

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 21 January 2021 commencing at 10.00 am and finishing at 12.10 pm

Present:

Voting Members: Councillor Yvonne Constance OBE – in the Chair

Other Members in Attendance: Councillor Gill Sanders (for Agenda Items 5 & 6)
Councillor Roz Smith (for Agenda Item 8)
Councillor John Sanders

Officers:

Whole of meeting G. Warrington (Law & Governance); H. Potter & A. Kirkwood (Growth & Place)

Part of meeting

Agenda Item	Officer Attending
4.	J. Whiting (Growth & Place)
5.	E. Owens, N. Barnes, E. waters and P> Lingwood (Growth & Place)
6.	G. Barrell (Growth & Place)
7.	E. Bohun (Growth & Place)
8.	R. Freshwater (Growth & Place)
9.	C. Rossington (Growth & Place)
11 & 13	M. Wasley (Growth & Place)
12	A. Barrett (Growth & 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.

25/21 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Charlie Hicks Sajad Khan Scott Urban City Councillor John Tanner Dan Pooley Hannah Rhodes County Councillor Gill Sanders County Councillor John Sanders)))) 5. Oxford: Church Cowley and)Florence Park Areas: Low Traffic)Neighbourhood))
City Councillor John Tanner County Councillor Gill Sanders	6. Oxford – Oxford Road, Littlemore: Proposed Traffic calming Measures
County Councillor Roz Smith	8. Trial of E-Scooters
PC Jamie Howell	9. Oxford – East Oxford: Proposed Secure On-Street Pedal Cycle Parking Places

26/21 OXFORD - COWLEY CENTRAL AREA (EAST): PROPOSED CONTROLLED PARKING ZONE (CPZ)

(Agenda No. 4)

Following approval by the Cabinet Member for Environment at her 17 December Cabinet Member Delegated Decisions meeting for the introduction of the Cowley Centre (East) CPZ it had come to light that a petition submitted in objection had not been presented within the officer report and recommendations. In summary, the petition of 30 signatories (including lead petitioner) from residents of Barns Road and Lockheart Crescent requested that:

“We the residents of Cowley East Area would like to propose that the County Council do not approve the two cars per household restriction, as we believe it is unreasonable to limit residents’ ability to lead an independent life and have flexibility to go to work. We also feel that visitor permits should be free. Cowley East is a working families resident area and we feel that we would struggle to afford your charges and ask your consideration as we are already struggling to afford our basic bills.

Vehicle allowance needs to be agreed per household. Possibly offer drop kerbs where possible at reduced prices, spaces for residents more in need and residents parking after 6-8pm.”

County officers considered the petition raised no additional or new issues which might affect the Cabinet Member’s earlier decision and in their view the scheme should move forward to implementation.

The Cabinet Member confirmed that she had a copy of the petition in front of her for this meeting and that the full December report had been placed on the website as a background document for this meeting and that she also had a copy of that report.

The Cabinet Member noted that the petition while not objecting to the principle of the proposed CPZ for Cowley Centre (East) raised issues regarding the limit of permits per household and the equity of payment for those permits. Similar concerns had been raised by other respondents during the consultation which had been carefully and comprehensively considered as part of the report submitted to her on 17 December and subsequently her decision and so having regard to that and the advice from officers that the petition raised no additional or new issues which might affect her earlier decision the Cabinet Member:

reaffirmed her 17 December decision to approve the Cowley Centre Area (East): Proposed Controlled Parking Zone Scheme and for that to now move forward to implementation.

Signed.....
Cabinet Member for Environment

Date of signing.....

27/21 OXFORD: CHURCH COWLEY, TEMPLE COWLEY AND FLORENCE PARK AREAS: PROPOSED LOW TRAFFIC NEIGHBOURHOOD

(Agenda No. 5)

Low Traffic Neighbourhoods (LTN’s) had been proposed for Oxford in the Oxford Local Cycling and Walking Infrastructure Plan (LCWIP) as an effective way of promoting walking and cycling, in line with Council objectives of public health, decongestion, climate change and air quality. Temple Cowley, Church Cowley and Florence Park (Cowley) had been chosen as priority areas in response to residents’ complaints about traffic and to improve the cycle routes running through the neighbourhoods. Therefore, it was proposed that the Cowley LTNs be introduced using Experimental Traffic Regulation Orders (ETROs) allowing the County Council and residents to assess the impacts before a decision was made regarding permanency.

Charlie Hicks urged that the recommendation to implement the schemes be accepted as hopefully the first of many other LTNs across the city and county. He thanked County Councillor John Sanders for his work in helping to deliver the scheme and also to many local residents who had campaigned for this for over 18 months. The case for LTNs to him was clear and very positive. Shortcutting traffic through residential streets was not inevitable and residential streets should be safe streets and a place for community and people to live and prioritising health. Zero carbon

travel needed to be the easy, attractive and safe default option. As borne out by the consultation which showed over 70% of residents in favour overall there was huge support for these proposals and he hoped that those who were sceptical now would recognise the benefits once the proposals were established. He understood the concerns regarding uncertainty over what would happen to traffic levels and whether journeys would be more difficult, especially if it meant traffic increasing on a few roads, which no-one wanted. That was why it was so important that these schemes were introduced as an experiment with all residents able to be heard when final decisions were made.

He made a number of suggestions:

1. As well as red 'Road Closed' signs, green 'Road Open' (to pedestrians, cyclists, wheelchairs, children scooting) could be placed on the planters too.
2. Signs introduced at entrances to the LTNs to let drivers know there were no longer rat runs open to them, e.g. "Rethink Your Route" signs
3. In the first few weeks, while drivers were getting used to the new filters and in order to help cars turn around safely at modal filters, perhaps council staff or volunteers at the planters could help manage any cars that needed to turn around? That would be especially helpful for the school drop off and pick up at St Christopher's and Church Cowley St James Primary Schools
4. Involve school leaders more closely in the conversation with planning for LTNs and School Streets integrated together where possible.
5. Bring in the St Christopher's School Street at the same time as the Temple Cowley LTN so there would be no issues at drop off/pick up times.
6. Greater clarity given on how residents could give their feedback and input over the first 6 months and make that process as easy as possible to encourage that feedback.
7. There should be a rigorous evaluation, including air quality, traffic levels within and on the perimeter roads, emergency services times, levels of walking and cycling, public transport use, school run transport modes.
8. While the expected overall effect was a large decrease in traffic levels, if there were increases on residential streets, assurances needed to be given to those concerned that everything possible would be done to mitigate that.

He hoped that we would all see the benefits of improved community, safer and cleaner streets and a healthier and more pleasant neighbourhood that these schemes would bring.

Sajad Khan on behalf of COLTA expressed serious concerns over the proposed low traffic neighbourhood scheme and felt that the local licensed Hackney carriage trade, had been ignored. The proposed closures would certainly impact on their operations and they were shocked that they had been considered a part of the problem and not the solution by closing off certain routes they use on a daily basis to get passengers to their destinations efficiently. They had experienced first-hand the devastating impact closures had had on their trade with the closure of Walton street access into Jericho losing a significant amount. These proposals for the Cowley area would have a much greater impact because in normal circumstances, Cowley area was where regular pick up or drop offs were and by way of example he quoted an example of a travelling passenger picked up from the Cowley Road by the O2 academy (a high

footfall area in normal circumstances) who wished to travel to Hollow Way or Florence Park or Littlemore. With the closures proposed on Crescent Road, Rymers Lane, Littlehay Road or Littlemore Road, options of travel were limited which would undoubtedly add time and money to the journey. Their trade had suffered tremendously since the start of this pandemic and road Closures would make that situation worse by impacting on their operations. It was evident that other events that impacted on levels of traffic hadn't been considered such as road traffic accidents generally on outer roads and ring roads, football games and roadworks. All of these situations impacted on traffic in and around the Cowley area. One unfortunate incident and the traffic would be at a standstill with routes, that we would quickly shuttle passengers around to avoid congestion, closed off to us and their reputation as a trade that provided an efficient service would quickly diminish. They asked the Cabinet Member to reconsider 4 closures that were proposed at Rymers Lane, Littlehay Road, Crescent Road and Littlemore Road which were shown as permanent closures and which they had serious concerns about. They suggested that the most appropriate action here would be to install bus gates. Their level of use would be nowhere near the level of what would be considered a 'rat run' by private cars and taxis should not be held responsible for rat run behaviour when we drive taxis for a living.

Scott Urban offered his congratulations on progressing these three LTNs. One year ago, the Oxford LCWIP had just been adopted and recognised as probably the best in the country but he never thought that we would be putting it in place within a year. Oxfordshire Liveable Streets had been a champion of the low-traffic neighbourhood concept and as a director he had watched keenly as local authorities put 73 LTNs into place since the government called for their deployment back in May 2020. There had been attempts to blame any number of ills on the LTNs and in a few cases, they had been removed on grounds, in his opinion, that would not stand up to scrutiny. LTNs have been open to challenge in other areas but over time residents in those areas, such as Walthamstow, had come to support them and recognise their benefits. For him personally, the most worthy objections to LTNs had been voiced by people living on the 'periphery' roads. Their concerns were valid and he supported their stand to ensure that LTNs did not exacerbate traffic where they lived. In the most recent LTN traffic count at Railton in Lambeth the peripheral road impact had been minimal whereas traffic counts from the Walthamstow Village scheme suggested a slightly bigger impact. In that regard then LTNs needed to be the start of a journey in lessening the burden of traffic and commending the advancement of the Connecting Oxford vision he hoped that that would be brought to fruition with all speed.

City Councillor John Tanner felt the Church Cowley Low Traffic Neighbourhood would have a significant, and on the whole beneficial, effect on the Littlemore ward which he represented on Oxford City Council. It would prevent traffic shortcutting from the ring road to Blackbird Leys and the Cowley Centre to the benefit of Littlemore residents, bus users, cyclists and children attending Church Cowley St James primary school. However, the closure/filter at the junction of Mayfair Road/Littlemore Road was a closure too far and he asked that that filter be removed from the scheme in order to assess the level of any rat-running and for the filter to be introduced at a later date if traffic flows significantly increased. The Mayfair Road filter was opposed by most local residents and (unlike the Littlemore Road closure/filter) was not essential to the LTN scheme. Hundreds of residents he represented in the Mayfair Road

neighbourhood would be stranded on an artificial desert island. Drivers going to work, delivery vehicles and visitors' cars would be funnelled through a very narrow Westbury Crescent which would suffer a marked increase in traffic. He therefore urged you please to exclude the Mayfair Road barrier/filter from the otherwise very welcome Church Cowley LTN and asked that when, if approved, would the Cowley LTN be installed, when would it be reviewed and how would the Bartholomew Road gate for buses and taxis be enforced?

Dan Pooley considered implementation of the LTN would end rat-running through this neighbourhood making them safer and enabling people to choose how they travelled across OX4. Personally, he was sick of vehicles aggressively mounting the pavement, due to the excessive volume of speeding traffic and in spite of traffic calming measures already in place. As a parent it was distressing walking on the pavement with children, knowing that there were safety issues whereas cycling was completely out of the question. He wished to emphasise though that an LTN wasn't just about rat-runs or safety although these were the obvious first benefits. An LTN set out a fundamentally different vision for neighbourhoods, challenging everyone on how we used our roads and if we wanted to meet environmental targets we should not continue to facilitate the drive-everywhere culture.

This was also why a neighbourhood with a few filters was not really a LTN as that should aim to have as little (low) traffic as practically possible. An LTN wasn't just a traffic management strategy but an environmentally conscious decision made by a community for long-term sustainability. That needed a change to the culture and attitudes of road users and community members alike to show the benefits of such a shift. Some residents mistakenly believed that they would lose access to their homes but there would simply be fewer routes and slightly longer journeys.

Hannah Rhodes a resident of Florence Park expressed her delight at the high levels of support for Low Traffic Neighbourhoods. Little Hay Road was one of the worst rat runs which she needed to cross with her children many times a day and also having to contend with the notorious Rymers Lane/Little Hay junction where there had been many collisions. She was aware that people had moved away from the area due to concerns for the safety of their young children and the amount of traffic gave the feeling of a main road except that there were no pedestrian crossings. Many families were also worried about the impact of high air pollution levels on their children's health, particularly those who have family members with asthma and other health issues. It was important to try and give back a safe environment to these communities and promote a healthier lifestyle.

County Councillor Gill Sanders fully supported the proposals for the Low Traffic Neighbourhood with one exception and that was the proposal to install a filter at the entrance to Mayfair Road near to the junction with Littlemore Road as that would have a huge impact on all the residents who would be cut off and who would only be able to exit or access the estate via Westbury Crescent. She noted that the scheme would be constantly reviewed with an interim decision about whether to continue with the experiment six months after implementation.

County Councillor John Sanders endorsed the comments in support of the scheme.

The Cabinet Member for Environment noted written comments from:

Judith Harley asked the Cabinet Member to consider an alternative proposal for the Temple Cowley Low Traffic Neighbourhood to reduce the number of filters located in Crescent Road and Salegate Lane from four to two. The officer report showed “strong support” for filters TC1 (Crescent Road) and TC3 (Salegate Lane) but neutral support for TC2 (Junction Road) and majority opposition for TC4 (Temple Road) which included St. Christopher’s School in Temple Road where the two school entrances would be on different sides of TC4. The Temple Cowley Health Centre, located near the junction of Temple Road with Oxford Road, would be cut off from a considerable number of its Temple Cowley patients many of whom were elderly or disabled or both and had to drive to the Centre for medical attention often requiring much longer journeys via Oxford Road, Hollow Way, or both to reach the Centre. The proposed filter [TC4] was at an existing narrowing leading to a narrow section of road with very narrow footways and limited or no turning space at the other TC filters. The report recommends that the position of filter TC2 be changed to satisfy Don Bosco Close residents, although the number of residents requesting this is not stated and despite the observation in the report that “moving the filter [TC2] in Junction Road would lead to more traffic using the Oxford Road – Temple Road junction. Clearly TC4 was an unwanted filter in a bad location and moving TC2 to satisfy (some) residents would add to congestion at the Oxford Road – Temple Road junction. Her proposal would remove both TC2 and TC4 and reposition TC1 and TC3 to provide the same benefits as four filters but remove the disadvantages. She urged that a scheme be promoted which was right for our communities along the lines she had proposed to alleviate residents’ concerns and provide a more satisfactory and workable scheme for all concerned.”

Michael Evans had objected to the proposed ‘Site CC6 - Bartholomew Road Bus & Traffic Filter’. Installing a filter on Bartholomew Road effectively cut off access to Sandy Lane West and side roads areas of Littlemore from other parts of Littlemore by car. Quite a few elderly residents living in Sandy Lane West and side road areas of Littlemore needed a car in order to maintain their independence. Should the proposal go ahead those trying to access Sandy Lane West and side road areas of Littlemore would be forced to use the ring road from Littlemore roundabout to Cowley Junction, then back onto the ring road exiting at the Nuffield industrial estate/the Oxford Academy Junction, entering Sandy Lane West from the ring road. He understood the desire to limit car use but was it realistic to expect everyone to start cycling everywhere? He believed more traffic would be forced to use Between Towns Road via Cowley centre and predicted that the accident statistics would increase with the proposals creating a distinct divide in Littlemore by effectively cutting off Littlemore village to access Sandy Lane West and side road areas of Littlemore.

The Committee Officer read out a statement from the County Council’s Head of Legal Services & Deputy Monitoring Officer in response to a question raised by a member of the public following a High Court Review decision regarding the legality of various traffic reduction measures in London and whether the County Council should consider delaying any decision regarding the introduction of any LTNs in Oxford until any appeal in the London case had been concluded or until the County Council’s own legal team had conducted a thorough evaluation of the legal implications. The statement read as follows:

“A decision at the High Court yesterday has been brought to our attention but I am of the view that this decision does not impact upon Oxfordshire County Council’s scheme and the decision to be made today which was for an experimental order to gather evidence, information and build a picture of possible impacts and which would be regularly reviewed and be a factor in the Council’s ongoing decision-making process. The High Court decision yesterday was London centric and does not in my opinion directly impact on the experimental order. Each case needs to be considered on the facts and individual merits and I do not agree that the Council should defer a decision at this stage. I have seen no representations as to how this decision impacts upon the proposed scheme with the onus being upon interested parties to incorporate this into any representations that they seek to make which will then be a factor in the Council’s decision-making process.”

The Cabinet Member for Environment thanked everyone for their comments and submissions both at the meeting and during the consultation. This scheme was an element of a bigger picture to improve conditions in the City and so 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:

- a. note the responses received to the preliminary consultation on the Cowley Low Traffic Neighbourhoods
- b. approve proposals as consulted on for the introduction of traffic management measures in the Church Cowley, Temple Cowley and Florence Park areas in Oxford to create Low Traffic Neighbourhoods, including the introduction of Experimental Traffic Regulation Orders giving effect to the proposed modal filters within the LTNs, and associated waiting restrictions.
- c. approve minor changes from the consultation proposals in the light of consultation responses, namely:
 - i. To relocate the filter in Junction Road from south of Don Bosco Close to north of Temple Cloisters
 - ii. To permit taxis and private hire vehicles through the traffic filters which permit buses in Cornwallis Road and Bartholomew Road
- d. monitor closely:
 1. the impact for taxis of closures proposed on Crescent Road, Rymers Lane, Littlehay Road and Littlemore Road
 2. the Mayfair Road, Littlemore Road and Littlehay Road filters
 3. closure of Newman Road/Oxford Road junction
 4. To bring in the School Street for St Christophers School on Temple Road at the same time as the Temple Cowley LTN

Signed.....
Cabinet Member for Environment

Date of signing.....

28/21 OXFORD - OXFORD ROAD, LITTLEMORE: PROPOSED TRAFFIC CALMING MEASURES

(Agenda No. 6)

The Cabinet Member for Environment considered (CMDE6) responses to a consultation on proposed traffic calming measures on Oxford Road in Littlemore put forward as result of a review of alternative options for traffic calming following an earlier decision by her not to proceed with a zebra crossing and other measures which had been consulted on in 2020.

City Councillor John Tanner thanked County officers for proposing two traffic calming schemes for Oxford Road, Littlemore and listening so closely to local views, including those of Littlemore Parish Council and urged that the scheme be supported. Traffic speeds were dangerously high off the ring road into Oxford Road and that needed to be reduced, motorists discouraged from using Oxford Road, Littlemore as a short cut to the Reading Road (the A4074) and the environment made safer for pedestrians to cross to the popular Oxford Road recreation ground. He also asked that the existing northern end build-out at the junction of Oxford Road, Littlemore with the ring road be retained. A flat-top hump was already proposed at this point but retaining the build-out would prevent the loss of two much needed on-street parking places with the narrowing encouraging traffic from the ring road to slow down.

County Councillor Gill Sanders spoke in of the measures proposed in Oxford Road, Littlemore. Traffic frequently exceeded the 20 mile limit on this road particularly when coming of the roundabout on the ring road. Littlemore Parish Council also supported the proposal as did a large majority of the local residents. She had raised previously the possibility of installing a 20 mile per hour repeater sign in this road to remind drivers that there was a speed limit and unless reminded felt many of them would continue to speed despite the installation of the road humps.

A written representation from Sorcha Lanham a resident of Oxford Road, Littlemore that the proposal was the best solution to the volume and speeding traffic, bringing about much improved safety to the residents of Oxford Road and those accessing the road both pedestrians and drivers and was very much welcomed.

The Cabinet Member for Environment thanked the speakers for their comments and having regard to the information set out in the report before her confirmed her decision as follows:

approve the proposed traffic calming measures on Oxford Road, Littlemore as but with the existing northern end buildout retained.

Signed.....
Cabinet Member for Environment

Date of signing.....

29/21 OXFORD - VARIOUS LOCATIONS: AMENDMENTS TO PARKING PLACES TO ACCOMMODATE NEW ELECTRIC VEHICLE CHARGING POINTS

(Agenda No. 7)

Provision of on-street charging apparatus for electric vehicles was reviewed in response to development proposals, assessments of demand carried out by officers and requests received from external bodies. Current proposals for charging points were delivered under the Go Ultra Low Oxford (GULO) strand of projects, funded by the Office for Zero Emission Vehicles and Oxford City Council and delivered in partnership with Oxfordshire County Council. T-GULO provided rapid charging for the taxi trade and O-GULO provided fast charging for car clubs and residents without access to off-street parking. The charge points would be funded by the Office for Zero Emission Vehicles (OZEV) and Oxford City Council, with match funding contributions from EB Charging Lt and Franklin, under a revenue share agreement to cover operational cost.

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 proposals as advertised for electric charging points for vehicles with the exception in the light of the objections received of the proposal for Barns Road.

Signed.....
Cabinet Member for Environment

Date of signing.....

Approved

30/21 APPROVED TRIAL OF E-SCOOTERS

(Agenda No. 8)

Oxfordshire County Council in its role as Local Highway Authority had agreed to take part in a 12-month long trial of e-scooters within the county. The Cabinet Member for Environment considered an update on the development of a rental e-scooter trial for the city of Oxford and which sought approval for the rental e-scooter trial to operate in Oxfordshire and summarised a preliminary consultation with key stakeholders on the Experimental Traffic Regulation Order (ETRO) measures intended to be brought in to facilitate the use of e-scooters across Oxford. The report noted that private e-scooters had and could not be included in this trial.

County Councillor Emma Turnbull broadly welcomed the introduction of an e-scooter scheme in the city centre but had some concerns about the basis of their use in Cornmarket Street. She supported removal of the time restriction on cycling and introduction of a marked two-way cycle lane down the middle of the paved area. Currently a bit of a free for all she was concerned that the addition of e-scooters might well add to the confusion for pedestrians. Adding a designated cycle lane down Cornmarket would be transformative for cyclists, who currently had to use the narrow

Turl Street or run the gauntlet of shoppers along New Inn Hall Street and the side of the Westgate and so while welcoming these measures urged that access to Cornmarket be kept under review.

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

- a. note the responses received to the preliminary consultation on the trial of e-scooters
- b. approve an Experimental Traffic Regulation Order to facilitate the use of public hire e-scooters (i.e. electrically powered) on the public highway across the Oxford urban area, including an initial launch within the Headington area of Oxford.

Signed.....
Cabinet Member for Environment

Date of signing.....

31/21 OXFORD - EAST OXFORD: PROPOSED SECURE ON-STREET PEDAL CYCLE PARKING PLACES

(Agenda No. 9)

The Cabinet Member for Highway Management considered (CMDE9) responses received to a consultation for provision of secure parking for 104 bicycles carried out in November and December last year in eight streets between Iffley and Cowley Road from The Plain to Bullingdon Road using money from the allocation from the Home Office Safer Streets Fund allocated to Thames Valley Police for the provision of secure on street cycle parking. There had been some common objections to the proposals in general as well as some specific objections/concerns about finer details but, overall, the report highlighted considerable support for the provision of additional secure cycle parking.

PC Jamie Howell from Thames Valley Police Safer Streets Team had started this process with the intention of improving the safety of the community it served. 44% of the offences in this area related to the theft of bicycles with Oxford itself traditionally having high levels of cycle theft. This area had significant levels of bikes left outside the fronts of properties with poor options for locking those bikes safely because of a lack of space outside properties or locations to effectively secure the bike. Having worked with partners in the city in relation to cycle theft and the national cycle working group ideas had been formed of where resources could be targeted and 3 main goals were set to try and achieve this through an ambitious mass bike registration push with a national database, free gold standard D-lock distribution (alongside best locking guidance) and the introduction of secure on street parking for cycles. Accepting that nothing was 100% effective these measures could help reduce the likelihood of a theft occurring and would support the City Council's own program

of street parking. This was a unique opportunity to provide something to the community, offering real value by adding an additional level of bike security in the St Mary's ward.

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

to approve the proposals as advertised for secure on-street cycle parking in East Oxford except for the proposals at the north east end of Regent Street.

Signed.....
Cabinet Member for Environment

Date of signing.....

32/21 OXFORD & ABINGDON VARIOUS LOCATIONS: PROPOSED DISABLED PERSONS PARKING PLACES

(Agenda No. 10)

The Cabinet Member for Environment considered (CMDE11) responses received to proposals for the provision of Disabled Persons Parking Places.

Imran Hussein a resident in Mill supported the removal of the disabled bay outside number 20-21 Mill Street and conversion to a normal parking bay believing the space could be used more effectively and easier for all residents.

County Councillor Emily Smith supports the proposal for Boxhill Walk, Abingdon

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 provision of Disabled Persons Parking Places (DPPP) at: Corunna Crescent; Flexney Place; Quartermain Close as advertised (with minor adjustments being made to accommodate concerns raised in the consultation) and the removal of the DPPP in Mill Street as advertised;

but defer approval of the proposals at the following locations pending further investigations: Bourne Close and Divinity Road (removal).

Signed.....
Cabinet Member for Environment

Date of signing.....

33/21 ADDERBURY - MILTON ROAD, BERRY HILL ROAD AND THE RISE: PROPOSED 40MPH SPEED LIMIT, TRAFFIC CALMING MEASURES AND WAITING RESTRICTIONS

(Agenda No. 11)

The Cabinet Member for Environment considered (CMDE12) responses to a statutory consultation to introduce a 40mph speed limit on the Milton Road in place of the existing national speed limit, the introduction of traffic calming chicanes on Berry Hill Road and Milton Road and no waiting at any time restrictions at the A4260 Banbury Road junction with The Rise. The proposals had been formulated following concerns being raised on traffic safety by Adderbury Parish Council and were being funded through S106 and OCC Third Party Support Schemes Budget.

Having regard to the information set out in the report before her the Cabinet Member confirmed her decision as follows:

- a) approve the proposed 40mph speed limit on Milton Road limit as advertised;
- b) approve the proposed traffic calming chicanes on Berry Hill Road and Milton Road limit as advertised;
- c) approve the principle of waiting restrictions at the junction of the A4260 Banbury Road with The Rise but with the restrictions only to apply at times to be agreed following further local consultation with Adderbury Parish Council and affected residents, rather than at all times as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

34/21 BANBURY - A361 NORTH OF BANBURY - PROPOSED 40MPH & 50MPH SPEED LIMITS AND BUS STOP CLEARWAYS

(Agenda No. 12)

The Cabinet Member for Environment considered (CMDE13) responses received to a statutory consultation to introduce a 40mph speed limit and 50mph speed limit on the A361 in place of the existing national speed limit with bus stop clearways at new bus stops in conjunction with the development of adjacent land.

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

to approve 40mph and 50mph speed limits and bus stop clearways on the A361 North of Banbury as advertised.

Signed.....
Cabinet Member for Environment

Date of signing.....

35/21 BODICOTE - HIGH STREET JUNCTION WITH WHITE POST ROAD & WYKHAM LANE: PROPOSED WAITING RESTRICTIONS

(Agenda No. 13)

The Cabinet Member for Environment considered (CMDE13) responses received to a statutory consultation to introduce waiting restrictions at the junction of High Street with White Post Road and Wykham Lane at Bodicote to reduce the risk of obstructive parking. The proposals had been forward by the local member Councillor Arash Fatemian to alleviate parking issues at this junction and improve safety and funded through his Councillor Priority Fund.

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

to approve waiting restrictions as advertised at the High Street junction with White Post Road and Wykham Lane at Bodicote along with an extension to those proposals by up to 5 metres westwards on the north side of Wykham Lane subject to a detailed site inspection.

Signed.....
Cabinet Member for Environment

Date of signing.....