

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

**MINUTES** of the meeting held on Thursday, 27 June 2019 commencing at 10.00 am and finishing at 11.00 am

**Present:**

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

**Other Members in Attendance:** Councillor John Sanders  
Councillor Glynis Phillips (for agenda item 4)

**By Invitation:**

**Officers:**

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

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
5.	C. Rossington (Planning & Place)
6.	J. Exley (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.*

### 38/19 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
County Councillor Glynis Phillips	4. Oxford: A40 at Risinghurst - Proposed Closure of Central Reserve Gap at Junction with Access to Former Nielsens Site

Bashir Ahmed (COLTA) Tim Gresswell (Businessman, High Street)	) 5 Proposed Changes to Waiting, )Loading, Bus Stops and Taxi Rank )Arrangements at West End of High )Street, Oxford
Anna Lampard (Burford Shilton Road Residents Association)	6. Burford - A40 Oxford - Witney Road & B4020 Shilton Road - Proposed Signalled Crossing, Traffic Calming Measures and Extension of 30 mph Speed Limit

### **39/19 OXFORD: A40 AT RISINGHURST - PROPOSED CLOSURE OF CENTRAL RESERVE GAP AT JUNCTION WITH ACCESS TO FORMER NIELSENS SITE**

(Agenda No. 4)

In response to proposals to redevelop the former Nielsen's office site on the south side of the A40 it had been considered advisable on road safety grounds as a result of the revised use of the land to close the existing gap in the central reserve that currently enabled vehicles to turn right from the development site to the A40 eastbound carriageway as part of a planned major maintenance scheme in the summer of 2019. The matter had been considered by the Cabinet Member for Environment at her delegated decisions meeting on 31 May 2019 but deferred by her in response to concerns raised both to a statutory consultation on the closure proposal and at that meeting by County Councillor Glynis Phillips and for this matter City and Parish Councillor Roz Smith. Those concerns had centred on the need to consider the matter in the wider context of traffic movements in the area, including the Risinghurst area and delays in progressing an options study for improvements to the A40 in the vicinity of the Collinwood junction, including hazards faced by pedestrians crossing the A40 dual carriageway at the uncontrolled crossing point immediately east of this junction. The Cabinet Member now considered the matter again in the light of a further report from officers addressing those concerns.

Councillor Phillips accepted that there now seemed little option other than to close the gap but posed three questions. Would the right turn at the bottom of Collinwood Road be permanently closed; would the dropped tactile kerbs at the current pedestrian crossing be retained when resurfacing work was carried out and was there any possibility of dedicating some finance for a signalised crossing if favoured by the Skanska report.

Mr Kirkwood confirmed that the right turn would be permanently closed; that tactile kerbing would be retained and regarding dedicating finance for a signalised crossing could give no guarantee for that but officers were aware of the problems there.

Councillor Roz Smith had been unable to attend due to an emergency but had sent in an email that morning to the Cabinet Member with a number of detailed questions mainly seeking information on numbers of additional vehicle movements. Officers had been unable to provide figures nor best estimates in time for the meeting but at the request of the Cabinet Member would respond to Councillor Smith.

The Cabinet Member accepted the conclusion that there would be no adverse impact on the situation at Collinwood Road and having driven past recently on two occasions remained of the view that closure of the A40 gap as proposed presented the best solution on safety grounds. Therefore, having regard to the information set out in the report and the representations made to her at the meeting confirmed her decision as follows:

to approve closure of the central reserve gap currently permitting a right turn to the A40 eastbound carriageway from the former Nielsen’s office site on the south side of the A40 as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**40/19 PROPOSED CHANGES TO WAITING, LOADING, BUS STOPS AND TAXI RANK ARRANGEMENTS AT WEST END OF HIGH STREET, OXFORD**

(Agenda No. 5)

The Cabinet Member for Environment considered (CMDE5) proposals to amend bus stop, waiting, and loading provision at the west end of High Street and reinstate a taxi rank outside the Mitre pub immediately west of Turl Street in order to address operational problems with the bus & taxi arrangements introduced in High Street because of the Westgate Centre reopening.

Bashir Ahmed (COLTA) supported the recommendation and highlighted the need for a daytime taxi rank near to Carfax. With significantly fewer ranks than other similar cities and towns it was important for Oxford to have increased provision to meet increasing demand and give the public a choice. Taxis were facing high costs for conversion to electric vehicles but received no subsidy to help offset those costs. Their drivers worked in a professional manner and were not responsible for the congestion issues which were usually the fault of buses.

Tim Gresswell raised concerns regarding the published report and the number of respondents which had risen from 11 to previous consultations to 70 most of whom had made no comment and he suspected they were all taxi drivers. There were currently 11 bus routes feeding in to 2 bus stops and although that was to be increased to 3 he felt 6 would be a more realistic number. Morning peak was less of a problem but the situation became much worse in the evening when clearly there was not enough room with a clear and evident safety issue. There was a shortage of loading bay space in High Street with delivery vehicles having to park further down

which was no good. The loss of 2 spaces outside the Mitre would be disastrous. As deliveries were usually between 6 and 11 am he suggested that loading bays could be used as taxi ranks later in the day when demand would be greater. Any further loss of space would be disastrous for traders.

The Cabinet Member acknowledged the point regarding the number of comments and sought clarification from officers regarding the number of bus routes using the available bus stop space.

Mr Rossington accepted that bus stops were busy but in fact there were 11 separate numbers for 6 or 7 routes. The suggestion was to introduce a short extension of the bus stop which should help address some of the congestion issues.

Mr Kirkwood confirmed it would be possible to make provision for shared use of bays between taxis and delivery vehicles as had already been done on the Plain. However, that would require consultation and a joint decision with the City Council.

The Cabinet Member for Environment accepted that this was a very congested part of Oxford but that the scheme before her now had been very carefully researched and needed to be tested to see how it worked. Noting Mr Gresswell's concerns re loading provision on High Street and particularly the area around The Mitre she stressed the scheme was not set in stone and would be monitored. To Bashir Ahmed she empathised with the point regarding the public need for taxis. Therefore, noting that some of the provisions set out needed to be consulted on by the City Council and having regard to the information set out in the report and the representations made to her at the meeting she confirmed her decision as follows:

- a) approve provision of a 30m loading bay outside of the Covered Market as indicatively shown at Annex 1 to the report CMDE5;
- b) approve the removal of the loading bay outside the Mitre;
- c) approve the relocation of blue badge parking (east of Turl Street) to the east to allow the lengthening of the bus stop clearway as indicatively shown at Annex 1 to the report CMDE5;
- d) approve the change to the hours of the loading ban on High Street and St Aldate's to no loading 7.30am to 9.30am and 4pm to 6.30pm; and
- e) support in principle the creation by Oxford City Council of a two-car taxi rank as indicatively shown at Annex 1 to the report CMDE5 on the condition that the city council agreed to remove the rank immediately if it caused road safety and/or congestion problems once operational.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**41/19 BURFORD - A40 OXFORD - WITNEY ROAD & B4020 SHILTON ROAD - PROPOSED SIGNALLED CROSSING, TRAFFIC CALMING MEASURES AND EXTENSION OF 30 MPH SPEED LIMIT**

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) a report presenting responses received to a statutory consultation to introduce a signalled crossing on the A40 west of its junction with the B4020 Burford Road, traffic calming measures and the extension of the 30mph speed limit on the B4020 Shilton Road at Burford put forward as a result of development of land to the west of the B4020 Shilton Road at Burford noting that, if approved, the scheme would be funded by that development.

Anna Lampard a resident living opposite the development spoke on behalf of other residents and in support of the principle but raised concerns regarding how it would be achieved. There had been a reluctance on the part of developers to discuss with residents some key unresolved technical issues including provision of a pedestrian footpath on the west side, which if not provided would necessitate crossing the road twice and a ghost lane serving the development. Quoting an 82% objection to humps she asked that the matter be deferred for further discussion and analysis to find a more innovative solution.

Officers confirmed there had been 3 elements to the consultation process – the crossing; traffic calming and the 30mph extension. With regard to the crossing the developer was required to do that. Traffic calming – while accepting that what was being proposed was an old technique the design of the humps should, however, address some of the objectors' concerns as they were flatter thereby reducing noise. They would be bus friendly and allow cars to negotiate at 30 mph but would address and reduce instances of severe speeding and not impede movement of larger delivery vehicles. The police would not consider speed cameras and had been supportive of these proposals but only in conjunction with the traffic calming proposals.

John Exley confirmed that footpath provision had originally been designed in the way it had to avoid pinch points which would have made the path narrow in certain areas. However, a path would now be provided along the whole length of the western side despite those points. That change had not yet been communicated to residents.

The Cabinet Member welcomed that change and, although that provision was not specifically in front of her at this meeting, any decision she made would be on the understanding that a footway would be provided by the developer along the whole of the west side.

Mr Exley confirmed that a "Ghost Lane" would be essential to provide a safe right turn into the development and had been part of the original planning stage. He also confirmed that driveways were now shown on schematic drawings.

Acknowledging the representations made by Anna Lampard the Cabinet Member recognised the need to address local problems as highlighted but in this particular case she felt that the traffic calming scheme as proposed presented the best option as opposed to say chicanes which were often susceptible to damage and therefore

repair costs. She supported moves for a 30mph speed limit and welcomed the recent modification for provision of a footway along the whole of the west side as indicated by officers. Therefore, having regard to the information set out in the report before her and the representations made to her she confirmed her decision as follows:

to approve the following proposals on the understanding that a continuous footway would be provided by the developer along the west side of the Shilton Road notwithstanding concerns previously expressed regarding existing localised pinch points along the route:

- i. Provision of a signalled pedestrian crossing on the A40 approximately 150m west of its junction with the B4020 Shilton Road.
- ii. Traffic calming measures on the B4020 Shilton Road comprising six sets of speed cushions.
- iii. The extension south eastwards of the 30mph speed limit on the B4020 Shilton Road by 170 metres.

Signed.....  
Cabinet Member for Environment

Date of signing.....

..... in the Chair

Date of signing .....