

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 17 December 2020 commencing at 10.00 am and finishing at 11.06 am

Present:

Voting Members: Councillor Yvonne Constance OBE – in the Chair

Other Members in Attendance: Councillor John Sanders (all items but local member for Agenda Items 5 and 6)
Councillor Judy Roberts (Agenda Item 7)
Councillor Charles Mathew (Agenda Item 8)

Officers:

Whole of meeting G. Warrington (Law & Governance); P. Fermer, H. Potter & A. Kirkwood (Community Operations)

Part of meeting

Agenda Item 5 & 6 8	Officer Attending J. Whiting (Community Operations) G. Barrell (Community Operations)
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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.

19/20 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

Speaker	Item
Marko Jung County Councillor John Sanders) 5. Cowley Central West CPZ)
County Councillor John Sanders	6. Cowley Central East CPZ
County Councillor Judy Roberts	7. Cumnor – Oxford Road 30mph

County Councillor Charles Mathew	8. Eynsham & Witney – Proposed Build Outs
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20/20 OXFORD: OLD MARSTON AREA - INFORMAL CONSULTATION ON PROPOSED CPZ

(Agenda No. 4)

At the Cabinet Member for Environment decisions meeting on 8 October 2020 Councillor Ian Hudspeth (the Leader of the Council standing in for the Cabinet Member for Environment) approved a CPZ in the Marston North area but directed that implementation of that scheme be deferred to allow consideration of an informal consultation on a CPZ in the adjacent Old Marston village area. The report now before the Cabinet Member (CMDE4) sets out the representations received to that consultation.

The Cabinet support officer reported the following submission received from Mr Paul Spooner a resident of Jessops Close regarding the relaxation of proposals for Horseman's Close which included Clays Close and Jessops Close both of which adjoined Horseman's Close. The roads in question could not realistically support non-residential parking with out serious disruption. They provided rear access to garages and were too narrow for on-street parking without illegal overlapping of footpaths with the potential to affect those with mobility issues. Similarly, emergency access was permanently required to the waste-water pumping station and electricity sub-station on Clays Close with turning bays often blocked. He had asked that the week-long non-resident parking restrictions as originally proposed for both Jessops and Clay Close be retained. Most residents had not supported any relaxation and had been unaware of moves to make those changes.

Technical officers advised that as a decision on the Marston North proposals had already been taken it would be difficult procedurally to amend that decision. However, the specific issue could be monitored.

Noting that these areas were part of a city-wide project to address parking by non-residents and commuters in the City and having regard to the information set out in the report before her and the representations made to her at the meeting including the officer response to the written submission received from Mr Spooner the Cabinet Member for Environment confirmed her decision as follows:

- a) approve proceeding to a formal consultation on a CPZ in the Old Marston Village area subject to funding being confirmed, with this being an extension to the Marston North CPZ;
- b) in the light of the responses to the informal consultation on the Old Marston Village area, to approve proceeding to implementation on the CPZ in the Marston North area as approved in principle at the Cabinet Member for Environment decisions meeting on 8 October 2020.

Signed.....
Cabinet Member for Environment

Date of signing.....

21/20 OXFORD - COWLEY CENTRAL AREA (WEST): PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 5)

Following approval by the Cabinet Member for Environment in June 2018 and April 2019 for a programme of new Controlled Parking Zones in Oxford, this report (CMDE5) presents responses to the formal consultation on a new Zone in the Cowley Central West area.

Marko Jung for the Lewins Close Owners Association. Lewins Close was a private road of 16 dwellings with access to Crowell Road. Residents objected to the omission of Lewin Close from Schedule 3 to the Order covering permit eligibility. That omission would not only impact on the parking capabilities for residents of the Close but their visitors but also property value. Residents were also concerned regarding the proposed dual use bays at the entrance to Lewin Close and the unnecessary risk for vehicles and pedestrians leaving the Close due to the increased visual obstruction from vehicles parking all day in the dual use bays and other vehicles parking on pavements. These bays would reduce traffic flow and the width of the carriageway to a single lane of traffic and increase congestion, pollution and noise on an already busy road.

The Committee Officer reported a written submission from Peter Blackburn who had been unable to attend the meeting but objected to this scheme and proposals for the planned LTN route which he considered another hair brained scheme by the county council to raise money.

Councillor Sanders also speaking on behalf of Councillor Gill Sanders supported the scheme and expressed some sympathy for the residents of Lewin Close.

Officers confirmed that Lewin Close could be included within the schedule for eligible properties and regarding to the dual use bays that if there were safety concerns there was scope to remove the bays and consider other options as part of the LTN proposals.

Noting those two confirmations the Cabinet Member for Environment having regard to the information set out in the report before her and the representations made at the meeting confirmed her decision as follows:

to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Central West area, with the following amendments:

- (a) provision be made for the allocation of business permits to staff at Church Cowley St James Primary School following negotiations regarding agreement

for a maximum number of permits with the intention that those that were issued were kept to as few as possible;

- (b) Lewin Close to be included in the Cowley Central Area (West) Controlled Parking Zone and provision of parking spaces in Crowell Road be reviewed as part of the LTN proposals in order to ensure adequate visibility at the Lewins Close access.

Signed.....
Cabinet Member for Environment

Date of signing.....

22/20 OXFORD - COWLEY CENTRAL AREA (EAST): PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 6)

Following approval by the Cabinet Member for Environment in June 2018 and April 2019 for a programme of new Controlled Parking Zones in Oxford the report (CMDE6) presents responses to a formal consultation on a new Zone in the Cowley Central East area.

Councillor Sanders pointed out that OCC and NHS staff based at offices on the corner of Barns Road and Between Towns Road who held health care permits were only entitled to use those permits when carrying out visits and not when office based.

Noting that point and having regard to the information set out in the report and the representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

- (a) to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Cowley Central East area.
- (b) ask officers to formally remind County Council Social Services staff and NHS staff of the strict requirements relating to health care permits which should only be used for official patient care and visits.

Signed.....
Cabinet Member for Environment

Date of signing.....

23/20 CUMNOR - OXFORD ROAD: 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 on Oxford Road Cumnor in

place of the existing 40mph speed limit. The consultation had been progressed following an instruction by the Cabinet Member for Environment at the delegated decisions meeting on 16 July 2020 to carry out a speed survey to confirm that existing traffic speeds were compatible with a 30mph speed limit following representations received at that meeting for this change as part of the consideration of speed limit proposals for Cumnor Hill.

Tom Christophers, Cumnor Parish Council had been due to attend and speak but in his absence his statement was reported to the Cabinet Member by the Cabinet support officer. His statement explained the diverse nature and identities of the parish of Cumnor which was made up of several communities ranging from the more rural Farmoor to the closely-knit community of Dean Court and the small village of Cumnor at the heart of the parish. It was the largest rural community in the Vale of White Horse district with roughly 2,700 dwellings and nearly 7,000 residents. For many years concerns had been expressed at the speed of traffic along the Cumnor Hill, from the boundary with North Hinksey parish to the centre of Cumnor village, which served as an extension of one of the main arteries out of Oxford. His statement referred to a case last year when a local schoolgirl had been struck by a car and subsequent speed surveys had provided evidence that traffic speeds should be lowered to a 30mph speed limit without additional supporting traffic calming measures. That had been approved for the section of road running from the North Hinksey boundary up to the Oxford Road leading into the village centre leaving a small length at 40mph leading into the village centre where it then stepped back down to 30mph again. That was considered to be at odds with the three adjoining 30mph roads. There was a great deal of local support for the proposed 30 speed limit to help facilitate the safe movement of traffic through the area.

County Councillor Judy Roberts referred to support for the “20 is plenty” campaign which had been successfully passed and although there was some thought that keeping the two speed limits separate would encourage people to keep them, she had noticed that during lockdown the average speed seemed to have dropped. Small rush hours had returned but it was unlikely that they would last for long and she guessed that as people were largely working from home, the journeys they did take were better planned and timed so not needing to speed through built up areas. The highways team had delayed implementing the Cumnor Hill change in speed limit until this decision had been made but if the Cabinet Member was now minded to approve this change would there be a white gate at the entrance to the Cumnor Village and Cumnor Hill giving a clear definition that cars were travelling from a rural area to a sub urban area and that vehicle speeds needed to be altered accordingly for the safety of the residents.

The Cabinet Member for Environment agreed that provision of white gates was a positive move and so having regard to the information set out in the report before together with the representations received at the meeting confirmed her decision as follows:

to approve a 30mph speed limit on Oxford Road, Cumnor in place of the existing 40mph limit noting that funding would be made available for provision of white gates highlighting the speed restriction.

Signed.....
Cabinet Member for Environment

Date of signing.....

24/20 EYNHAM: ACRE END STREET AND WITNEY: CORN STREET - PROPOSED BUILD OUTS AT BUS STOPS

(Agenda No. 8)

The Cabinet Member for Environment considered (CMDE8) a report presenting objections received to a statutory consultation to introduce build outs at bus stops in Acre End Street, Eynsham and Corn Street and Newland in Witney. The proposals had been progressed as a result of concerns raised by bus operators that bus passengers were having difficulty safely entering and leaving a bus at these locations due to on-street parking which in turn was adversely affecting journey time reliability.

Councillor Charles Mathew stated that when first elected in 2006 he became strongly aware of the traffic problems of Acre End Street leading to the central square of Eynsham. He had at that time offered a solution which had been rejected as it interfered with resident's planning choice. This current proposal was a revisit of the problems for bus convenience, which he thoroughly respected (wheelchairs and buggies). He referred to the responses given by Residents 5, 12 and 14 and the impact this build out would have on Acre End street creating access issues and pinch points and the viability of Acre End street as a throughfare. The solution as he saw it would be to move or remove bus stop (the stops here were close together) or remove the ability/permission for parking to enable buses to pull in, pass easily and also to enable easy access for wheelchairs to board buses. 4 m would deprive two parking spaces but three/four would clear parking to the next entrance/resident's drive. He asked that this be considered in full with Stagecoach, himself as local member, the Parish Council and OCC and on site in order to reach a conclusion/decision to the satisfaction of all. He urged that the build out not be approved as proposed in view of the major inconvenience and chaos it would cause. He added that there had been no consultation with him or the parish council.

Having regard to the representations made to her at the meeting and responses from officers regarding the merit in exploring other options to address concerns the cabinet Member confirmed her decision as follows:

to defer a decision on the provision of proposed build outs at bus stops in Acre End Street, Eynsham and Corn Street, Witney to enable further discussions and consideration of other options with local members, local representatives and bus operators

Signed.....
Cabinet Member for Environment

Date of signing.....