

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

**MINUTES** of the meeting held on Thursday, 12 October 2017 commencing at 10.00 am and finishing at 11.25 am

**Present:**

**Voting Members:** Councillor Yvonne Constance OBE – in the Chair

**Other Members in Attendance:** Councillor Roz Smith (for Agenda Item 5)  
Councillor John Sanders (Labour Group Spokesperson for Environment)

**Officers:**

Whole of meeting G. Warrington (Law & Governance); Director for Infrastructure Delivery

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
4.	J. Wright & O. South (Infrastructure Delivery)
5.	A. Kirkwood & M. Ruse (Infrastructure Delivery)
6.	A. Kirkwood and R. Freshwater (Infrastructure Delivery)
Urgent Item (7)	M. Kraftl & A. Warren (Planning and Place)

*The Cabinet Member for Environment considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, together with a schedule of addenda tabled at the meeting and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda, reports and schedule, copies of which are attached to the signed Minutes.*

### 24/17 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
John White – Mayor of Burford	)
Ken Gray – Burford Town Council	)
Daren Godfrey – Cotswold Recovery Vehicles	)
Tom Hickman – Tom Hickman Landscapes	) 4. A361 Burford High Street – Proposed Environmental Weight Limit

Michael Tysoe – <i>Mayor of Chipping Norton</i> County Councillor Nicholas Field-Johnson – <i>Local Member</i>	) ) ) )
Julian Philcox – <i>JP Consultants</i> James Larminnie – <i>Cyclox</i> Frank Murray – <i>Resident</i> Valerie Seagrott – <i>Resident</i> Geoff Sutton – <i>Resident</i> Peter West – <i>Resident &amp; representing Gathorne &amp; St Anne's Road Residents' Association</i> City Councillor Altaf Khan County Councillor Roz Smith – <i>Local Member</i>	) ) )5. Proposed DPPS in Cherwell and Oxford & Restoration of Parking Permits to Wingfield House, 2A Gathorne (All in relation to the Gathorne Road element) ) ) ) )

## 25/17 A361 BURFORD HIGH STREET - PROPOSED ENVIRONMENTAL WEIGHT LIMIT

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) objections and comments received in the course of a statutory consultation on proposals to prohibit use of the A361 Burford High Street as a through route for north to south heavy goods vehicle traffic. The specific option taken to formal consultation was for a prohibition of vehicles exceeding 7.5 tonnes maximum gross weight travelling between Burford and Fulbrook roundabouts (A40 to A424).

John White the Mayor of Burford spoke in support of a prohibition. Referring to hazards to people and damage to buildings he considered the case more than made itself. Air pollution, although below EU limits, was very high particularly at the bridge area. There were 162 listed buildings on High Street including many commercial businesses some of which had been badly affected and with tourism accounting for an income to the town of some £15m per annum it was an important consideration in any decision. There were 19 children from Fulbrook attending the local school many of whom used the bridge which had no footpath with lorries encroaching onto a very narrow walking area. If the matter was deferred then he asked for a strict time limit for the matter to be reconsidered and that Burford Town Council be involved in any further consultations.

Ken Gray for Burford Town Council also spoke in support of a prohibition. He confirmed that speed data for all traffic was in fact available for High Street near the top of hill which showed that 25% of vehicles were travelling over 30mph and 4% below 20mph. Burford Town Council should be included in any further research carried out on displaced HGV traffic which he considered needed to be the sole responsibility of OCC. An 18 tonne limit was supported by all councils north of

Burford. Finally he referred to 2 existing origin/destination surveys, one for Burford and one for Chipping Norton which he considered would be key to a rerouting study.

Daren Godfrey (Cotswold Recovery Vehicles) spoke against a prohibition citing some 40 lorries a day from their operation which used this route in connection with vehicle recovery work which they undertook for, amongst others, Thames Valley Police and Gloucestershire police. They needed to attend incidents within 30 minutes in order to remove dangerous material from the highway and as they operated vehicles between 7.5 tonnes and 22 tonnes any prohibition on their vehicles would seriously affect their ability to comply with the terms of their contracts, particularly as some alternative routes would double the length of journeys while others were totally unsuitable. That in turn could jeopardise contracts and therefore jobs while increasing their carbon footprint. He understood concerns regarding speed of traffic and supported a 20 mph limit for High Street.

Tom Hickman (Tom Hickman Landscapes) spoke against a prohibition. He owned a garden landscaping and skip hire business operating 6 HGVs over 7.5 tonnes on a 7 acre site at Fulbrook only ½ mile away from the Fulbrook roundabout and. The A361 represented the gateway to their working day with 99% of their journeys requiring access over the bridge and up the High Street. A prohibition would increase mileage and times for journeys with major cost implications both financially and environmentally. As a resident of Burford he was aware of traffic problems in the town and if any prohibition was to be imposed then there should be exemptions for local companies.

Michael Tysoe (Mayor of Chipping Norton) supported calls for a prohibition. Prohibiting HGVs on this route would have major knock on benefits for Chipping Norton including reductions to the severe air pollution levels in the Horsefair. He did not expect there to be major implications for businesses in Chipping Norton but did expect there to be major benefits for small towns and villages such as Burford, Bloxham, South Newington as well as Chipping Norton which were not built for large vehicles.

Councillor Nicholas Field-Johnson supported a prohibition which was aimed at large continental type lorries. He supported moves to seek exemptions for local vehicles and endorsed John White's comments regarding damage to buildings on the High street and the detrimental effect on tourism which was key to the town with pollution also a major concern. He felt that there had been a lot of misrepresentation regarding vehicles diverting elsewhere and questioned the motives behind the expressed opposition from both Gloucestershire and Worcestershire county councils. There was no one solution for the Cotswold region and the problem needed to be tackled piece by piece starting with Burford and Chipping Norton. He endorsed calls for a deadline for further consultation in order to ensure a decision as soon as possible.

Officers confirmed that the original proposal had been for a larger zone at 7.5 tonnes which would have allowed local access by HGVs to and from the rural area north of Burford, thereby meeting the concerns of some businesses based outside the town. However, this had been changed to the current proposal for a smaller zone because large zones were more difficult to enforce. Another option would have been to keep the focus on Burford High Street but to set the limit at 18 tonnes allowing

medium sized lorries through (local or otherwise) but not larger vehicles with more than two axles e.g articulated and large quarry trucks.

It appeared that the majority of HGV traffic through Burford to/from the north travelled to/from the Witney/Oxford direction. That suggested HGVs avoiding a Burford weight limit would be more likely to divert to the east rather than to the west through Gloucestershire. It was important to do as much as possible to prevent the problem just being moved elsewhere and a deferral offered a further opportunity to look at specific solutions over a smaller area as an alternative to a larger zone, which would be difficult to enforce.

Acknowledging the obvious advantages to Burford itself the Cabinet Member for Environment also recognised the importance of establishing how any proposals might affect other areas, including neighbouring highway authorities and local businesses, the effect of displaced traffic on other routes such as the A40 which was already severely congested and the impact of setting an 18 tonne restriction. Therefore having regard to the information in the report and the representations made to her at the meeting she confirmed her decision as follows:

- (a) defer implementation of proposals to prohibit use of the A361 Burford High Street as a through route for north to south heavy goods vehicle traffic by prohibiting vehicles exceeding 7.5 tonnes maximum gross weight travelling between Burford and Fulbrook roundabouts (A40 to A424) as advertised, pending further investigation to determine the wider effect the scheme would have on neighbouring areas as a result of displaced vehicles;
- (b) the matter be reconsidered by the Cabinet Member for Environment within 6 months;
- (c) all neighbouring councils to be included in further investigation and consultation to include potential for implementing a 20 mph speed limit on High Street and the impact on local vehicles of a prohibition set at 18.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**26/17 PROPOSED DISABLED PERSONS PARKING PLACES IN CHERWELL DISTRICT AND OXFORD AND PROPOSED RESTORATION OF PARKING PERMITS TO WINGFIELD HOUSE, 2A GATHORNE ROAD, OXFORD**  
(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) objections received as a result of formal consultation on proposals to introduce new Disabled Persons' Parking Places (DPPP) at various locations in Cherwell District and Oxford City and the

proposed restoration of residents and visitors parking permits to Wingfield House, 2A Gathorne Road, Headington, Oxford, following a successful planning appeal.

Julian Philcox referred to the independent Planning Inspector's appeal in February 2017. Based on sound and robust evidence provided by JP Planning Ltd and, importantly, Oxfordshire County Council as Local Highway Authority as part of the 'Access to Headington' background work that evidence had assessed both the status quo (the position on the ground at the time of evidence collection) and the position should the Access to Headington proposals come forward. Both scenarios had shown more than adequate capacity on-street to cater for the provision of permits to residents of Wingfield House. Furthermore S288 of the Town & Country Planning Act allowed for a legal challenge via the High Court within 6 weeks of the Inspector's decision. No such challenge had been made. He added that the results of the Parking Stress survey evidence of the County Council showed significant underutilisation of on-street parking spaces in the vicinity as evidenced in a report by the then Deputy Director of Environment & Economy (Strategy) to the Cabinet Member for Environment meeting of 9 June 2016. He urged the Cabinet Member to have regard to the above and endorse the recommendation of county officers.

James Larminnie on behalf of Cyclox opposed restoration of permits. To do so would have severe environmental consequences, which he felt had not been fully considered and that any moves to increase traffic went against the Council's own environmental policies. Increased traffic meant increased parking in cycle lanes. That made cycling less enjoyable and less safe. Approving restoration of permits set a dangerous precedent and needed to be resisted.

Frank Murray a local resident opposed restoration or permits. Regretting the need to make representations at all at this stage he felt the CPZ should have prevented this situation occurring and agreeing proposals to restore permits would have ramifications for other CPZs. He was appalled that this decision had been based on a 1 day investigation and poor photographic evidence. Parking had become a very sensitive issue and to introduce additional vehicles into an already saturated area such as Gathorne Road and St Anne's Road was difficult to contemplate. There was a lot of opposition to this which needed to be taken into account.

Valerie Seagrott a resident of Gathorne Road drew attention to the parking pressures locally which led to illegal parking on corners. Double yellow lines had been placed outside her house for safety reasons yet were ignored. That implied to her that there was not enough space now let alone if more traffic were introduced. Gathorne Road had a lot of families with children living there. They needed to park close to their homes and it was wrong to inconvenience them. It was hard to accept that there was any capacity for more parking and it was clear to her that the developers were playing the system. She opposed restoration but if it went ahead it should be postponed until further surveys had been carried out after completion of Access to Headington.

Geoff Sutton a governor of Windmill school and local resident had been appalled by the Planning Inspector's decision which he felt was flawed. He felt the Inspector had been misled by evidence put before him and that residents had not been listened to. The situation locally had not been investigated thoroughly with night time surveys carried out by residents ignored. The current 18 spaces in Gathorne Road were

usually gone by late afternoon and to increase the pressure by 30% and possibly as much as 60% was unthinkable. An earlier county council email which he had seen had indicated a change would not be supported but that had now been reversed.

Peter West spoke on behalf of Gathorne Road and St Anne's Road residents association. Referring to evidence of daytime surveys he emphasised that the main problem, however, occurred at night and although requests had been made for the Inspector to consider surveys for both day and night the latter, in his opinion, had not been carried out adequately enough. The principle concern locally was that parking issues were causing huge problems in the community which would only worsen if permits were restored.

City Councillor Altaf Khan endorsed the comments expressed by local residents all of whom would be wholly disadvantaged if permits were restored. Wingfield House had originally been approved as a car free development and that should remain the case. Permits were currently being sold to commuters and the pressure on Headington was immense. This was a landmark decision and restoration of permits for this development should be resisted.

County Councillor John Sanders (Labour Group spokesperson for Environment) expressed concern regarding any precedent that might be set if the Inspector's decision was upheld and the damage that would be done to the principle of car free development particularly bearing in mind the potential for the development of 1,000 car free units proposed in the Cowley area.

Councillor Roz Smith supported the City Council's original decision to make this a car free development. She recognised this was a difficult decision but if the officer recommendation was supported then it would be in the face of a great deal of current Council policy. She accepted that sale of permits did happen and that was a situation that was difficult to enforce and police. She thanked the speakers for the points raised in opposition and regretted that no challenge had been made to the Inspector's decision. She did not consider that the Lambeth methodology had been followed insofar as surveys had not been undertaken at the correct times. The Inspector had not referred to parking stress and she reiterated the point that supporting his decision could mean extra parking provision of up to 60%. That was not safe in the current situation. The developer had been happy with the original car free permission and that should be the case going forward.

The Cabinet Member noted a written statement received from Richard Stoneman opposing the application for the restoration of residents' permits at Wingfield House and reiterating points raised by other speakers.

With regard to the element of the report regarding provision of disabled persons parking spaces in Cherwell and Oxford officers confirmed that with regard to the proposal for High Street, Hook Norton it was now apparent that there was no longer any genuine need for that space and that their recommendation now was to withdraw proposed provision.

Having regard to the information set out in the report and the representations made to her at the meeting the Cabinet Member for Environment was not minded to make a

change to the status for Wingfield House to allow restoration of eligibility for parking permits. She also accepted the amended officer recommendation with regard to not proceeding with the disabled parking space in High Street, Hook Norton and confirmed her decision as follows:

- (a) not approve restoration of eligibility for parking permits for Wingfield House, 2A Gathorne Road, Oxford;
- (b) approve disabled persons parking spaces at Gillett Close and Ruscote Avenue, both Banbury and Spindleberry Close, Oxford but not High Street, Hook Norton.

Signed.....  
Cabinet member for Environment

Date of signing.....

**27/17 PROPOSED REVISED WAITING RESTRICTION & EXTENSION OF 20 MPH SPEED LIMIT - A4144 WOODSTOCK ROAD BY THE RADCLIFFE OBSERVATORY QUARTER, OXFORD**

(Agenda No. 6)

The Cabinet Member for Environment considered responses received to a statutory consultation to reduce the number of pay and display parking places and extend the 20mph speed limit on the A4144 Woodstock Road, Oxford adjacent to the Radcliffe Observatory Quarter. The measures had been proposed in conjunction with the redevelopment of the Radcliffe Observatory Quarter.

The Cabinet Member noted comments received from County Councillor Susannah Pressel who welcomed a 20 mph limit but felt that compliance would be much more likely if all roads in the City were subject to a similar limit. She also found it difficult to see how the proposed cycle provision could be said to meet the standards of the "cycle super route" which had been proposed for Woodstock Road.

Officers confirmed that the scheme would be monitored and that the extended length of speed limit was 250 meters.

Having regard to the information 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 reduce the number of pay and display parking places and extend the 20mph speed limit on the A4144 Woodstock Road, Oxford adjacent to the Radcliffe Observatory Quarter as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**28/17 URGENT BUSINESS - QUEEN STREET EXPERIMENTAL TRO**  
(Agenda No. 7)

..... Cabinet had previously approved an experimental TRO to close Queen Street to buses, taxis and private hire, subject to Secretary of State approval. However, recent advice from the Department for Transport had indicated further monitoring would be required prior to closing the street to buses on an experimental basis. However, there was still a requirement to close the street to taxis and private hire vehicles and the Cabinet Member for Environment had agreed to consider an urgent report which sought approval to defer a decision on exclusion of buses, but implement the exclusion of taxis and private hire vehicles in line with the proposals reported to Cabinet in July 2017.

The Cabinet Member confirmed that in accordance with Regulation 16 of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 (as amended), the Chairman of the Performance Scrutiny Committee had agreed that in her opinion the matter was urgent and could not reasonably be deferred insofar as it would cause delay in the implementation of the TRO, prior to the new Westgate centre opening on Tuesday 24 October.

Also as set out under Rule 19(a) of the Scrutiny Procedure Rules, this decision was declared exempt from Call-In as it was deemed urgent and any delay would seriously prejudice the Council's interests.

Officers confirmed that there would be an opportunity for further comment from taxi groups as part of the experimental traffic order process.

Councillor Sanders raised the issue of opening Turl street and Market Street to taxis.

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

- (a) pending the decision of the Secretary of State, to defer a decision on the part of the experimental TRO reported to Cabinet in July 2017 excluding buses from Queen Street until further monitoring had been undertaken with the Westgate centre open; and
- (b) approve implementation of the part of the experimental TRO to exclude taxis and private hire vehicles from Queen Street.

Signed.....  
Cabinet Member for Environment

Date of signing.....



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