

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

**MINUTES** of the meeting held on Thursday, 27 April 2017 commencing at 10.00 am and finishing at 10.54 am

**Present:**

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

**Other Members in Attendance:** Councillor Mark Gray (for Agenda Item 4)  
Councillor Mike Beal (for Agenda Item 6)  
Councillor Anne Purse (for Agenda Item 7)  
Councillor Jean Fooks (for Agenda Item 9)

**Officers:**

Whole of meeting G. Warrington (Law & Governance); D. Tole and A. Kirkwood (Infrastructure Delivery)

Part of meeting

|                    |  |
|--------------------|--|
| <b>Agenda Item</b> | <b>Officer Attending</b>                           |
| 7                  | J. Sherwood & G. Belcher (Infrastructure delivery) |
| 9                  | D. Llewellyn Morgan (Planning & Place)             |

*The Cabinet Member for Environment ommittee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with 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.*

### 18/17 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

| <i>Speaker</i>                                 | <i>Item</i>   |
|--|---|
| Andrew Johnson –(St Mary’s Close Action Group) | 7. Proposed Puffin crossing and Double yellow Lines – London Road, Wheatley |
| Graham Smith (Cycling UK)                      | 8. Proposed Shared Use Cycle path – B481 Sonning Common                     |

**19/17 PROPOSED 20MPH SPEED LIMIT , TRAFFIC CALMING MEASURES, ZEBRA CROSSING AND WEIGHT LIMIT- LITTLEWORTH ROAD, BENSON**

(Agenda No. 4)

On 2 March 2017 the Cabinet Member for Environment, following representations made at that meeting by the local member and a representative of the Benson Neighbourhood Plan Infrastructure team, deferred a report which had presented objections and comments received in the course of a statutory consultation on proposals to introduce a 20mph speed limit, supporting traffic calming measures, zebra crossings and a 7.5 tonne weight limit on Littleworth Road, Benson. That deferral allowed for further consideration of the proposals in the context of other planned development in the area. In addition, although shown on the plans in the March report, the revocation of the current one-way order on Littleworth Road had not been formally consulted on as part of that statutory consultation and the opportunity had been taken to address that omission.

The Cabinet Member for Environment now reconsidered the issues.

Councillor Mark Gray highlighted problems for residents accessing from adjacent properties and suggested that Littleworth Road should be 2 way up to the Carla homes development. Limiting it in this way would mean no real difference to current use. He had no issues regarding proposals for introduction of speed or weight limits.

Officers recognised the problems of egress onto Littleworth Road but felt that the provision of footways would improve visibility for residents. They had grave concerns about two-way traffic up to the Carla Homes development, which, as a large development of 400 homes, they felt would affect traffic levels on the B4009 and intensify traffic levels into Castle Square. That was a key pinch point and it was considered what was being proposed now was the best solution.

The Cabinet Member for Environment whilst accepting that a relief/edge road in Benson would dispense with the need for these measures acknowledged that something was required now in order to address traffic issues arising from recently approved housing development and that if and when such a relief road scheme was provided then these measures could be reviewed. However, in the absence of such a scheme he considered that the proposals before him now represented the best solution and therefore having regard to the arguments and options set out in the report before him and the representations made to him confirmed his decision as follows:

to approve implementation of the proposed 20 mph speed limit, traffic calming measures, zebra crossings, weight limit & revocation of one way order Littleworth Road, Benson as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**20/17 PROPOSED REMOVAL OF PERMIT HOLDERS BAYS IN COLLINS STREET, OXFORD**

(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) objections received as a result of a formal consultation on proposals to replace permit holder bays on the north side of Collins Street, Oxford with double yellow lines following the granting of planning permission for development of an apartment block with offices on the ground floor on the former Travis Perkins builders' merchants site in Collins Street. That had included moving the vehicular access along the street which in turn required removal of all or part of the permit holder bays outside the development on the north side of the street.

Mr Tole confirmed that some minor adjustments had been made in order to address some of the concerns expressed by objectors.

Having regard to the arguments and options set out in the report before him and the representations made to him at the meeting the Cabinet Member for Environment confirmed his decision as follows:

to approve removal of permit holder bays in Collins Street, Oxford as advertised but with the retention of a single permit holder space to the east of the Wavy Gate entrance as set out in the report CMDE5

Signed.....  
Cabinet Member for Environment

Date of signing.....

**21/17 PROPOSED WAITING RESTRICTIONS - CATTLEMARKE T AND WATERLOO DRIVE AREAS, BANBURY**

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) objections and comments received in the course of a statutory consultation on proposals to introduce waiting restrictions in various roads in the Cattlemarke t and Waterloo Drive areas in Grimsbury, Banbury following requests through the local Member for action to address commuter parking concerns in parts of the Cattlemarke t estate and also the Waterloo Drive area.

Councillor Mike Beal welcomed the proposals which had been a long time in coming. His tenure as a county councillor was coming to an end so enforcement would be a matter for his successor.

Mr Tole confirmed that in the absence of a specific permit scheme this offered the best compromise and should address the more severe parking issues whilst

improving pedestrian movement. It was sensible not to proceed with proposals for Merton Street before gauging the effects of these proposals.

Noting the support of the local member and having regard to the arguments and options set out in the report before him along with the representations made to him at the meeting the Cabinet Member for Environment confirmed his decision as follows:

- (a) approve implementation of proposals for parking restrictions in the Cattlemarket and Waterloo Drive areas as advertised;
- (b) not approve the proposals for additional parking restrictions in Merton Street.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**22/17 PROPOSED PUFFIN CROSSING AND DOUBLE YELLOW LINES - LONDON ROAD, WHEATLEY**

(Agenda No. 7)

Consultation on a proposal to provide a puffin crossing had initially been carried out in the summer of 2016 with objections received reported to the Cabinet Member for Environment on 24 November 2016 who, at that time, agreed to defer a decision pending a review of alternative locations for the crossing and further consultation on a revised crossing location. The Cabinet Member now considered (CMDE7) objections and comments received in the course of a statutory consultation on a proposal to install a puffin crossing on the London Road at Wheatley northwest of its junction with The Glebe, together with provision of waiting restrictions in the vicinity of two new accesses to residential development on the north side of London Road.

Alan Johnson advised there were still major concerns for pedestrian safety with the proposed siting. It was not on a desire line and the St Mary’s Close Action Group felt that the proposal had been inappropriately assessed. He did not accept the rationale that siting a crossing east of the junction with the Glebe did not meet Department of Transport guidance because of its position in relation to side road junctions and as far as he was concerned that had not been applied to other crossings on London Road. He asked the Cabinet Member to reject the location proposed in favour of the desire line as suggested.

Councillor Purse expressed similar concerns to Mr Johnson with regard to the desire line. Her expectation was that rather than effectively use 3 sides of a square in order to cross people would try to rush across. She supported siting the facility further east

Officers pointed out that the kerbline around The Glebe was not pedestrian friendly and having regard to the general layout in the area and the fact there would be two crossings this represented the best compromise location.

Having regard to the arguments and options set out in the report before him and the representations made to him at the meeting the Cabinet Member for Environment accepted that the proposed site was the most appropriate and therefore confirmed his decision as follows:

to approve the implementation of proposals fo a puffin crossing and waiting restrictions on London Road, Wheatley as advertised and described in the report CMDE7.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**23/17 PROPOSED SHARED USE CYCLE PATH - B481 SONNING COMMON**  
(Agenda No. 8)

The Cabinet Member for Environment considered (CMDE8) responses received to the proposed conversion of an existing footway adjacent to the B481 at Sonning Common to shared use footway/cycletrack. The conversion had been promoted in connection with an adjacent residential development to provide a safe and convenient link for pedestrians and cyclists to village amenities.

Graham Smith on behalf of Cycling UK supported the concept but felt the design work was poor and represented an old fashioned solution to a modern problem. Further work should be undertaken and it seemed odd that the speed limit had not been amended. Furthermore the junction design was inappropriate and the bollards, as proposed, seemed more like a restriction.

Mr Tole advised that the scheme had been in its development for some time and whilst accepting that the design might not be what would have been used in other parts of the county it had used current design principles. There would be some changes to signing and the layout of bollards could be reviewed if deemed necessary. The Parish Council and Local Member supported the scheme. With regard to the issue of speed limits the junction remained in a 40 limit but officers felt that that was not a material issue.

The Cabinet Member accepted that some detail would be worked out as part of further detailed design work and, bearing in mind the comments from the police, there remained an aspiration to improve links if further finance became available. Therefore, having regard to the arguments and options set out in the report before him and the representations made to him at the meeting he confirmed his decision as follows:

to approve the proposals as advertised.

Signed.....  
Cabinet Member for Environment

..... Date of signing.....

**24/17 NEW DESIGN GUIDANCE FOR WALKING AND CYCLING**  
(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE9) an update to the County Council’s design guidance for walking and cycling infrastructure provision.

Councillor Jean Fooks welcomed the guidance and hoped that the district council would take into account its contents when considering planning applications. She highlighted a number of issues including segregated tracks, two way cycle tracks on both sides of a road such as the A40 between oxford and Eynsham and greater emphasis on speed limits.

Mr Llewellyn Morgan advised that Oxfordshire was the first authority to have done this work in response to government guidance. The revised guidance would help raise the quality of cycling and walking infrastructure in the county and set out more clearly what was expected of developers in terms of best practice. It was very much a *living* document and officers for their part would continue to review its content.

Commending the work done to date and having regard to the arguments and options set out in the report and the representations made to him at the meeting the Cabinet Member for Environment confirmed his decision as follows:

- (a) to approve the new Walking and Cycling Design Guidance as attached for implementation as council guidance and for publication on the County Council website;
- (b) to authorise the Director for Planning & Place to carry out periodic reviews of the Design Guidance to ensure it continues to reflect local and national best practice.

Signed.....  
Cabinet Member for Environment

Date of signing.....

.....