

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Friday, 31 May 2019 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 Items 2 and 6)
Councillor John Howson (for Agenda Item 5)
Councillor Glynis Phillips (for Agenda Item 6)
Councillor Judy Roberts (for Agenda Item 11)

Officers:

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

Part of meeting

Agenda Item	Officer Attending
5.	C. Rossington (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.

27/19 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

Councillor Roz Smith

I understand that the Access to Headington project works on Windmill Road are to take place this year; including reducing the number of residents parking spaces and increasing the number in nearby residential streets. I would be grateful if the Cabinet member could advise as to when the promised consultation regarding the extra parking spaces will be taking place?

Cabinet Member for Environment

We intend to consult over the summer with the decision to be made at CMD in September. Unfortunately, this is later than intended. The delay occurred because we wanted to address concerns raised in a previous consultation which has now

expired. The delay was also compounded by the number of consultations/parking changes happening across the county creating a resource issue.

Councillor Roz Smith

Thank you for confirming that consultation should be taking place this summer. Could I ask when the County Council will be consulting/showing the design changes for the Headley Way aspect and that perhaps a public meeting on this could be arranged which I would be happy to help convene?

Cabinet Member for Environment

I will ask officers to keep you posted on how this information will be shared but can give no commitment here to holding/convening a public meeting.

28/19 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
County Councillor John Howson	5. Oxford – George Street/Hythe Bridge Street/Worcester Street Junction – Revised Amended Junction Layout and Pedestrian & Cycle Provision
Councillor Roz Smith (Quarry City Councillor & Risinghurst Parish Councillor) County Councillor Glynis Phillips	6. Oxford: A40 at Risinghurst – Proposed Closure of Central Reserve Gap at Junction with Access to Former Nielsen Site
County Councillor Judy Roberts	11. Cumnor – B4044 Eynsham Road/B4017 Cumnor Road, Farmoor and Delamere Way, Cumnor – Proposed Waiting Restrictions

29/19 OXFORD - MAGDALEN ROAD AND HOWARD STREET AREA - PROPOSED CONTROLLED PARKING ZONE

(Agenda No. 4)

The Cabinet Member for Environment considered responses to a formal consultation on a new CPZ in the Magdalen Road and Howard Street area with 2 minor additions to include 284 and 286 Iffley Road.

Noting comments from CYCLOX regarding pavement parking the Cabinet Member considered that although this was something that couldn't always be supported or encouraged sometimes a balance needed to be struck and when that was the case and providing adequate provision could be made for use by, for example, pushchairs and wheelchairs she felt that could be vindicated.

She also noted the support of the local member and the requirement to exempt a decision on this matter from call-in for the reasons set out on the agenda, in the officer report and below this decision.

Therefore, having regard to the information set out in the report before her the Cabinet Member for Environment confirmed her decision as follows:

to approve proposals as advertised for a Controlled Parking Zone (CPZ) in the Magdalen Road and Howard Street area of Oxford, but incorporating some minor amendments to the proposed parking places where considered appropriate as requested in the consultation responses subject to local consultation as required, and to include number 284 Iffley Road (in addition to number 286 Iffley Road as currently proposed) within the Iffley Fields Controlled Parking Zone order.

Signed.....
Cabinet Member for Environment

Date of signing.....

Exemption from Call-in

Under Standing Orders (Section 6.2, paragraph 19 (a) to (c) the Chairman of the Council had agreed that the decision on the proposed Controlled Parking Zone - which involved the need to make a Traffic Regulation Order which would normally be subject to call-in - should be exempted as any delay could prejudice the Council's or public's interest. That was because the administrative work required to implement the proposal for the planned date of commencement of the scheme in mid-July 2019 following approval of the scheme would otherwise be appreciably delayed due to the very limited capacity of the residential permits team to carry out this work, including due to planned changes to their ICT systems in the summer, and noting that the postponement of this meeting from 23 May to 31 May as a result of the European elections on the former date could not have been foreseen when programming the work.

30/19 OXFORD - GEORGE STREET/HYTHE BRIDGE STREET/WORCESTER STREET JUNCTION - REVISED AMENDED JUNCTION LAYOUT AND PEDESTRIAN & CYCLE PROVISION

(Agenda No. 5)

As part of the Local Growth Fund Connections to the Oxford Station project proposals for improvements to the George Street/Hythe Bridge Street/Worcester Street junction in the centre of Oxford including changes to Traffic Regulation Orders (TROs) had been consulted on formally last summer with results reported to the 12 July 2018 Cabinet Member for Environment Delegated Decisions. At that meeting the Cabinet Member decided not to approve any changes in order that officers could consult key stakeholders on further improvements to the detailed design in the light of the consultation responses received and the outcome of the Road Safety Audit process along with the implications of the Botley Road corridor study and the Phil Jones Associates report for the design and specification of the scheme. That had now been done and improvements to the scheme layout made. Key stakeholders had also been given the opportunity to comment on this.

The design consulted on last year formed part of the report currently before the Cabinet Member to this meeting with the improved design at Annex 2. Approval was now being sought for the amended TROs and improved junction layout.

Speaking on this issue for a third time Councillor Howson was still unable to support the proposals considering a more radical approach was required on what was a key route from the station to the City centre. The scheme addressed neither safety concerns emanating from narrow pavements in Hythe Bridge Street or environmental concerns and, suggesting that it seemed premature to do this before the Oxford Transport Strategy had been finalised, queried whether the scheme represented value for money. There did not appear to be a plan for an alternative route while works were carried out and changes to signal times could lead to tailbacks in Hythe Bridge Street leading to increased pollution. The scheme should be deferred until the Transport Strategy had been finally determined.

Responding Mr Rossington advised that the scheme had been designed to address demand management and help manage traffic flow. Changing how local streets and the junction were used would benefit both pedestrians and cyclists. Provision of the scheme would not preclude, if necessary, changes being made in the future and bollards could be removed as and when required. Value for money would be part of relevant processes undertaken not just for this junction but also for detailed design capital spending to come. He acknowledged concerns regarding pavements in Hythe Bridge Street but felt that improving traffic flow would have a beneficial effect on the general surroundings making them safer and cleaner. He confirmed that LEP funding needed to be used within 6 months which meant a decision was required today, whereas S106 money was not time limited. There would effectively be no real physical change as the lights would all be retained and although changes were minor they would result in a real improvement.

Mr Kirkwood endorsed comments regarding safety improvements for both cyclists and pedestrians.

Councillor Sanders recognised some of the concerns expressed by Councillor Howson but felt persuaded by the case put forward by officers regarding overall improvements to a dangerous junction.

The Cabinet Member acknowledged the objections from Cyclox and Pedal & Post as set out in the report along with 2 emails she had received from Gareth Lewis and Graham Jones which she had taken full account of in reaching her decision. Thanking Councillor Sanders for his support and Councillor Howson for his input she agreed with his comments about this being the worst approach into the City but nevertheless felt the scheme was justified in order to improve both traffic flow and safety for pedestrians and cyclists. Satisfied that the scheme represented value for money and was not simply being promoted merely because finance was available she undertook to share that spending detail with Councillor Howson so he could scrutinise and challenge if necessary.

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

approve the revised design for the George Street/Worcester Street/Hythe Bridge Street junction and the necessary changes to the Traffic Regulation Order governing traffic movements as advertised in May and June 2018.

Signed.....
Cabinet Member for Environment

Date of signing.....

31/19 OXFORD: A40 AT RISINGHURST - PROPOSED CLOSURE OF CENTRAL RESERVE GAP AT JUNCTION WITH ACCESS TO FORMER NIELSENS SITE

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses received to a statutory consultation on a proposal to close on road safety grounds the central reserve gap which currently permitted a right turn to the A40 eastbound carriageway from the former Nielsen’s office site on the south side of the A40 which was being redeveloped for residential use.

While accepting the need to improve safety at the junction and appreciating the opportunity which was being taken to undertake this work while this stretch of road was being resurfaced County Councillor Glynis Phillips asked that the matter be deferred in order to consider the matter again in the wider context of traffic and pedestrian movements in the area including the Risinghurst residential area and the options study being undertaken for improvements at the Collinwood Road junction in order to address the safety of residents from Risinghurst and Barton crossing the A40. A report on the latter issue had been delayed but needed to be factored in as it seemed illogical to look at arrangements at one junction in isolation of another so

close. Closure of the gap would require residents coming out of the Nielsen development to go left and round the Green Road roundabout which was already the busiest in Oxfordshire or potentially rat run through Risinghurst. Development at this site would inevitably increase further over time and a strategic approach was required to look at alternatives.

Councillor Sanders endorsed those comments.

While accepting the obvious safety concerns associated with a right turn out of this development site Councillor Roz Smith speaking as a City Councillor and Parish Councillor also supported deferral citing concerns regarding the environmental impact from increased rat running on residential areas in Risinghurst and Quarry. The requirement to review arrangements at the Collinwood junction which she agreed needed to be reopened with lights in tandem with the gap closure was paramount. Serious delays with traffic often queuing back to Wheatley needed to be addressed and adding more traffic to currently congested roads was not the answer.

Mr Kirkwood advised that a right turn out of this site was not a manoeuvre he could commend and as a road safety officer he could not recommend it be retained. The potential impact on Risinghurst had been recognised in the report and the planning process associated with the development had indicated minimal impact on traffic levels. Furthermore, it seemed reasonable to suppose that most vehicle movements from the proposed development would turn left towards Oxford rather than right and eastwards. Regarding arrangements for potential signalisation at the Collinwood junction he advised separation of the two issues as further development at the Nielsen site could prompt a future renegotiation of arrangements but if left open could compromise the availability of resources. There were other developments with access onto the ring road.

The Cabinet Member for Environment acknowledged the concerns regarding rat running and matters of safety expressed by officers. However, she considered that this proposal deserved further consideration as part of a bigger picture involving proposals for a pedestrian crossing at the Collinwood Road junction and the potential for reopening the gap in the future with a traffic control. Therefore, having regard to the information set out in the report before her and the representations made to her at the meeting she confirmed her decision as follows:

to defer consideration of the proposed closure of the central reserve gap which currently permitted a right turn to the A40 eastbound carriageway from the former Nielsen’s office site on the south side of the A40 until the 27 June 2019 meeting to enable further consideration to be given to alternative options and the views of the City Council on those options.

Signed.....
Cabinet Member for Environment

Date of signing.....

32/19 OXFORD - CHURCH WAY, IFFLEY TURN AND WESTBURY CRESCENT - PROPOSED WAITING RESTRICTIONS

(Agenda No. 7)

The Cabinet Member for Environment considered responses received to a statutory consultation to introduce new and amended waiting restrictions at Church Way, Iffley Turn and Westbury Crescent, Oxford. These measures had been requested by the local member and Oxford City councillors and would be funded from the Councillor Priority Fund and CIL funding held by Oxford City Council.

Councillor Sanders advised that he had spoken with the City Councillor concerned who had persuaded him that there was widespread support for the proposals.

Noting the funding arrangements and 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 proposed waiting restrictions at Church Way, Iffley Turn and Westbury Crescent, Oxford as advertised.

Signed
Cabinet Member for Environment

Date of signing.....

33/19 OXFORD: GODSTOW ROAD, MILL ROAD ON PAPERMILL DEVELOPMENT - PROPOSED WAITING RESTRICTIONS, 20MPH SPEED LIMIT AND 'NO ENTRY' RESTRICTION

(Agenda No. 8)

The Cabinet Member for Environment considered (CMDE8) responses received to a statutory consultation to introduce additional waiting restrictions at Godstow Road and Mill Road, Wolvercote to facilitate traffic movements including at the Mill Road/Godstow Road junction where a mini roundabout had been proposed to replace the existing T junction, a 20mph speed limit on a new road being constructed for a residential development and a no-entry restriction on the new road within the development so that the local bus service could use this road as a terminus point /turning amenity. She also noted an email from Councillor Paul Buckley the local member supporting the proposal.

Addressing some of the concerns in the report Mr Kirkwood confirmed that vehicles would still be able to set down or pick up passengers and to load and unload where double yellow lines were being proposed. He confirmed as well that the restriction on Mill Road as shown on the plan was incorrect and would be reduced slightly.

Having visited the site on the previous day Councillor Sanders was pleased to hear confirmation from officers regarding retention of certain rights on double yellow lines.

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:

- i. additional & new waiting restrictions on Godstow Road, Mill Road & within the Papermill Development in Wolvercote, Oxford as advertised subject to a slight reduction on Mill Road as detailed above;
- ii. a 20mph speed limit restriction on the roads within the Papermill Development, and
- iii. a 'No Entry' restriction within the Papermill Development bus terminus square.

Date of signing.....
Cabinet Member for Environment

Date of signing.....

34/19 A361 BETWEEN BANBURY & CHIPPING NORTON - PROPOSED SPEED LIMITS

(Agenda No. 9)

The Cabinet Member for Environment considered (CMDE9) responses received to a statutory consultation on a proposal to reduce speed limits on the A361 between Banbury and Chipping Norton put forward as part of a Department for Transport funded project to improve safety on this part of the A361 on account of a long-term history of high severity traffic accidents. The proposals also took account of approved and planned development in Banbury.

She also noted an email from County Councillor Kieron Mallon which while not offering unconditional support stated he had no observations to make.

Addressing a question regarding the response from Thames valley Police Mr Kirkwood confirmed that they had in fact supported some parts of the proposed reductions but not all. The objection lodged by them had related to the section between Banbury and Bloxham but he pointed out that that would not happen until the new layout, including a roundabout which formed part of a planned development, was in place. Responding to a question from the Cabinet Member he confirmed that a request by Bloxham parish council to reduce the speed limit to 20 mph through the village would require additional supporting measures but there was currently no funding available for that.

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:

approve proposed reductions in speed limit on the A361 between Banbury and Chipping Norton with the following qualifications:

- a) implementation of the reduced speed limits between Banbury and Bloxham be deferred until the new layout (including a roundabout) which would form part of planned development was in place;
- b) the 50mph speed limit south west of South Newington be extended by approximately 300 metres to just east of the Heythrop turn.

Signed.....
Cabinet Member for Environment

Date of signing.....

35/19 CHIPPING NORTON: A361 BANBURY ROAD - PROPOSED 40MPH SPEED LIMIT

(Agenda No. 10)

The Cabinet Member for Environment considered (CMDE10) responses received to a statutory consultation to introduce a 40mph speed limit on the A361 Banbury Road in Chipping Norton (in place of the current national speed limit) due to development of land adjacent to the road and noted the support of the local member County Councillor Hilary Hibbert-Biles.

Mr Kirkwood advised that he suspected that the objection by Thames Valley police might have been partly influenced by the consultation undertaken for the proposed speed limits on the A361 between Banbury & Chipping Norton (Item 9 on the agenda for this meeting). However, he considered that there was a strong case for the revised limit because of the development proposed for adjacent land.

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

approve the proposed reduction in speed limit to 40mph speed limit (from the current national speed limit) on the A361 Banbury Road leading north-eastwards out of Chipping Norton, as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

36/19 CUMNOR - B4044 EYNHAM ROAD/B4017 CUMNOR ROAD, FARMOOR AND DELAMERE WAY, CUMNOR - PROPOSED WAITING RESTRICTIONS
(Agenda No. 11)

The Cabinet Member for Environment considered (CMDE11) responses received to a statutory consultation to introduce additional waiting restrictions on the B4044 Eynsham Road and B4017 Cumnor Road at Farmoor and at Delamare Way, Cumnor. The proposals had been put forward due to concerns raised by the Parish Council over the safety, positioning and movement of traffic in the area and were to be funded from the Councillor Priority Fund. She also noted 2 additional emails both from residents of Church Close expressing concern about the proposals particularly the effect of displaced parking onto Church Close and protection for its residents

County Councillor Judy Roberts spoke in support of the proposals and referred to an ongoing situation between residents and local businesses. The situation in this area was also worsening due to diverted traffic and lorries. Two local meetings had failed to reach a solution and with little parking available on business sites in the area lots of vehicles were now parking on local roads for long stretches of time. Church Close was a private road and so restrictions could not be imposed unless by residents and she had thought that they had all been in agreement regarding restrictions in the Close but it now seemed from the 2 emails received that that might not be the case. She also advised that there was some alternative parking in Mayfield Road some 300 metres away. The parish council fully supported the proposals.

Suggesting that because of the size of the businesses in question they should reasonably be expected to provide parking on site and noting the efforts locally to find a solution with funding from the local councillor, the availability of alternative parking in Mayfield Close and that residents of Church Close could possibly approach the parish council to assist with funding a scheme for the Close the Cabinet Member for Environment 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 proposed waiting restrictions on the B4044 Eynsham Road and B4017 Cumnor Road at Farmoor, and at Delamare Way, Cumnor as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

37/19 WALLINGFORD: READING ROAD - PROPOSED WAITING RESTRICTIONS
(Agenda No. 12)

The Cabinet Member for Environment had before her a report (CMDE12) presenting responses received to a statutory consultation to introduce additional waiting restrictions at Reading Road, Wallingford put forward due to development of adjacent land.

However, responding to representations from County Councillor Lynda Atkins the local member that an alternative proposal for the restrictions to be presented at this meeting had not allowed sufficient time for consultation beforehand with local residents and therefore the extent to which the revised proposal might mitigate their very real concerns the Cabinet Member for Environment agreed to Councillor Atkins' request to defer to enable consultation to take place and confirmed her decision as follows:

to defer consideration of additional waiting restrictions on Reading Road at Wallingford to a future meeting.

Signed.....
Cabinet Member for Environment

Date of signing.....