

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 19 November 2020 commencing at 10.00 am and finishing at 11.28 am

Present:

Voting Members: Councillor Yvonne Constance OBE – in the Chair

Other Members in Attendance: Councillor Roz Smith (for Agenda Item 4)
Councillor John Howson (for Agenda Item 5)
Councillor Paul Buckley (for Agenda Item 6)
Councillor Charles Mathew (for Agenda Item 6)
Councillor Alan Thompson (for Agenda Item 8)
Councillor John Sanders

Officers:

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

Part of meeting

Agenda Item	Officer Attending
4 & 5	J. Whiting (Community Operations)
6	P. Knight (Community Operations)
7	A. Barrett (Community Operations)
-	J. Cox (Community Operations)

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.

11/20 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speakers</i>	<i>Item</i>
County Councillor Roz Smith	4. Oxford - Headington Quarry: Proposed Controlled parking Zone

Jason Purvor County Councillor John Howson) 5. Oxford – Navigation Way:) Proposed Controlled Parking Zone
County Councillor Charles Mathew County Councillor Paul Buckley) 6. Oxford - A40 West of Wolvercote) Roundabout: Proposed 30 & 40) mph Speed limits, Bus Lane,) Prohibition of U Turns and Weight) Limits at Side Road Junctions
Sean Wilde Dawn Elsley County Councillor Alan Thompson) 8. Didcot: Brasenose Road & Slade) Road area – Proposed Traffic) Calming Measures & 20 mph) Speed Limit

12/20 OXFORD - HEADINGTON QUARRY: PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 4)

Following approval in June 2018 and April 2019 of a programme of new Controlled Parking Zones in Oxford the Cabinet Member for Environment considered (CMDE4) responses to a formal consultation for a new Controlled Parking Zone in the Headington Quarry area.

The Cabinet Member noted a written statement submitted by Jonathan Saunders that rather than spend money on a CPZ, which he considered would have marginal benefits for Quarry's residents and negative consequences too, it would be much better spent on preventing Quarry being used as a rat run and trying to wean Quarry residents off their excessive reliance on the motor vehicle which would have a more positive effect on the environment and encourage greater use of public transport.

County Councillor Roz Smith advised that at a public meeting 15 years ago there had been great support for a CPZ which had been re-affirmed in the formal consultation. She welcomed proposals to make the signage and lining less intrusive. She was confident it would relieve pressure from commuter parking. She concurred with comments regarding displaced parking on Risinghurst and that would need to be monitored carefully. She looked forward to working with officers to delivering the scheme.

Officers felt the scheme had achieved a good balance but there would be an opportunity to make some additional minor changes to it prior to implementation in January 2021.

The Cabinet Member was confident that introduction of CPZs across the City would have a significant impact on commuter parking. She asked officers to continue to

work with the local member to effect any changes to the scheme and confirmed in response to one request that only two permits would be issued per household.

Therefore, having regard to the information set out in the report before her together with the representations made to her at the meeting the Cabinet Member for Environment confirmed her decision as follows:

to approve the proposals as advertised for a Controlled Parking Zone (CPZ) in the Headington Quarry area but, with regard to the proposals for the no waiting at any time restrictions, authorise officers to review and agree those proposals in consultation with the local member taking account of the consultation responses as detailed in paragraph 17 below and, if required, a further report be submitted to the Cabinet Member for Environment.

Signed.....
Cabinet Member for Environment

Date of signing.....

13/20 OXFORD - NAVIGATION WAY: PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 5)

Following approval in June 2018 and April 2019 of a programme of new Controlled Parking Zones in Oxford the Cabinet Member for Environment considered (CMDE5) responses received to a formal consultation for a new CPZ in the Navigation Way area.

Jason Purvor advised that most residents had considered the proposals unnecessary as had been reflected in paragraphs 6 and 7 of the officer report. However, residents were concerned that the analysis in paragraph 6 did not clearly delineate the restrictions which residents would support, versus those they would not and for clarity, many were of the view that with operational rising bollards, parking issues were largely a non-issue as identified in paragraph 12 of the report with multiple comments calling for an extension of the rising bollard activation to deal with after school clubs – from 3.45pm to 4.15pm and, for example, comment 23 which might be handled by re-instating the bollards and extending the time of operation in this way. Many residents supported the additional no stopping restriction on the north corner beside the school as this created a blind bend for residents “around the corner”. Additionally, waiting restrictions extending the full length of the School were broadly supported but other restrictions, including for clarity signage or road markings elsewhere were not. In conclusion the recommendations to the Cabinet Member for the Environment were supported by the majority of residents, with clarification on the scope of the ‘no waiting at any time’ restriction by adding “on the North corner of Navigation Way” to the officer recommendation (b).

County Councillor John Howson expressed his full support for the views expressed by residents. This was a unique area with 61 households on unadopted roads. He

agreed the north corner on Navigation Way had been a long-standing problem and felt the recommendation as proposed by Mr Purvor would achieve a great improvement and hoped it would be enforced. There was not a great deal of commuter parking but he echoed the sentiments about the bollards being out of use for so long.

Officers undertook to investigate the situation regarding the bollards.

The Cabinet Member for Environment felt this was a straightforward decision but asked that it be kept under view. Supporting the additional restriction for the north corner of Navigation Way as put forward by Mr Purvor and supported by the local member and also having regard to the information set out in the report before her and other representations made to her at the meeting she confirmed her decision as follows:

- a) not to approve proposals for a Controlled Parking Zone (CPZ) in Navigation Way, with a future scheme being kept under review by officers and local member taking account of local parking pressures and the views of residents;
- b) to approve the proposed School Keep Clear with a no waiting at any time restriction on the North corner of Navigation Way.

Signed.....
Cabinet Member for Environment

Date of signing.....

14/20 OXFORD - A40 WEST OF WOLVERCOTE ROUNDABOUT: PROPOSED 30MPH & 40MPH SPEED LIMITS, BUS LANE, PROHIBITION OF U TURNS AND WEIGHT LIMITS AT SIDE ROAD JUNCTIONS
(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a number of proposals as a part of the wider western A40 Corridor improvement project aimed at improving the flow of traffic, reduce journey times and help to improve road safety along the stretch of the A40 Northern By-pass approaching Wolvercote roundabout.

Councillor Charles Mathew expressed profound concerns that these measures ignored the role of the A40 to the wider public. Further speed limits would exacerbate existing queue problems at the head of this road which was a main conduit East for many thousands a day from all points west from Wales, Monmouthshire, Worcestershire, Herefordshire and Gloucestershire and, pre-Covid, used by 32,000 vehicles per day. Add to that the many residential developments happening or planned in these areas and what was already a problem would then become a nightmare. He considered these measures would only make that situation worse. The police had already indicated they would not be able to enforce them due to a lack of resources or possibly priority. He could not see the rationale behind these

measures and did not believe that they would be effective. The long-awaited Loop Farm link project, currently unfunded and now no longer part of the infrastructure planning for this area had represented a vital relief road option to the A40 traffic going north at this juncture and was preferable to what would now be a rat run in the North Oxford Development on the approach to the Wolvercote roundabout. He considered it nonsensical to promote measures which would not be enforced by the Police, had the effect of further complicating the through traffic plans of thousands a day and asked the Cabinet Member to reconsider these proposals, in the light of the clear problems they would present.

Councillor Paul Buckley considered the Oxford North development had a major highways design flaw at its heart as he and others had explained at meetings of the City Council's West Area Planning Committee and then its Planning Review Committee in 2019. The Oxford North outline plan contained an internal link road that crossed the centre of the site, linking the A40 and the A44. According to the plan, it would be a low capacity road with part of it even shared with pedestrians and cyclists but as we now know that there will be no external link road (the originally proposed Loop Farm Link Rd) to divert through traffic away from the Wolvercote roundabout there would be extreme congestion on the approaches to that roundabout, with a substantial fraction of the queuing traffic being A40-A44 through traffic with the internal link road presenting an obvious rat-run short-cut. Through traffic approaching along the A40 would have been sitting in a long queue as it approached the junction with the internal link road and at peak times that queue could be at least 3km (according to Oxford North's prediction). The strong motivation for all this through traffic would therefore be to divert through the centre of the site to get to the A44 quicker, via the internal link road – thereby avoiding the 3 sets of traffic lights and 160% greater distance involved if continuing up to the Wolvercote roundabout to reach the A44. This strong motivation would extend to all the through traffic, including HGVs and we can expect the link road to be very busy indeed and grossly ill-designed to meet that demand. For the safety of users of the link road it is vital that at least all HGVs were prevented from joining this stream of traffic through the site. He shared the 'strong reservations' of Thames Valley Police concerning the internal link road and for the safety of its users it was vital to apply a 7.5 tonne limit with maximum enforcement measures e.g. by ANPR deployed as well. He also supported the use by taxis of the east-bound bus lane on the A40. It was OCC policy to discourage drivers from bringing private cars into Oxford so for those who were prevented for some reason from using cycles or buses they should be able to use taxis to make the journey more quickly than by private car and so taxis should be able to benefit from the bus lane as elsewhere in Oxford. The bus stop came just after the junction with the internal link road, so there would be plenty of space for any taxi in the bus lane, that found itself behind a bus that stopped at the bus stop, to turn out and pass the bus and he asked that the proposed ban on taxis using the bus lane should not be implemented.

Responding to the Cabinet Member officers confirmed that the internal link road would not be accessible to all traffic but only cars and light vehicles. No HGVs would be allowed to access other than for example refuse vehicles. The link road would not be enforced by the police but would restrict access would be supported by cameras. With regard to the A40 north that needed to be seen as wider development from Eynsham which sought to address heavy traffic levels with a park and ride site and

bus lane to Wolvercote roundabout to encourage a modal shift from car to bus. Enabling works for the rearrangement of the A40 were due to be signed off on Monday 23rd November with main works starting in January and the programme completed and delivered by 2023. The internal link road was linked in with the North Oxford development and would be restricted. The Loop Farm link road was no longer part of the County Council's infrastructure planning. It should be noted that the internal link road scheme currently being considered had been through the decision making process and informal consultation and it was necessary to now consider the required traffic regulation orders as part of the agreed development. The link road would be required for construction traffic.

Officers were in touch with City Council officers and particularly regarding one outstanding issue which concerned the 4 way signalled intersection and the advanced safety lines for cyclists.

Regarding future use of the A40 bus lane by taxis there were a number of issues around safety and improved times for buses. In view of that it was considered that use by taxis should be kept under review to promote and boost bus usage as an alternative to the car and therefore reduce the numbers of vehicles.

Thanking everyone for their submissions the Cabinet Member recognised this was a difficult part of Oxford City which was about to see further significant changes to one of the main radial routes. She accepted that this might not be the best or total solution but her decision today was a limited one for measures which needed to be introduced for a road yet to be built, which had not been a county decision but down to a planning decision by another authority. Therefore, having regard to the information set out in the report before her along with the representations made to her at the meeting she confirmed her decision as follows:

to approve:

- (a) proposed amended speeds limits comprising an extension of the 30mph speed limit west of the Wolvercote roundabout, westwards to beyond the A34 flyover bridge, and the introduction of a new 40mph speed limit (replacing parts of the existing 40mph & 60mph national speed limit);
- (b) introduction of a bus lane for eastbound buses approaching Wolvercote roundabout from near the A34 flyover;
- (c) the prohibition of U-turns on the A40, 200 metres east of the A34 Flyover at the new service sideroads on the A40 and 7.5tonne weight limits on the side roads being created as part of approved development adjacent to the A40 west of the Wolvercote roundabout at Oxford.
- (d) introduction of 7.5 tonne weight restrictions (with exemptions) on the 4 new access roads either side of the A40:
North side, approximately 300 metres west of Wolvercote roundabout, and 200 metres east of the A34 flyover; and
South side, approximately 270 metres west of Wolvercote roundabout, and 200 metres east of the A34 flyover.

(e) note assurances given that HGV restrictions would be appropriately enforced with automatic number plate recognition cameras to recognise the importance of complete enforcement to prevent this internal link road becoming a major highway;

(f)note that when these roads are open the issue of use by taxis of the eastbound bus lane should be reviewed.

Signed.....
Cabinet Member for Environment

Date of signing.....

15/20 DIDCOT: LARCH DRIVE & ADJACENT ROADS - PROPOSED 20MPH SPEED LIMIT

(Agenda No. 7)

The Cabinet Member for Environment considered (CMDE7) responses received to a statutory consultation to introduce a 20mph speed limit on Larch Drive and adjacent roads. Following an instruction to officers by the Cabinet Member for Environment on 16 January 2020 to explore whether or not funding might be available from the developers of Great Western Park to pursue the scheme. That funding had now been secured.

Acknowledging the comments from Thames valley Police regarding enforcement the Cabinet Member having regard to the information in the report before her confirmed her decision as follows:

to approve the proposed 20mph speed limit in Larch Drive and adjacent roads as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

16/20 DIDCOT: BRASENOSE ROAD & SLADE ROAD AREA - PROPOSED TRAFFIC CALMING MEASURES & 20MPH SPEED LIMIT

(Agenda No. 8)

The Cabinet Member for Environment considered (CMDE8) responses received to a statutory consultation to introduce traffic calming measures and a 20mph speed limit on Brasenose Road and Slade Road put forward as part of the approved residential development at Great Western Park and, if approved, funded by developers.

Sean Wilde spoke against the proposed traffic calming cushions located outside his property in Slade Road and urged consideration of alternative measures. Access to the property was already a dangerous manoeuvre due to current traffic, parked cars and pedestrians etc when trying to reverse onto/off our drive and virtually impossible due to lack of visibility. They currently often had to wait on the road to ensure all on-coming vehicles had passed and pedestrians had cleared their driveway before attempting access. Speed cushions would add further difficulty/complications to an already risky manoeuvre. He referred to increased noise which he had observed at a friend's property due to cars having to brake/accelerate when navigating the cushions and other obstructions e.g. parked cars and similarly increased pollution from vehicles waiting/queuing to pass one another outside their property. He also had safety concerns as the length of the cushions at 3.7m were fairly long meaning drivers had to line-up to traverse over them, so for vehicles travelling in opposite directions they would tend to try and traverse over the cushions by avoiding them, meaning that drivers/vehicles would be forced towards the centre of the road, thus potentially heading towards one another. There would be issues for visitor parking as the cushions would be positioned directly outside his house and therefore not visible by other drivers with cars parked on them. He asked if alternative options had been considered such as raised tables at strategic junctions along Slade Road at strategic junctions at Oxford Crescent, Icknield Close and Churchill Road with a 20mph speed limit so drivers knew that they were entering a 20mph speed limit area. All his neighbours who were directly impacted with the positioning of these cushions were opposed to installation outside their homes and he urged that their objections be taken into account and consider placing them directly outside the properties of residents who had expressed their support for these measures.

Dawn Elsley outlined several objections to the proposed speed cushion outside their property. Firstly noise due to the braking and accelerating between cushions which she had observed on other roads with speed cushions. The noise had been very noticeable and would impact on rooms at the front of their house. There would also be an increase in air pollution. She also objected on access grounds to their dropped kerb driveway as a cushion would present another obstacle to negotiate when reversing on to or reversing out from their driveway causing a potential safety issue. They were also objecting to the positioning of the speed cushions as on investigation, there appeared to be no specific criteria to where cushions should be placed in a road. They understood that this had been merely an engineering decision and so they were requesting that the speed cushion proposed outside their property be moved along the road where driveway access would not be affected. If installation of speed cushions needed to go ahead, it seemed sensible to perhaps consider placing the speed cushions at locations where residents had expressed their support for this calming scheme. Raised junctions seemed a better alternative and she suggested that 3 along Slade Road at the junctions with Oxford Crescent, Icknield Close and Churchill Road presented a good compromise. Finally this scheme had caused major conflict between their immediate neighbour and neighbours opposite as they were all opposed to having speed cushions outside their properties and a subsequent proposal to move one speed cushion to have a 'staggered pair' outside their properties had caused further upset regarding access obstruction to our neighbours' driveways. They had been in constant contact with officers regarding their objections to speed cushions in Slade Road and especially next to their dropped kerb driveway in the hope that a satisfactory compromise for all parties could be reached. They had

also questioned the provenance of a traffic calming scheme for Slade Road had come about as no accidents had been reported.

Officers advised that the scheme had been promoted in anticipation of an increase in traffic resulting from increased development nearby and finalised following a detailed local technical assessment using relevant regulations regarding their use. A 3.7 metre length and 1.6 metre width was the standard specification for a cushion in this type of street environment, was bus friendly and could be traversed without braking by vehicles travelling at an appropriate speed. The advantage of cushions over raised tables was that the former could be used along the full length of a road as opposed to raised tables which were used at junctions. Their recommendation would be for installation of cushions as proposed to enable compliance with the 20 mph limit and that installation of raised tables meant a considerable length of the road subject to the 20 mph limit would be without calming measures

Acknowledging the objection from Thames Valley Police to the speed limit on the usual grounds of self-enforcement the Cabinet Member for Environment also noted their comments regarding poor levels of compliance for a 20 mph limit on the nearby Great Western Park estate, which existed despite there being similar traffic calming in place. She also acknowledged that the majority of local residents were opposed to the Brasenose Road and Slade Road Area scheme with some referring to a no recorded accident record. She felt there was some merit in exploring an alternative option of additional raised tables.

Councillor Thompson considered that a good compromise.

Therefore, noting the levels of local objection which had been set out in the report before her along with the representations made to her at the meeting which had included the suggested use of raised tables as an alternative the Cabinet Member for Environment confirmed her decision as follows:

approve the 20 mph limit but take no decision with regard to installation of traffic calming measures as proposed but ask officers to investigate alternative provision of raised tables at junctions on the route (in addition to the 2 proposed at the Churchill Road junctions) ie Morrells Close with Brasenose Road and possibly Icknield Way and Oxford Crescent.

Signed.....
Cabinet Member for Environment

Date of signing.....

17/20 MILTON: MILTON HILL - PROPOSED TRAFFIC CALMING MEASURES & 30MPH SPEED LIMIT
(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE9) responses received to a statutory consultation to introduce traffic calming measures and a 30mph speed limit

on Milton Hill put forward as part of approved residential development and, if approved, funded by that development.

Having regard to the information set out in the report before her the Cabinet Member for Environment noted the high level of support which had been received for the speed limit element but slightly lower levels of support for the traffic calming element. However, mindful of the need for traffic calming to ensure compliance with the 30 speed limit as had been pointed out by the Police in their response the Cabinet Member confirmed her decision as follows:

to approve the proposed 30mph speed limit and traffic calming measures at Milton Hill as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

18/20 SOUTH OXFORDSHIRE & VALE OF WHITE HORSE DISTRICTS - VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES

(Agenda No. 10)

The Cabinet Member for Environment considered (CMDE10) comments and objections received to a statutory consultation to remove, amend and introduce disabled persons parking places (DPPP's) at various locations in the South Oxfordshire and Vale of the White Horse districts put forward following requests from residents, including, where a new place has been requested, an assessment of eligibility having applied the national guidelines on the provision of such parking places. She also noted the following comments received from local members:

Councillor Emily Smith (Abingdon North) in respect of Lyford Way - "As the only response to the consultation was a supporter and it hasn't been raised with me by any residents I have no comment to make."

Councillor Stefan Gawrysiak (Henley-on-Thames) in respect of Crisp Road & Luker Avenue - "Full support for the disabled bays, I know these locations and the persons involved."

Councillor Richard Webber (Sutton Courtenay & Marcham) in respect of Duffield Place - "What is proposed is reasonable."

Councillor David Bartholomew (Sonning Common) in respect of Pages Orchard - "I have discussed this with Sonning Common Parish Council who are in favour of the officer recommendation and I have no reason to disagree with them."

Therefore , having regard to the information set out in the report before her and the representations received for the meeting from local members the Cabinet Member confirmed her decision as follows:

approve the proposed provision of Disabled Persons Parking Places (DPPP) at: Lyford Way, Abingdon; Preston Road, Abingdon (bay to remain); Crisp Road, Henley on Thames; Luker Avenue, Henley on Thames; Duffield Place, Marcham and Pages Orchard, Sonning Common;

but defer approval of the proposals at the following locations pending further investigations: Lydalls Road, Didcot and Fleetwood Way, Thame.

Signed.....
Cabinet Member for Environment

Date of signing.....