

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 7 June 2018 commencing at 10.00 am and finishing at 11.23 am

Present:

Voting Members: Councillor Yvonne Constance OBE – in the Chair

Other Members in Attendance: County Councillor John Howson (for Agenda Item 4)
County Councillor Roz Smith (for Agenda Item 4)
County Councillor Glynis Phillips (for Agenda Item 4)
County Councillor Liz Leffman (for Agenda Items 5 & 7)
County Councillor Liam Walker (for Agenda Items 6 7 8)
County Councillor John Sanders

Officers:

Whole of meeting G. Warrington (Law & Governance); H. Potter (Infrastructure Delivery)

Part of meeting

Agenda Item	Officer Attending
4	M. Kraftl (Planning & Place)
6	W. Marshall (Infrastructure Delivery)
7	M. Wasley (Infrastructure Delivery)
9	J. Fry (Infrastructure Delivery)

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.

35/18 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
County Councillor John Howson County Councillor Roz Smith)) 4. Oxford: Controlled Parking

County Councillor Glynis Phillips County Councillors John Sanders City Councillor Alex Hollingsworth) Zones – Future Programme))
County Councillor Liz Leffman	5. Kingham & Bledington – Proposed Extension of 30 mph Speed Limit and Road Narrowing
County Councillor Liam Walker	6. North Leigh – New Yatt Road – Proposed Speed Cushions
County Councillor Liz Leffman	7. Shipton-under-Wychwood – Proposed 30 mph Speed Limit
County Councillor Liam Walker	8. West Witney Area – Proposed Speed Limits and Weight Limit

36/18 OXFORD: CONTROLLED PARKING ZONES - FUTURE PROGRAMME

(Agenda No. 4)

The Cabinet Member for Environment considered (CMDE4) a programme for implementation of controlled parking zones (CPZs) in Oxford to be jointly funded by Oxfordshire County Council and Oxford City Council and overseen through the joint parking management arrangements now established between the two councils.

Councillor Howson referred to Elizabeth Jennings Way which he considered a case for category 1 priority. It suffered from problems of aggressive drivers who used the area to park for access to the city centre and the station via the towpath. Entrances to properties were often partially blocked from indiscriminate parking, which even occurred on mini roundabouts. He suggested introduction of a workplace levy. Access for emergency vehicles to Frenchay Road needed to be maintained and he raised an issue regarding the types of vehicles covered under CPZ rules such as wheeled vehicles with no propulsion and cited a horse trailer which had been parked in the area for some time.

Mr Kraftl undertook to speak with enforcement colleagues regarding terms of definition and responding to the Cabinet Member he confirmed that although Elizabeth Jennings Way was a small area its Priority 2 status was unlikely to cause displacement problems as it was the only remaining area left in that part of the city. Also double yellow lines could be introduced as part of the order.

Referring to Headington & Quarry Councillor Smith pointed out a number of circumstances peculiar to that area including an urgent need to review the current situation in London Road and the high expansion of employment sites in the area – 6

hospitals and the University of Oxford moving onto the Churchill site. That represented a 20% increase in employment levels and more than supported the introduction of a workplace levy. She referred to an anomaly in the rules governing size of vehicles, income from permits needed to cover maintenance and policing costs and concerns regarding sale of permits. Consultation was key for residents and the City Council needed to enforce and promote car free developments

Mr Kraftl confirmed that London Road would be reviewed as part of the work of the Joint County & District Parking Reference Group and that the 20% increase in employment sites would be a factor. He would speak with enforcement team colleagues concerning issues over the sale of business permits.

City Councillor Alex Hollingsworth confirmed that S106 and CIL funding would be specifically tied to new schemes. He was aware that a review was needed for Headington and the Joint Parking Group would look at that and take it forward.

The Cabinet Member confirmed that proposals from the Parking Group would, where necessary, come back to her for agreement.

With regard to her division Councillor Phillips raised the issue of inconsiderate parking and her support for a strategic approach. Regarding Barton specifically it was imperative that the new Barton development, which would be subject to a developer CPZ was tied in with county and city proposals for the remainder of Barton with an integrated sequence of work and Risinghurst and Sandhills given the same priority as Barton. Currently there was a lot of external parking and whilst she had some sympathy for workers who parked and cycled to work she had less for people going on holiday who parked locally and then travelled by coach to London in order to avoid charges at Thornhill. Thornhill charges needed to be more attractive.

Mr Kraftl confirmed that in deciding on priority categories officers had taken into account proximity to employment sites, planning pressures and knock-on effects and that if an area had not initially secured a priority 1 or 2 status now it would not be precluded from doing so at a later stage.

City Councillor Hollingsworth was aware of the pressures on all areas but the crucial criteria had to be deliverability. A lot of time and expense would be used in getting schemes through the various stages so simplicity as also a key ingredient. This was a finely balanced judgement and the current priorities had been based on sound criteria and in his view represented a reasonable conclusion. South Oxford extension was a problem and Barton could be treated in a similar way to the Lye Valley scheme. At the end of the day there was a need to deliver something on the ground.

The Cabinet Member recognised that there seemed to be a reasonable case to consider reprioritising Risinghurst & Sandhills to a Priority 2.

Councillor Sanders highlighted that the grey areas shown in the map on page 5 had been in existence for a considerable time with no changes made although conditions in the City had changed considerably. He suggested a 3 year timetable be drawn up to review maintenance for new and old areas. That could cover minor issues such as timings, spaces etc under the auspices of the Parking Reference Group. He also

suggested a timetable for implementation for the 4 priorities together with an investigation into the sale of visitor permits to include clearer rules regarding non-transferability and easier ways to identify who owned permits.

Mr Kraftl pointed out that even minor reviews had the potential to spotlight issues and care would be needed to avoid those becoming costly operations. Regarding timing consultation would vary from zone to zone but he would be discussing next steps with city colleagues with a view to publishing a programme for Priority 1 and 2 but that would be unlikely to include areas marked as Priority 3 and 4.

The Cabinet Member was sceptical as to how sale of visitor permits might be controlled but the issue could be raised with the Joint Parking Group. She reported email comments submitted by Councillor Presell which had included her hope that some expenditure could be saved by not having more than one consultation per area. Regarding her own area a review of the CPZ in the Botley Road area was now long overdue with pressure on parking so acute that more spaces needed to be found with a further restriction on the number of permits issued to new people moving into the area to one per household, with none for HMOs, as in the city centre.

Therefore, noting that there had been no specific objections raised by Councillors at the meeting and having regard to the information set out in the report before her the Cabinet Member for Environment confirmed her decision as follows:

to approve the programmes of new controlled parking zones set out at Annex 1 to the report CMDE4 and instruct officers to progress the priority 1 and 2 schemes with a request that the programme be amended to include the Risinghurst & Sandhills zones as a Stage 2 priority.

Signed.....
Cabinet Member for Environment

Date of signing.....

37/18 B4450 AT KINGHAM AND BLEDINGTON - PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND ROAD NARROWING

(Agenda No. 5)

The Cabinet Member for Environment considered responses received to a statutory consultation to extend the 30mph speed limit on the B4450 at Bledington (Gloucestershire) eastwards by 75 metres into Kingham parish and provide a road narrowing with priority working covering the extent of Chipping Bridge over the Evenlode River to permit only a single lane of traffic to pass over the bridge.

Councillor Leffman expressed her support for the proposal.

Having regard to the information set out in the report before her together with the support of the local member the Cabinet Member for Environment confirmed her decision as follows:

to approve proposals to extend the 30mph speed limit on the B4450 at Bledington (Gloucestershire) eastwards by 75 metres into Kingham parish and provide a road narrowing with priority working covering the extent of Chipping Bridge over the Evenlode River so as to only permit a single lane of traffic to pass over the bridge as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

38/18 NORTH LEIGH - NEW YATT ROAD - PROPOSED SPEED CUSHIONS (Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a statutory consultation to introduce three pairs of speed cushions on New Yatt Road over a 250m length of the road south west of its junction with Green Lane to mitigate concerns over road safety and the wider adverse impact of traffic on residents and road users (in particular pedestrians) arising from residential development adjacent to the road.

Supporting the proposals Councillor Walker stated that reducing speed of traffic on this busy stretch of road was key as in a recent survey 80 cars out of 936 were travelling in excess of 40 mph. However, he questioned whether the county council was getting good value for money as perhaps build outs rather than speed cushions would achieve a better result. Also moving the western most cushion further west could benefit the scheme.

Responding to the Cabinet Member Mr Marshall confirmed that a cushion could potentially be moved but doing so would require further reference to minimum distance guidelines. Addressing the comments made regarding alternative measures he confirmed that the rural nature of the road together with its variable width, which reduced in an easterly direction, led officers to believe that the scheme, as proposed, was proportionate. The works would be funded jointly by two developments and confirmed that contributions had also been secured towards an improved bus service and improved footways. Regarding concerns on noise vehicles travelling at the right speed would be able to straddle the cushions thereby reducing noise levels and an agreed design and construction to a high specification would it was expected keep maintenance to a minimum.

The Cabinet Member reported the detail of an email from a resident Mr Ed Turner objecting to the current scheme and raising the provision of alternative measures all of which had been covered in the report and discussed at the meeting as part of her deliberations.

Noting improvements to local bus services and improved footways secured as part of the developments together with an investigation by officers into the implications for

relocating the western-most proposed speed cushion to a suitable point further west of the access to the new development on the northern side of New Yatt Road to reduce through traffic speeds west of this access point the Cabinet Member 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 the introduction of three pairs of speed cushions on new Yatt Road over a 250m length of the road south west of its junction with Green Lane as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

39/18 SHIPTON-UNDER-WYCHWOOD - 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 in place of the existing 40mph limit on the A361 at the east end of the A361 at Shipton under Wychwood which have been put forward by Shipton-under-Wychwood Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents and visitors to the village.

Thanking officers for their work on the proposal Councillor Leffman referred to an issue concerning the police response regarding enforcement and pointed out that a local speed watch group would actively apply the restriction. The A361 was a very busy road and there was a great deal of local support for this initiative. She then asked if consideration could be given to increasing the visual impact of the restriction at the station end of the proposed limit by providing road markings in addition to the proposed signing as an added visual aid to advise drivers of the approaching speed restriction.

Noting an additional email from Shipton-under-Wychwood parish council in support of the proposal the Cabinet Member asked officers to investigate whether funding could be found to provide additional lining as suggested by the local member. Having regard to that issue together with the information set out in the report and representations made to her at the meeting the Cabinet Member confirmed her decision as follows:

to approve the introduction of a 30mph speed limit in place of the existing 40mph limit on the A361 at the east end of the A361 at Shipton under Wychwood as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....,,,

40/18 WEST WITNEY AREA - PROPOSED SPEED LIMITS AND WEIGHT LIMIT

(Agenda No. 8)

The Cabinet Member for Environment considered CMDE8 responses received to a statutory consultation to introduce lower speeds limits on the A40 Witney bypass and Downs Road, and a 7.5 tonne environmental weight on the B4047 between its junction with the A40 at the west end of the Witney bypass and Downs Road put forward as part of the major West Witney residential and commercial development.

She also noted comments emailed in by one of the local members County Councillor Fenton reinforcing the need for proper enforcement.

Another local member Councillor Walker spoke in support. The proposals were long overdue and had received a great deal of local support. However, one area of concern remained regarding the bridge at Old Minster Lovell which he felt needed to be included in the 7.5 tonne restriction in order to prevent 14.5 tonne vehicles entering the restricted area.

The Cabinet Member recognised the concerns regarding the bridge although it was difficult to understand what 14.5 tonne vehicles would be accessing that area. Nevertheless, signing was important and as this had been S278 funded an approach could be made to underwrite that. 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 proposals to introduce lower speeds limits on the A40 Witney bypass and Downs Road, and a 7.5 tonne environmental weight on the B4047 between its junction with the A40 at the west end of the Witney bypass and Downs Road as advertised;
- (b) with regard to the road leading from Old Minter Lovell officers investigate the need for additional signage or further restrictions to address potential issues for lorries over 7.5 tonnes exiting a currently unrestricted area for vehicles over 7.5 tonnes and entering a 7.5 tonnes restricted area.

Signed.....
Cabinet Member for Environment

Date of signing.....

41/18 A417 READING ROAD (CRAB HILL) - PROPOSED SPEED LIMIT AND ONE-WAY RESTRICTION

(Agenda No. 9)

The Cabinet Member for Environment considered objections and comments received to a statutory consultation to lower speeds limits on the A417 Reading Road between Wantage and Lockinge, and to also introduce a one-way restriction within the layby on the A417, located west of the junction with the West Lockinge Turn put forward as part of the major development at Crab Hill adjacent to the A417 Reading Road.

She also noted further comments emailed in by County Councillor Mike Fox-Davies on behalf of Ardington Parish Council concerning the state of the surface of the layby on the south side and from Thames Valley Police withdrawing their objection following further discussion with county officers regarding issues concerning the rural environment of the road.

Mr. Fry confirmed that further correspondence with the police had led to them accepting the rationale that whilst in the current circumstances the road did have a rural feel to it that would undoubtedly change after the proposed development.

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

- (a) to approve implementation of lower speed limits on the A417 Reading Road between Wantage and Lockinge and also introduction of a one-way restriction within the layby on the A417, located west of the junction with the West Lockinge Turn as advertised;
- (b) in response to local concerns officers to investigate improving the surface of the layby.

Signed.....
Cabinet Member for Environment

Date of signing.....