

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 11 January 2018 commencing at 10.00 am and finishing at 10.54 am

Present:

Voting Members: Councillor Yvonne Constance OBE – in the chair

Other Members in Attendance: Councillor John Sanders
Councillor Kieron Mallon (for Agenda Item 6)

Officers:

Whole of meeting G. Warrington (Law & Governance); H. Potter & A. Kirkwood (Infrastructure delivery)

Part of meeting

Agenda Item	Officer Attending
5.	R. Plater (Planning & Place)
6.	J. Cox (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.

1/18 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Simon Hunt – Cyclox	5.A4144 Woodstock Road Oxford – Proposed Raised Side Road Entry Treatments
County Councillor Kieron Mallon	6.Proposed 30 mph Speed limit A361 Bloxham Road Banbury

2/18 WEST STREET OXFORD - PROPOSED AMENDMENTS TO RESIDENTS PARKING PLACES

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) responses received to a statutory consultation on a proposal to extend a residents parking place on the west side of West Street at Osney, Oxford to facilitate provision of an on-street charging point for an electric vehicle.

Mr Kirkwood acknowledged the substance of the objections received. However, in view of the character of the road he felt that the scheme should proceed with an undertaking for it to be monitored.

Having regard to the information set out in the report before her alongside the clarification given by officers regarding the objections received and their undertaking for further monitoring the Cabinet Member for Environment confirmed her decision as follows:

to approve the proposal to extend a residents parking place on the west side of West Street at Osney, Oxford to facilitate the provision of an on-street charging point for an electric vehicle as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

3/18 A4144 WOODSTOCK ROAD OXFORD - PROPOSED RAISED SIDE ROAD ENTRY TREATMENTS

(Agenda No. 5)

The Cabinet Member for Environment (CMDE5) considered responses received to a statutory consultation on a proposal to provide raised side road entry treatments across Oakthorpe Road, South Parade and Thorncliffe Road immediately east of their junctions with the A4144 Woodstock Road. The proposals had been put forward to improve safety for all road users in conjunction with a planned major maintenance scheme on this length of the Woodstock Road.

Simon Hunt for Cyclox pointed out that LTP4 recognised Woodstock Road as a cycle super route and as such all local schemes should in some way contribute to and support that aspiration. However, in reality, these proposals, particularly those for South Parade fell short of that. Cyclox had submitted a number of suggestions all of which had been largely ignored and they disagreed that these proposals supported the aims of LTP4 or represented good value for money.

Mr Kirkwood confirmed that since writing the report costs had increased and it was now proposed that the proposals should only cover Oakthorpe Road and Thorncliffe Road with a recommendation that the element for South Parade should not proceed. Explaining that although there was some scope for tightening the South Parade there were limitations on what could be done due to insufficient width and that meant that any major works would require costly kerb realignment and readjustments to the bus lane.

Referring to an email from Councillor Paul Buckley’s expressing general approval for the scheme he confirmed that Beech Croft Road, Bainton Road and Moreton Road did have similar side road entry treatments.

Acknowledging the concerns expressed by Cyclox he considered those as being more of a wish list for further consideration rather than an objection.

The Cabinet Member accepted the recommendation from officers to remove the South Parade element of the scheme for the reasons set out above namely cost increases and issues regarding the bus lane. However, she felt that that part of the scheme merited further consultation and therefore, having regard to the information set out in the report before her and the representations made to her at the meeting confirmed her decision as follows:

to approve proposals to provide raised side road entry treatments across Oakthorpe Road and Thorncliffe Road but defer the proposals for South Parade for further consultation.

Signed.....
Cabinet Member for Environment

Date of signing.....

4/18 PROPOSED 30 MPH SPEED LIMIT A361 BLOXHAM ROAD BANBURY

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE5) responses received to a statutory consultation to extend south westwards the 30mph speed limit on the A361 Bloxham Road by approximately 120 metres in place of the current 50 mph speed limit in order to help improve safety of all road users in the vicinity of a new roundabout serving residential development on the south side of the road.

Councillor Mallon had no issue with moving the speed limit itself only the process insofar as the limit had been put in place prior to proper and full consultation. Installing everything prior to consultation meant that, in his view, the scheme had been ill-conceived, badly implemented and therefore not fit for purpose. Listing a number of issues including lights which had been installed some time before but which had only been switched on at Christmas, a fenced off crossing forcing people

to cross elsewhere and bright red road surface colouring contrary to county policy he reminded the Cabinet Member that this was the busiest east – west road in the north of the county and traffic flow was now impeded by 2 new on road bus stops close to the roundabout causing safety issues from a build-up in traffic. Further development for 300 houses on one side of the road and 1700 on the other made these proposals premature.

Jazcui Cox acknowledged that the red colour surfacing should not have been used and efforts were being made to remedy that. With regard to the establishment of bus stops on a major route she advised that little could be done as that had been a decision taken at planning stage. Funded by the developer it was unlikely that they would now agree to fund resiting. Also bus operators would likely resist anything which required buses having to pull out into the flow of traffic. She confirmed that 30 mph speed limits had to fit in with each development as it occurred which explained the apparent piecemeal approach.

Mr Kirkwood added that with regard to the bus stops it was a difficult balance from a safety aspect but confirmed that the majority of bus stops did not have a layby facility but were nevertheless regarded as being very safe. He accepted that this was an issue relating perhaps to congestion rather than safety but in his view a short delay seemed preferable to buses sitting in a layby and then having to pull out into the flow of traffic. Adding that the report currently before the Cabinet Member related solely to the speed limit issue and it would be helpful to agree that although he accepted that there were grounds to perhaps review how major developments were dealt with.

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:

- (a) to approve the proposal to extend south westwards the 30 mph speed limit on the A361 Bloxham Road by approximately 120 metres in place of the current 50 mph speed limit as advertised;
- (b) ask officers to look again at implementation of the whole scheme on A361 Bloxham Road, Banbury in the light of issues raised at the meeting by the local county councillor.

5/18 A4130 AT MILTON - PROPOSED TOUCAN CROSSING AND EXTENSION OF 40 MPH SPEED LIMIT

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a statutory consultation on a proposal to provide a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) approximately 500 metres east of the A34/A4130 Milton interchange roundabout, and - in conjunction with the proposed crossing and to facilitate its safe operation – extend the existing 40mph speed limit eastwards by 200 metres in place of the current national speed limit. The proposals had been put forward as part of wider works to provide a safe and convenient route for pedestrians and cyclists between Milton Park and nearby settlements including

Didcot, Milton and also the amenities at the Milton services on the south side of the A4130 east of the A34 / A4130 Milton interchange.

Mr Kirkwood addressed the objection to the speed limits from Thames valley Police and the comment regarding siting of the crossing and prematurity of the scheme from Didcot Town Council.

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 approve proposals to provide a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) approximately 500 metres east of the A34 / A4130 Milton interchange roundabout, and - in conjunction with the proposed crossing and to facilitate its safe operation – to extend the existing 40mph speed limit eastwards by 200 metres in place of the current national speed limit as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

6/18 HARWELL LINK ROAD AND B4493 WANTAGE ROAD DIDCOT/HARWELL - PROPOSED SPEED LIMITS

(Agenda No. 8)

The Cabinet Member for Environment considered (CMDE8) responses received to a statutory consultation to introduce a 50 mph speed limit on the new Harwell Link Road and replace the existing length of 40 mph speed limit between Didcot and Harwell with a 30 mph speed limit.

Addressing the objections received Mr Kirkwood advised that officers considered the proposals served the interests of road safety and the wider transport objectives.

Having regard to the information set out in the report and the officer representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

to approve proposals to introduce a 50 mph speed limit on the new Harwell Link Road and replace the existing length of 40 mph speed limit between Didcot and Harwell with a 30 mph limit as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....