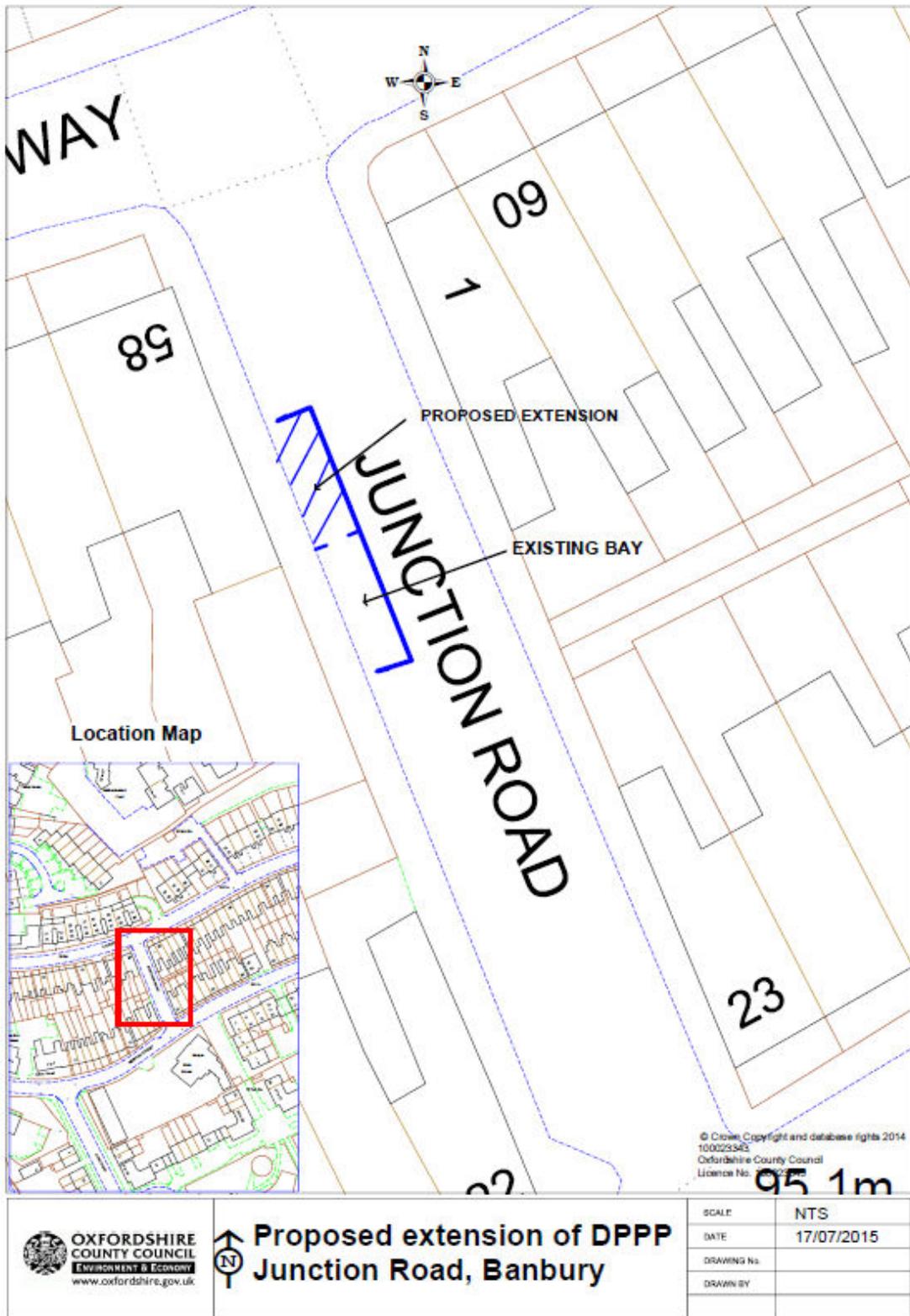
MARK KEMP

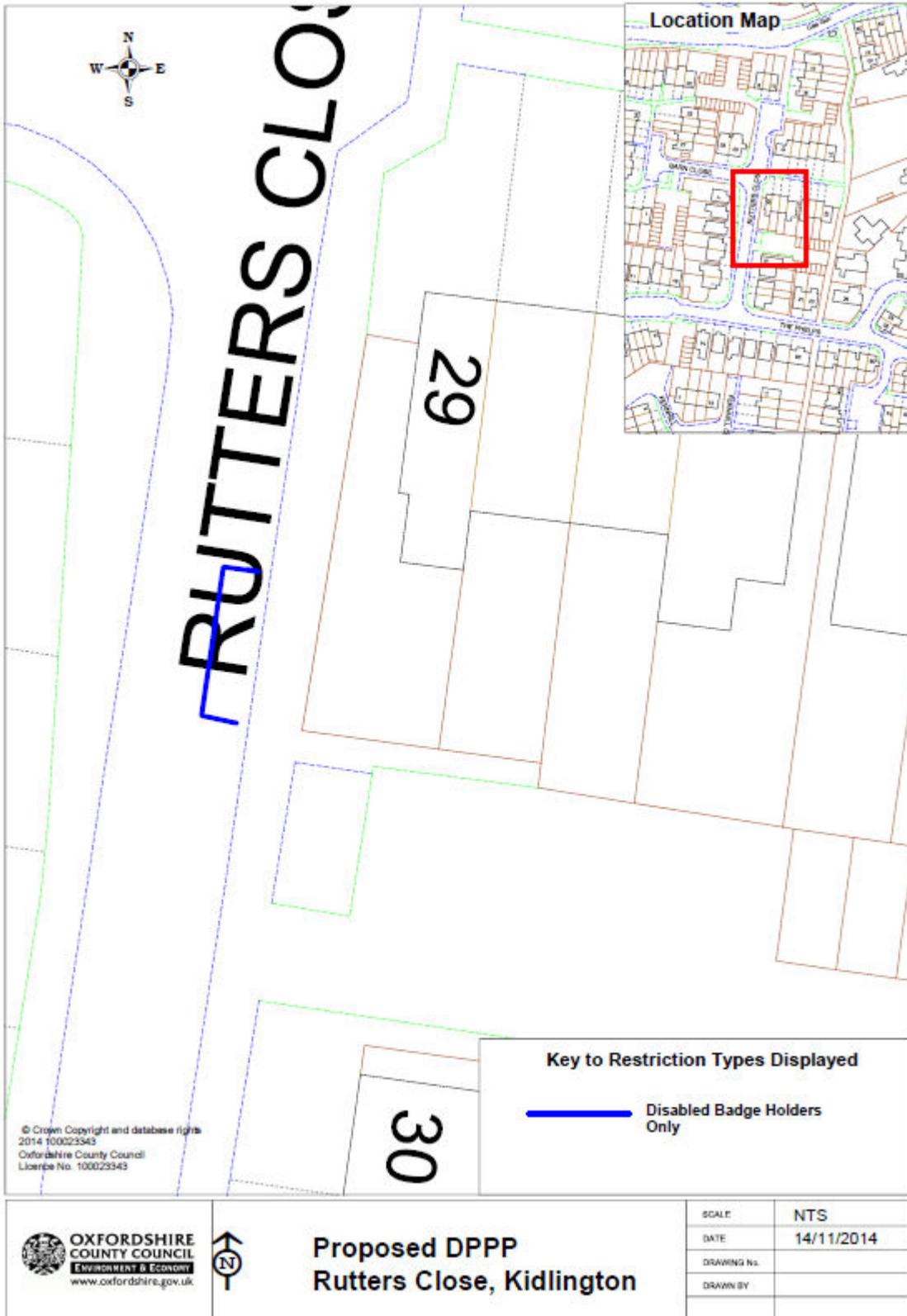
Deputy Director for Environment & Economy (Commercial)

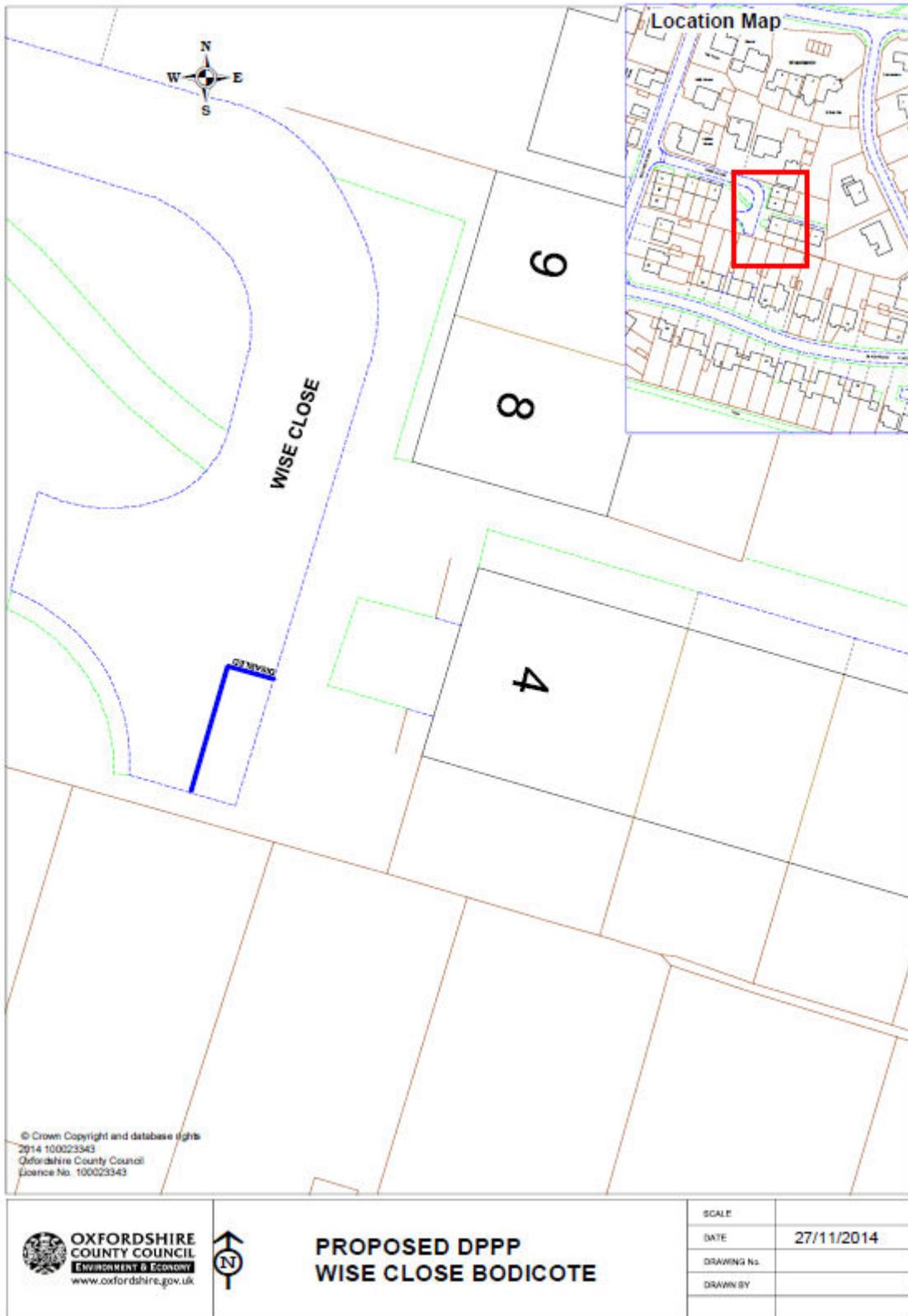
Background papers: Consultation documentation
Report to Cabinet Member Decisions Meeting 15th
January 2015 (and associated minutes)

Contact Officers: Owen Jenkins 01865 323304

October 2015



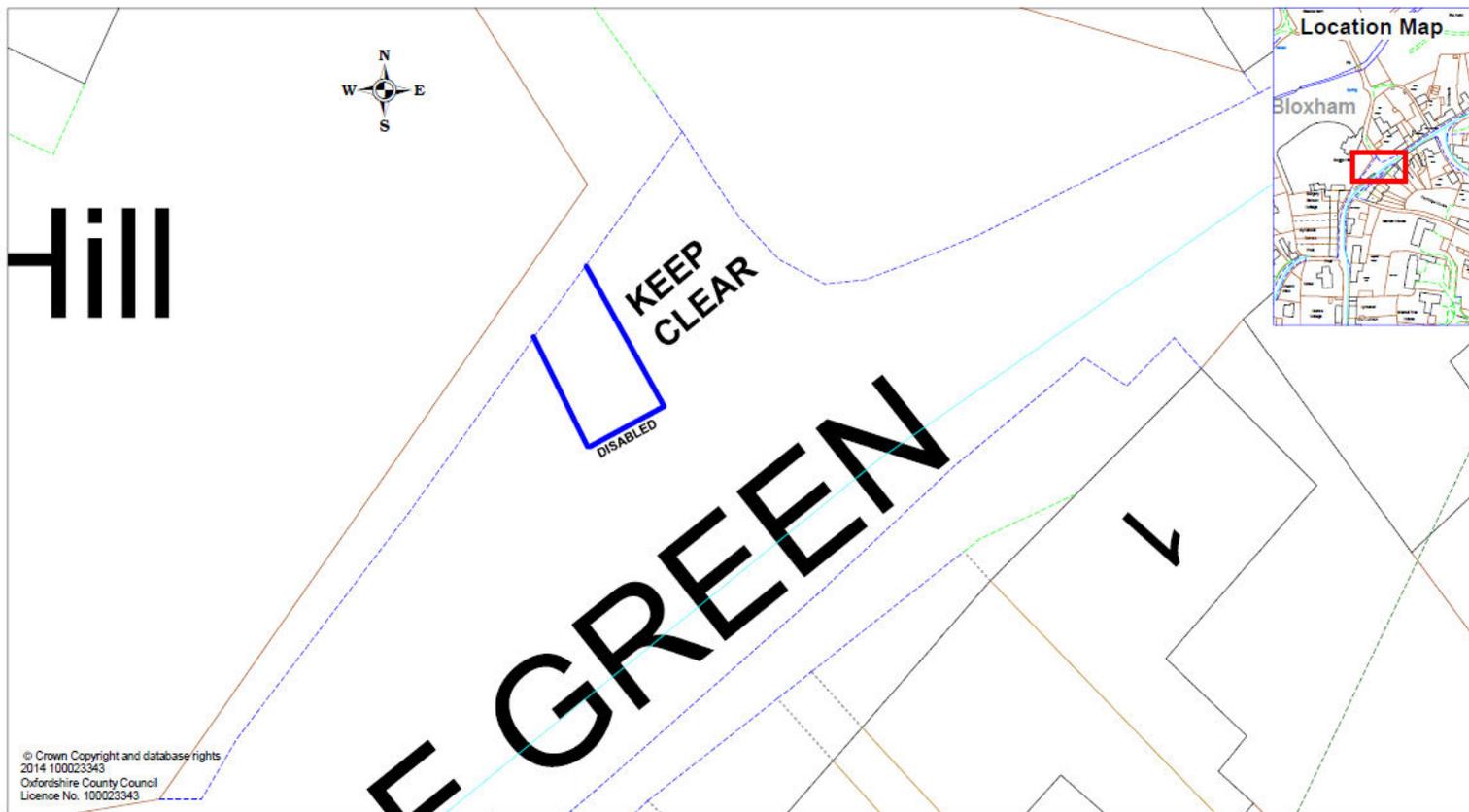




CMDE5

ANNEX 4

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**Proposed DPPP
Little Green, Bloxham**

SCALE	NTS
DATE	11/08/2014
DRAWING No.	
DRAWN BY	

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Proposed extension of DPPP for two vehicles in Junction Road, Banbury		
A resident, Causeway	Strongly opposes the proposal. Current bay is misused by the applicant. A licensed taxi is parked in the bay with no visible badge. The owner has a garage and dropped kerb in Junction Road. Believes the extended bay will be used by other residents of the property illegally. Doesn't think both spaces would be occupied at the same time. Proposed bay should be located in the Causeway, perhaps the recently removed bay could be reinstated. The proposal will cause parking difficulties for other residents. Parking is congested and cars currently block the junction with the Causeway, blocking the dropped kerb.	Applicant's father is a Blue Badge holder and uses the existing bay with his own car. The applicant also has a Blue badge and works as a part time taxi driver. Neither of them can park in the garage as they cannot open the car doors wide enough inside. The entrance to the property is in Junction Road and a bay in Causeway would inconvenience neighbouring residents. Most frontages here are less than 5 metres wide and such a bay could affect several frontages. Thames Valley Police have powers to deal with obstruction of junctions by parked vehicles.
Proposed DPPP in Rutters Close, Kidlington		
A resident, Rutters Close	Supports the proposal. Increasingly difficult to park in the Close and the space will help the disabled resident. Not all of the dwellings here have parking close by. A path leads off from the lay-bys to blocks of housing on either side of the Close. Worried about the impact of the new station on parking.	While there are some communal car parks & garages in the Close, the disabled resident cannot get into or out of the car in the garage and the car park nearest to him is often full. The proposed DPPP is where he would normally park when he can. The impact of the new station on local parking issues is being monitored.
Residents, Rutters Close	Bewildered at the proposal which would cause disharmony in a once nice and wonderful community. Most residents here work and need convenient parking near their homes. Although most	Many residents have a garage and a drive which would accommodate 2 cars. When on-street parking is congested, disabled people are

CMDE5

	residents have a garage, many have two or more cars. A DPPP would cause them to park further away from their homes.	disadvantaged.
Proposed DPPP in Wise Close, Bodicote		
Bodicote Parish Council	Following a site meeting with an officer of OCC the PC has no objection to the proposal.	Noted.
A resident, Wise Close	Following on from previous informal discussions on the subject, objects to the proposal. There is an off-street space close to the applicant's home owned by the Housing Association which could accommodate the DPPP. The nearest resident has no objection to a DPPP which would be next to her home. The turning area here is congested and a DPPP would make turning more difficult. This would create a precedent as more residents would request spaces. Although OCC installed Access Protection markings outside and opposite the drive to his and neighbouring properties, people are still blocking the drive and turning round on it. The solution is to insist the HA installs disabled parking on their property and OCC paints double yellow lines in front to prevent parking. No parking signs should be installed. Suggests the applicant does not expect to be driving much longer and uses an electric buggy most of the time. OCC will create a long term problem if the proposal goes ahead. Vans and trucks already reverse onto the paved area to turn around when vehicles are parked in the turning area. Asks whether OCC will stop other residents getting DPPPs.	The Housing Association (HA) cannot put a DPPP here because there is a Fire Door in the fence giving access to the back gardens of the row of bungalows, and it would block access. A DPPP in proposed location would not affect the ability of vehicles to turn and the applicant already parks here. It is OCC policy to provide bays for applicants that fulfil the eligibility criteria so the precedent has already been set. OCC cannot compel the Housing Association to install marked out bays and signs on their land. The applicant has no plans to give up driving. Each request for a DPPP is judged on its merits and currently there are only 3 car drivers in this part of the Close, of which the applicant is one. No other requests have been made to date.
A resident, Wise Close	Opposes the proposal. Each bungalow in this part of the road has an off-street parking space and the location of proposed DPPP will block two parking spaces. Difficult for vehicles to turn here and if the proposal goes ahead, other residents will request them such that the Close will be congested. Thinks bay should go on the Housing Association off-street parking spaces with	There is some parking space in front of the bungalows here but only one space for the block No's 4 to 7, given that the fire door mustn't be blocked. Respondent should approach Housing Association about marked out parking spaces on their land. The bay will make no difference to

CMDE5

	<p>“signs” to prevent them being blocked by vehicles. The HA should mark out parking spaces on their land. If large vehicles cannot turn they will reverse out onto Molyneux Drive causing a traffic hazard.</p>	<p>vehicles turning here. Larger vehicles require an HGV licenced driver and they normally reverse into cul-de-sacs, to ensure full safety when pulling out again.</p>
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