

To: Members of the Transport Decision Committee

Notice of a Meeting of the Transport Decision Committee

Thursday, 26 November 2009 at 10.00 am

County Hall

Joanna Simons

Joanna Simons
Chief Executive

November 2009

Contact Officer: **Graham Warrington**
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Membership

Councillors

Ian Hudspeth -
Rodney Rose -

*The Agenda is attached. Decisions taken at the meeting
will become effective at the end of the working day on 4 December 2009
unless called in by that date for review by the appropriate Scrutiny Committee.*

*Copies of this Notice, Agenda and supporting papers are circulated
to all Members of the County Council.*

Date of next meeting: 7 January 2010

Declarations of Interest

This note briefly summarises the position on interests which you must declare at the meeting. Please refer to the Members' Code of Conduct in Section DD of the Constitution for a fuller description.

The duty to declare ...

You must always declare any "personal interest" in a matter under consideration, ie where the matter affects (either positively or negatively):

- (i) any of the financial and other interests which you are required to notify for inclusion in the statutory Register of Members' Interests; or
- (ii) your own well-being or financial position or that of any member of your family or any person with whom you have a close association more than it would affect other people in the County.

Whose interests are included ...

"Member of your family" in (ii) above includes spouses and partners and other relatives' spouses and partners, and extends to the employment and investment interests of relatives and friends and their involvement in other bodies of various descriptions. For a full list of what "relative" covers, please see the Code of Conduct.

When and what to declare ...

The best time to make any declaration is under the agenda item "Declarations of Interest". Under the Code you must declare not later than at the start of the item concerned or (if different) as soon as the interest "becomes apparent".

In making a declaration you must state the nature of the interest.

Taking part if you have an interest ...

Having made a declaration you may still take part in the debate and vote on the matter unless your personal interest is also a "prejudicial" interest.

"Prejudicial" interests ...

A prejudicial interest is one which a member of the public knowing the relevant facts would think so significant as to be likely to affect your judgment of the public interest.

What to do if your interest is prejudicial ...

If you have a prejudicial interest in any matter under consideration, you may remain in the room but only for the purpose of making representations, answering questions or giving evidence relating to the matter under consideration, provided that the public are also allowed to attend the meeting for the same purpose, whether under a statutory right or otherwise.

Exceptions ...

There are a few circumstances where you may regard yourself as not having a prejudicial interest or may participate even though you may have one. These, together with other rules about participation in the case of a prejudicial interest, are set out in paragraphs 10 – 12 of the Code.

Seeking Advice ...

It is your responsibility to decide whether any of these provisions apply to you in particular circumstances, but you may wish to seek the advice of the Monitoring Officer before the meeting.

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

AGENDA

- 1. Apologies for Absence**
- 2. Declarations of Interest - see guidance note opposite**
- 3. Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am on the working day before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

- 4. Minutes (Pages 1 - 14)**

To confirm the minutes of the meeting held on 3 September 2009 (**TDC3**) and to receive for information any matters arising therefrom.

- 5. Petitions and Public Address**
- 6. Buckland Road and Bampton 7.5 Tonne Environmental Weight Limit**
(Pages 15 - 26)

Forward Plan Ref: (2209/162)

Contact: Chris Lees, Traffic Technician (1235 466117) and Peter Ronald, Area Traffic Engineer (01235 466139)

10:05 am

Report by Head of Transport (**TDC6**)

7. Congestion Management: Contingency Plans for A420, A44 and A34, A40, A4142, A423 known as the Oxford Ring Road (Pages 27 - 28)

Forward Plan Ref: 2009/175

Contact: Katherine Powley, County Network Coordinator (01865 815342)
10:45 am

Report by Head of Transport (**TDC7**)

8. Congestion management: Contingency Plan for A34 (Resulting in Closure) (Pages 29 - 36)

Forward Plan Ref: 2009/175

Contact: Katherine Powley, County Network Cordinator (01865 815342)
11:00 am

Report by Head of Transport (**TDC8**)

9. Car Club Parking Bays - Oxford (Pages 37 - 48)

Forward Plan Ref: 2009/119

Contact: David Tole, Team Leader, Traffic Regulation Orders (01865 815942) and Joy White, Senior transport Planner (01865 815882)

11.15 am

Report by Head of Transport (**TDC9**)

10. Proposed Changes to Parking - Wolvercote, Oxford (Pages 49 - 52)

Forward Plan Ref: 2009/122

Contact: Matt Bromley, Development Assistant (01865 815531)
11.30 am

Report by Head of Transport (**TDC10**).

11. Banbury, Springfield Avenue Proposed Traffic Calming Alterations for Premium Bus Route B1 (Pages 53 - 58)

Forward Plan Ref: 2009/159

Contact: David Deriaz, Senior Engineer, Design & Implementation (01865 815666)
11.40 am

Report by Head of Transport (**TDC10**)

12. B481 Watlington Road, Nettlebed, Traffic Calming (Pages 59 - 62)

Forward Plan Ref: 2009/162

Contact: Peter Ronald, Area Traffic Engineer (01235 466139)

11.45 am

Report by Head of Transport (**TDC11**)

13. Oxfordshire County Council (Abingdon)(One-Way Traffic and Prohibition and Restriction of waiting) (Amendment No. 11) Order 200* (Pages 63 - 66)

Forward Plan Ref: 2009/163

Contact: Mark Francis, Senior Traffic Technician (01235 466118)

11.50 am

Report by Head of Transport (**TDC12**)

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Agenda Item 4

TRANSPORT DECISION COMMITTEE

MINUTES of the meeting held on Thursday, 1 October 2009 commencing at 10.00 am and finishing at 1.40 pm.

Present:

Voting Members:	Councillor Rodney Rose – in the Chair Councillor Ian Hudspeth
Other Members in Attendance	Councillor John Sanders Councillor Jean Fooks Councillor Tony Crabbe – Item 6 Councillor Zoe Patrick – Items 6 and 11E Councillor Anne Purse – Item 6 Councillor Roger Belson – Item 6 Councillor David Turner – Items 6, 10 and 11E Councillor Larry Sanders – Item 7

Officers:

Whole of meeting	G. Warrington (Corporate Core); S. Howell (Environment & Economy)
Part of meeting	G. Barrell and A. Kirkwood (Environment & Economy) – Item 6 J. White (Environment & Economy) – Item 7 & 8 P. Egawhary and S. Axtell (Environment & Economy) – Item 9 D. Deriaz (Environment & Economy) – Item 10 R. Helling, A. Field & T. Darch (Environment & Economy) – Item 11E

The Committee 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 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.

15/09 APOLOGIES FOR ABSENCE

(Agenda No. 1)

There were no apologies for absence.

16/09 DECLARATIONS OF INTEREST - SEE GUIDANCE NOTE OPPOSITE

(Agenda No. 2)

None declared.

17/09 MINUTES

(Agenda No. 3)

The minutes of the meeting held on 3 September 2009 were approved and signed.

18/09 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 4)

Question Councillor Jean Fooks

Parking restrictions on the Waterways estate off the Woodstock Road in my division are badly needed. There is a safety issue around vehicles parking on the bridge over the canal which block visibility and the police have supported the request for some restrictions here. Proposals have been agreed - they should have been on the agenda for today's meeting - but I now hear that the item has been withdrawn because no formal advertising could be done until the issue over the adoption of the bridge and the roads have been settled. This has been awaiting a decision for many months. When will the safety of residents be given the priority it deserves?

Councillor Hudspeth

Delays had been experienced because the roads concerned were not public roads and delays in signing S38 agreements to enable the roads to be adopted. One possible way forward would be to hold discussions with Barclay Homes to explore the possibility of putting in some informal yellow lines in the interim.

Supplementary question from Councillor Fooks

Could Barclay Homes be pushed to progress this.

Councillor Hudspeth

Moves were being made to secure adoption but there was likely to be difficulties in securing funds from developers in current times in order to bring the bridge up to standard.

Question - Councillor John Tanner

Would Councillor Hudspeth and Councillor Rose accept my congratulations and heart-felt thanks for excluding Iffley Fields from the proposed Magdalen Road Controlled Parking Zone? Will they explain why they believe that the rest of the CPZ, where residents will have to pay an extra £55 a year without no guarantee of a parking place for them or their visitors, will be an improvement? Do they agree that the absence of on-street parking for bicycles, the threat to local businesses and the sanctioning of pavement

parking, will actually make matters worse for pedestrians, cyclists and for car owners?"

Councillor Hudspeth

Accepted.

Controlled Parking Zones were a means of controlling parking. Nobody was entitled to park on the highway. Furthermore CPZs would provide an opportunity to formalise a lot of informal pavement parking and enforcement where that occurred. In my view cycle on street cycle parking would increase the pressure on the parking situation.

Councillor John Sanders

It is little comfort to residents that the Residents' Parking Charge will provide enforcement. The responsibility of enforcement is that of the County Council and the cost of enforcement should properly be borne by the Council and paid for out of the general exchequer. Wouldn't the committee agree with me that this charge is an extra council tax on the hard working people of Oxford and is a negation of the Council's responsibility?

Councillor Hudspeth

I would not agree.

Councillor Sanders

We are told that the Council's Bus Subsidy budget represents "a stand-still budget". Can the Committee advise whether there has been any increase or decrease in bus subsidy in actual or in real terms over the period since 2005 and how does this compare with the increase in Council Tax over the same period? Will this mean that the service 105/106 (contract S81) which serves my division will suffer a reduction in subsidy?

Councillor Hudspeth

The Council's bus subsidy budget (that part paid from Council Tax) was £3,155,800 in 2005/06, and £3,200,000 in the current year (2009/10). Decisions on subsidised bus services are each taken individually on the merits of that service, at the time when that service is scheduled for review. The basis for the decision is set out in 23.7 of the Bus Strategy and takes account of the usage of the service, the tender price received from operators, alternative services available, the comments of consultees and the contribution which the service makes to accessibility, as well as the the total funding available for bus subsidy. I would also like to take the opportunity to congratulate the County Council's Public Transport team on their work on bus subsidy reviews.

19/09 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 5)

The following requests to address the meeting had been approved:

Name	Item
Nick Townsend)
County Councillor Roger Belson)
(Watlington))
David Rushton)
County Councillor Tony Crabbe)
(Benson)) 6. County Speed Limit Review
County Councillor Zoe Patrick (Grove & Wantage))
County Councillor Anne Purse)
(Wheatley))
County Councillor David Turner)
(Shadow Cabinet))
Nicholas Lawrence)
Clive Cowen)
Louise Locock)
Rachel Humphreys)
Sarah Wild)
Pete Cranston)
Gaby Hock)
Mark Mason)
Rodney Rule) 7. Magdalen Road CPZ
Dennis Pratley)
Barry Allday)
Corinne Grimley-Evans)
City Councillor David Williams)
Georgina Gibbs)
Nicholas Fell)
Eka Morgan)
County Councillor Larry Sanders)
(East Oxford))
James Styring	8. Divinity Road CPZ
Jacqueline Sutherland)
Mark Davies) East Oxford CPZ
Elizabeth Bell)
County Councillor David Turner	10. Springfield Avenue, Banbury
(Shadow Cabinet)	
County Councillor Zoe Patrick (Grove & Wantage)) 11E. Bus Service Subsidies
County Councillor David Turner)

(Shadow Cabinet))

20/09 COUNTY SPEED LIMIT REVIEW

(Agenda No. 6)

The Department for Transport's (DfT) advice (Circular 01/06) on the setting of local speed limits requested highway authorities to review current speed limits on their A and B road network in the light of the advice and implement any changes judged necessary by 2011. The scope of the project in Oxfordshire had been extended to include some of the more significant unnumbered roads, although it should also be noted that following the major village speed limit project (between 1999 and 2003) and ongoing work in rural speed management – both of which anticipated DfT advice – a large proportion of the network already complied with the DfT guidance.

The County's road safety team carried out a comprehensive assessment applying the DfT criteria, which – with the input of the Speed Reference Group (an advisory cross-party group of county councillors supported by police traffic management officers) – identified draft recommendations for changes to speed limits, both up and down, on the network. The report (TDC6) detailed the results of consultation, recommended roads within Oxfordshire to be progressed to formal consultation and sought authority to proceed with the statutory process to draft and consult on speed limit orders, subject to any objections received on the changes being referred back to this Committee.

Councillor Belson and Nick Townsend supported the recommendation regarding proposals for Pishill.

David Rushton advised that Benson Parish Council supported a reduction for the A4074 in Benson but would like to see a further reduction based on safety grounds and accident record.

Endorsing Mr Rushton's comments Councillor Crabbe also asked that the current limit on Crowmarsh Roundabout be retained because the roundabout was dangerous. He also called for a 50 limit on A4074 at Ipsden.

Councillor Patrick presented a petition containing 1938 signatures supporting a reduction from 40 to 30 on Mably Way, Wantage near the health centre. Also Radley Way, Grove boasted a serious accident record which, coupled with a high levels of development, justified a reduction to 30 from the current limit of 40.

Councillor Purse called for consideration of a lower limit on Bayswater and Shepherds Pitt Roads, Stanton St John.

Councillor Turner felt that consideration should be given to the consultation process in order to allow more time for comment. He then referred specifically to Old Road, Milton Common where roundels had had a dramatic

effect on reducing speed; the need to retain a 30 limit on the A329 over the M40; requests from Little Milton Parish Council for a 20 limit past the school and Marsh Baldon Parish Council for a 40 limit by the Marylands Estate; support for proposals for A418 (Thame to Wheatley and Stadhampton) and an extra 40 buffer zone on A329 south from Stadhampton.

Councillor Rose advised that the County Council would want to look at results from the introduction of 20 limits in the City before extending to rural areas.

RESOLVED:

- (a) to authorise officers to prepare, consult on and implement speed limit orders necessary to effect the changes identified by the speed limit review on the roads listed in Annex 3 to the report TDC6, subject to:
 - (i) the following amendments:
 - A4074 at Southern end of Nuneham Courtenay - consider extension of 30mph limit to include access to Arboretum
 - A4074 in Benson area: consider 40mph limit in place of existing 50mph limit, and new 50mph limit to extend to the south (just to the south of Benson Lane)
 - A4130 at Bix: consider 40mph limit in place of current 50mph limit
 - A415 Ducklington Lane Witney: consider 30mph limit in place of existing 40mph limit between Station Lane and Corn Street roundabouts
 - B4047 Burford Road Witney: consider 40mph limit between Dry Lane and Tower Hill junction in place of national speed limit, although with some shortening of the existing 30mph limit west of Tower Hill
 - A338 Mably Way, Wantage: consider 30 mph in place of existing 40 mph
 - Delete A415 at Culham: Consider an increase in current 30 mph limit to 40 mph
 - (ii) any formal objections being referred to this committee at a later date for a decision on how to proceed; and
- (b) to authorise the Cabinet Member for Transport Implementation and Head of Transport to approve additions to the list of A & B roads for formal consultation identified from Annex 2 (table B) to the report TDC6 following the outcome of the Speed Reference Groups review.

21/09 OXFORD, MAGDALEN ROAD AREA CONTROLLED PARKING ZONE

(Agenda No. 7)

The Committee considered (TDC7) proposals to introduce a Controlled Parking Zone (CPZ) in the Magdalen Road Area.

Nicholas Lawrence urged the Committee not to exclude Iffley Fields from the Magdalen Road CPZ feeling that the CPZ would be of benefit to the area by improving enforcement of footway parking and ensuring free and safe passage for emergency vehicles.

Clive Cowen stressed the importance of evening and weekend parking for the Samaritan organisation and asked the Committee to reconsider early evening restrictions or if that was not possible to consider the Samaritans as an exceptional case.

Louise Locock supported removal of Iffley Fields from the CPZ.

Rachel Humphreys supported removal of Iffley Fields from the proposed CPZ. 30% of parking space had been lost and residents could not afford to lose any more.

Sarah Wild opposed the proposals and echoed comments regarding the loss of 30% of parking space. There was a need to retain the community and resist visitor parking permit limits which would seriously affect families with young children, the elderly and people working from home. There was a need for more daytime parking.

Pete Crampton congratulated the Committee on the revised proposals for Iffley Fields. There was a huge amount of opposition in Iffley Fields to the proposals which on a personal note would seriously affect his ability to work from home. He endorsed all the points raised by the previous 3 speakers.

Gaby Hook referred to the direct threat to businesses in Iffley Fields due to clients being unable to park. She could not afford to use the allocation of 50 permits for that purpose and supported the recommendation to exclude Iffley Fields.

Mark Mason asked for more flexibility in the proposals suggesting shared spaces as a way forward. Currently cars cruised the area looking for spaces and drivers left their cars for a long time. Students made a huge difference to the situation during term time. He asked the Committee to amend the proposals or reject them.

Dennis Pratley suggested that anyone with local knowledge of the area would never have recommended this as a solution. Significant over development in the area had brought its own problems but the proposals

before the Committee represented a real threat to local businesses and he urged the Committee to reject the scheme.

Barry Allday also referred to the threat to local businesses whose needs he felt had not been adequately considered. No parking meant no customers and an uncertain future. He asked why Magdalen Road could not be excluded in the same way as Iffley Fields and suggested that it was the presence of students not commuters that created problems.

Corrine Grimley-Evans objected to certain aspects of the scheme and asked that the Committee defer the proposals. It was unjust that pedestrians had to forfeit pavement space to cars and this represented a huge concern to the elderly and infirm. Legitimising pavement parking here would result in the spread of similar practices throughout the City. There should be a rigorous appraisal to gauge the effect on pedestrians and enforcement of pavement parking.

City Councillor David Williams did not consider there was a need for a CPZ and if the scheme proceeded it would make matters worse. There was a need for more public transport and concerns regarding the effect of pavement parking on the flow of emergency vehicles. He supported the exclusion of Iffley Fields and suggested the exclusion of Magdalen Road itself to enable further detailed discussions to take place with residents and local businesses.

Georgina Gibbs considered CPZs to be a money making exercise. She did not accept that there were any problems with any of the areas proposed for CPZs and endorsed the view that students created the major problem.

Nicholas Fell endorsed the concerns expressed by local businessmen and advised that he had submitted a set of parking restrictions to the Head of Transport but as yet had had no response. He considered that capacity changed throughout the year and he could not accept why a CPZ was needed to address that.

Eka Morgan supported the CPZ and asked for introduction without delay citing problems at Helen and Douglas House Hospice and Hertford Street where scars were parked dangerously. Many streets were at full capacity and something needed to be done.

County Councillor Larry Sanders thanked officers and Councillors for listening to the concerns of residents of Iffley Fields. There were tremendous problems throughout the remainder of the area where a CPZ was needed. However, there were other areas where it was not. He agreed with comments regarding the effect of students and supported 1 visitor permit per household and referred to problems of illegal pavement parking but felt that legalising that situation could be more problematic.

Joy White addressed a number of issues raised.

Bays would be made available for the Samaritans after 6.30 pm.

There would be a need to look at localised parking restrictions in Iffley Fields to address risk of overspill parking in that area.

It was agreed that there might be less parking during the day but the purpose of a CPZ was to reduce commuter parking.

There was a need to restrict visitor permits in order to prevent a return to current problems although the issue would be looked at at a future date.

It was difficult to meet everyone's individual needs and there would be problems for some but as had been recognised there was a need to do something to improve the situation which existed for example in St Mary's Road.

There would be a review of enforcement.

Confirmed there would be delays in the introduction of the proposals because of the need to reconsult following the exclusion of Iffley Fields from the original scheme..

Councillor Rose and Councillor Hudspeth thanked all the speakers for their contributions and the officers for their work in bringing forward the proposals. They were mindful of the concerns of many including residents and local businesses but there was considerable pressure on this area from car traffic and this needed to be resolved. It was accepted that not everyone would be supportive and it would be impossible to resolve the diversity of views which existed and resolve the issue of student numbers. There would be increased enforcement and whilst not agreeing wholly with pavement parking that situation needed to be regularised. There were concerns regarding displacement parking. Consultation had been thorough and full.

RESOLVED: to

- (a) approve the principle of a CPZ in the Magdalen Road Area on the basis of the current proposals, with the exception of removing the Iffley Fields area from the zone; and
- (b) authorise officers to advertise a new Traffic Regulation Order for the zone, excluding the Iffley Fields area and incorporating minor changes arising from responses to the formal consultation.

22/09 OXFORD, DIVINITY ROAD AREA CONTROLLED PARKING ZONE
(Agenda No. 8)

The Committee considered a report (TDC8) which outlined the statutory consultation process on the Draft Traffic Regulation Orders (TROs) for the proposed Divinity Road Area Controlled Parking Zone (CPZ).

James Styring referred to abuse of pavement parking and lack of enforcement. Regarding access issues there had only been one incident which had caused problems in Divinity Road in 13 years. The County Council needed to consider allocation of permits and highlighted that other countries took action to limit the use of cars by students.

Councillor Rose and Councillor Hudspeth stressed that the views of the emergency services had to be taken into account and could not be ignored. Pavement parking was a useful tool if regularised and any lack of enforcement would be taken seriously. They sympathised with the views expressed on this item and others regarding the impact of students' vehicles but there was little that could be done to limit that.

RESOLVED:

- (a) subject to final approval of a Controlled Parking Zone in the Magdalen Road area to authorise the making of the Oxfordshire County Council (Oxford – Divinity Road area) (Controlled Parking Zone and Waiting Restrictions) Order 20**;
- (b) authorise officers to reconvene locally on amendments to the scheme, as set out in Annex D to the report TDC9; and
- (c) authorise the Head of Transport in consultation with the Cabinet Member for Transport Implementation and Cabinet Member for Growth & Infrastructure to carry out further minor amendments to the scheme and the Traffic Regulation Order that might be required when implementing the proposed parking zone.

23/09 EAST OXFORD CONTROLLED PARKING ZONE REVIEW 2008/09
(Agenda No. 9)

The Committee considered a report (TD9) which discussed the outcome of a review of the East Oxford Controlled Parking Zone and its associated Permit Parking Scheme.

Jacqueline Sunderland welcomed the proposals to remove parking places outside 66 and 74 Princes Street which would address the difficulties of cars exiting Grants Mews.

Mark Davies referred to the loss of seven spaces in Union Street over the last 5 years. He felt there was no coherent reason why this should happen and called for those spaces to be returned. Residents needed more than 2 spaces.

Elizabeth Bell asked the Committee to reconsider the requirements for cars to be registered at a zone address when cars were registered in another EU member state.

RESOLVED: to authorise the making of:

- (a) the Oxfordshire County Council (East Oxford) (Controlled Parking Zone and Waiting Restrictions) Consolidation Order 20** subject to the following amendments:
 - (i) Boulter Street – Change the controls in the existing 1 hour parking place, 8am – 6.30pm Monday – Saturday into 2 hour parking where permit holders are exempt from the time limit;
 - (ii) Cherwell Street – Remove the proposed Permit Holders Only Parking outside 25 Cherwell Street and replace with No Waiting at Any Time;
 - (iii) Cowley Place – That the existing No Waiting At Any Time be retained between StHilda's College Gate and the cul-de-sac end of Cowley Place and that the proposed 3 hour shared parking places terminate at the present limit of the 24 hour parking on the western side of Cowley Place, adjacent to the St Hilda's Gate Keepers Lodge;
 - (iv) Jeune Street – Change Proposed TRO to reflect the existing layout of permit holders' only parking;
 - (v) Princes Street – Because of the shortage of parking opportunities and the comments received that the parking place outside no 66 should be retained and its removal reviewed at a later date but that the space outside 74 Princes street be removed and replaced with No Waiting At Any Time;
 - (vi) Remove the existing parking places outside numbers 66 and 74 Princes Street and replace with No Waiting at Any Time;
 - (vii) Temple Street – Reduce the extent of proposed additional permit holder parking place near Kingdom Hall by approximately one third and extend the No Waiting at any time protecting the adjacent access to meet it;
 - (viii) Morrell Avenue – to include into the East oxford Order the eastern part which had been proposed for inclusion in the Divinity Road Controlled Parking Zone
- (b) the Oxfordshire County Council (Disabled Persons Parking Places - Oxford) (Amendment No.[8]) Order 20** as advertised.

24/09 BANBURY, SPRINGFIELD AVENUE - PROPOSED HUMPED ZEBRA CROSSING

(Agenda No. 10)

The Committee considered a report (TDC10) which described the proposed humped zebra crossing scheme close to the main pedestrian entrance to Blessed George Napier Roman Catholic Secondary School.

The Committee noted the support of Councillor Kieron Mallon the local member.

RESOLVED: to authorise implementation of the proposed humped zebra crossing on Springfield Avenue, Banbury close to the main pedestrian entrance to Blessed George Napier Roman Catholic School.

EXEMPT ITEM

RESOLVED: that the public be excluded for the duration of item 11E since it was likely that if they were present during that item there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to that item and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information on the grounds set out in that item.

25/09 BUS SERVICE SUBSIDIES

(Agenda No. 11)

The Committee considered a report (TDC11E) which described bus services in the Bicester and Kidlington area for which subsidy agreements were due to terminate in December 2009 together with four further contracts outside the review area. The report also set out the financial position of the bus subsidy budget.

Councillor Patrick supported continuation of the current level of service 31 and referred to the potential impact on levels of reliability and effectiveness if that service were reduced to a 2 hour service. She welcomed the continuation of the current 32 service and called for more publicity for services generally.

Councillor Turner expressed general support for the recommendations although Contract S81 (services 105/106/136) did not include Nuneham Courtenay or the Baldons.

Mr Darch confirmed that the Baldon Parish Councils had been consulted.

RESOLVED: to:

- (a) approve subsidy for the services described in the report TDC11E on the basis of the tender prices (and the periods of time) as set out in Supplementary Exempt Annex 2 to that report;
- (b) record that in the opinion of the Committee the decisions made in (a) above were urgent in that any delay likely to be caused by the call in process would result in service discontinuity and in accordance with the requirements of Scrutiny Procedure Rule 17(b) those decisions should not be subject to the call in process; and
- (c) agree that a publicity leaflet be published and distributed containing bus timetables for all the new bus services in the Bicester, Kidlington and Woodstock area dealt with in this review.

..... in the Chair

Date of signing 2009

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Division(s): Kingston Bagpuize & Bampton

TRANSPORT DECISIONS COMMITTEE – 26 NOVEMBER 2009

BUCKLAND ROAD AND BAMPTON 7.5 TONNE ENVIRONMENTAL WEIGHT LIMIT

Report by Head of Transport

Introduction

1. This report details responses received to a formal consultation on implementation of a 7.5 tonne environmental weight restriction with exemptions for access on Buckland Road and parts of Bampton.

Background

2. A temporary structural weight limit was imposed on prohibiting HGVs over 18T Maximum Gross Weight from using Newbridge on the A415 and Tadpole Bridge on the main Buckland to Bampton Road following structural assessment of both structures. This was a precursor to permanent Orders being progressed.
3. A challenge was received to the legitimacy of the weight limit on Tadpole Bridge and on re-examination it was found that Tadpole Bridge had no structural reason for the imposition of such a limit, and therefore it was subsequently removed. Concerns still prevail about large vehicles “grounding” on the structure.
4. Concerns were then raised by Bampton Parish Council (PC) with respect to HGV traffic diverting from Newbridge passing through part of Bampton and over Tadpole Bridge. They requested that a weight limit be introduced to include the area of Bampton and restrict access for vehicles who wish to pass through the area unless they are issued with an exemption permit.
5. Officers carried out an informal consultation on this proposal and replies were received highlighting that such a measure would be unenforceable because permits could not be given out to every vehicle that needed to access the area as such vehicles could not be readily identified.
6. A permanent order 18T Maximum Gross Weight HGV restriction was then introduced on the A415 at Newbridge due to ongoing deterioration of the structure.
7. Following concerns raised by Bampton PC a meeting was arranged in April 2009 when members of Bampton PC met with Cllr Hudspeth (the then Cabinet Member for Transport) and Peter Ronald (Area Traffic Engineer). Bampton PC were informed that there was no structural reason or accident problem warranting introduction of any form of weight limit.

8. It was agreed that following the introduction of the permanent weight limit on Newbridge and the possibility of HGV traffic diverting to use Tadpole Bridge that Oxfordshire County Council would investigate the introduction of a 7.5T Environmental Weight Restriction with exemption for access for premises within the area until such time that Newbridge is reconstructed and the weight limit removed.
9. It was agreed that Oxfordshire County Council would progress the agreed limit to prohibit large goods vehicles in excess of 7.5T from the Bampton to Buckland Road, part of B4449 High Street Bampton and the majority of roads to the north of B4449 and east of Broad Street within the village whilst still allowing access for premises/land within the area covered by the restriction set out at Annex 1.
10. It is possible to introduce a weight limit to the whole of Bampton. However, the village is split in two by the main A4095 Witney to Faringdon Road along which we would not wish to introduce a weight limit for through traffic. An exemption for HGVs who need to service premises fronting onto the A4095 could also be introduced as part of the Order. This option would require additional weight limit terminal signs to roads with access from the A4095 within the village and would be confusing to both delivery drivers and enforcement officers who would need to be aware of all the exemptions as they would not be understood from the signage that could be provided .

Consultation

11. Formal advertisement and consultation on the proposed weight limit was carried out between 21 August and 11 September 2009. 76 responses were received.
12. Initially Bampton Parish Council replied supporting the proposal to introduce the introduction of a 7.5T Environmental Weight Restriction with the 'Except For Access' exemption and said they would like to see the restriction introduced without delay. They did, however, ask that the restriction include an exemption for vehicles within the vicinity of Bampton, with Bampton as their postal town address, but this was not a requirement of their support for this Order.
13. Bampton Parish Council has now confirmed their decision that they fully support the introduction of the Environmental Weight Limit with the 'Except for Access' exemption. Article 5 of the Oxfordshire Weight Limit Restriction Order effectively allows normal operations within the Weight Limit zone. Businesses within the Bampton Parish envelope, in particular, will not be negatively impacted by the introduction of the weight limit.
14. They also say that the proposed weight restriction would require the introduction of either:
 - a permit system as previously offered to be managed by Bampton Parish Council.

- for the purpose of this Order the Buckland Road and the restricted zones within Bampton would have to be deemed to be contiguous.

This alters their previous view and conditions their agreement.

15. The decision of Bampton Parish Council has three parts, the first two appear to support the Order and its content. However, the third relates to businesses within the Bampton parish envelope.
16. The proposed order will have a negative impact on local businesses outside of the weight limit zone but within the greater 'Bampton Envelope'. As described by the Parish Council these businesses will not be able to use the lengths of roads included within the order as through routes if they have no reason to service any property/land on those roads.
17. The Parish Council then state for the weight limit to meet with their decision they would require either a permit system or that the Buckland Road be contiguous with the rest of the zone.
18. A permit system may be introduced legally but it would not be practicable to issue permits to every vehicle that is likely to require access to premises within the zone. The second point that the Buckland Road is contiguous with the remainder of the zone is already in place in the order as it is one large zone with no boundaries within.
19. Thames Valley Police has indicated that the proposal will be difficult to enforce if approved.
20. Of the remaining responses 7 took the form of an objection. Ten responses indicated qualified support, including Aston Parish Council. Fifty eight responses agreed with the proposal. A summary of responses along with officer comments is set out at Annex 2.

Conclusion

21. The proposal contains exemptions for vehicles in excess of 7.5 tonnes to allow access to premises within the restriction. It is possible to amend the proposal at this stage to provide an exemption for vehicles used solely for agricultural and forestry purposes which would overcome the objection raised by the local farmer. However, this would not overcome the requirements from Bampton Parish Council, who have not fully supported the Order as advertised and want it extended to cover the whole village envelope.

Financial and Staff Implications

22. The costs of the proposal and associated works will be funded from the Southern Area budget.

RECOMMENDATION

23. **The Transport Decisions Committee is RECOMMENDED not to approve the proposed Traffic Regulation Order to implement a 7.5 tonne environmental weight restriction with exemptions for access on Buckland Road and parts of Bampton.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: TRO documentation

Contact Officer: Chris Lees Tel: 0845 310 11 11

October 2009

Bampton & Buckland 7.5t weight limit

Respondent - Road Name only	Location	Summary of Comments	Officers Comments
Thames Valley Police	TMU Witney	No evidence of HGV collisions, would be difficult to enforce and enforcement would be a low priority	The fabric of the highway network is likely to be adversely affected if existing levels of large goods vehicles continue to use these roads. Additional enforcement of weight limits is carried out by the County Councils Trading Standard Officers.
Primrose Lane	Weald, Bampton	Would be unable to operate farming operations between various sites outside the restriction	It would be possible to exempt vehicles solely used in the course of agriculture and forestry from the order.
Freight Transport Association	Tunbridge Wells	Objects as proposal does not allow access for deliveries	The proposal includes exemptions to permit normal loading and unloading including access for such purpose.
AKTIMMS, Station Road	Brize Norton	Are independent builders merchants and proposal would restrict access to their premises by a third	Access to Bampton for deliveries will be maintained as above. The restriction would prohibit use of the Bampton to Buckland road and through traffic large goods vehicles east of Bampton village.
Watson Fuels	Brinkworth, Chippenham	Objects to the proposal. As a supplier of domestic and agricultural fuel oils withdrawal of supply would cause hardship and expense to customers as well as loss of trade. Also their vehicles using Bampton as a through route would have to take a 25 minute 11 mile detour adding to traffic congestion and vehicle emissions. Wants an exemption permit system for locally based operators	Access to Bampton for deliveries will be maintained as above. The restriction would prohibit use of the Bampton to Buckland road and through traffic large goods vehicles east of Bampton village.
Lavender Square	Bampton	Concerned about the increase in signing for the restriction. Would like the limit on Tadpole Bridge only	The impact of increased signing has to be balanced against the intentions of the proposal.
Bridge Street	Bampton	Concerned about the proposal being implemented. Would like the limit on Tadpole Bridge only	The proposal seeks to improve the quality of life and amenity and reduce the likelihood of damage to the highway infrastructure caused by large vehicles
Road Haulage Association	Bristol	Wants access through the restriction for local deliveries. Wishes to submit a holding objection until the completed document can be viewed	Access to Bampton for deliveries will be maintained as above. The restriction would prohibit use of the Bampton to Buckland road and through traffic large goods vehicles east of Bampton village.
High Street	Bampton	In support of the proposal (would prefer a permit scheme for local businesses) due to danger and environmental damage caused by HGV's	See above

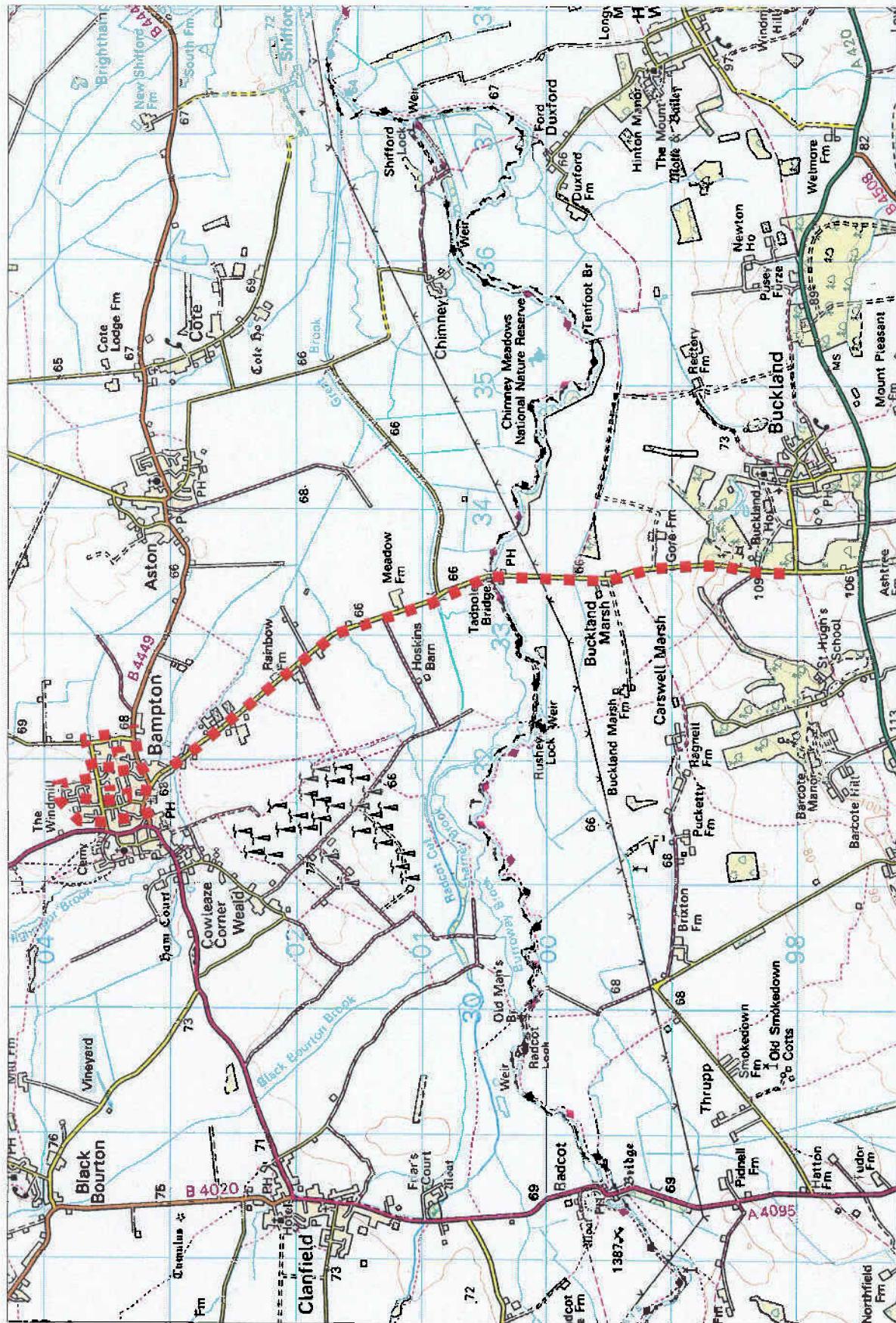
Page 20	Buckland Road	Bampton	In support of the proposal (subject to a permit scheme for local businesses) due to danger and damage caused by HGV's and the improvement in the quality of life it would bring	See above
		Buckland Marsh	In support of the proposal (subject to an exemption for agricultural vehicles) due to damage caused by HGV,s	It would be possible to exempt vehicles solely used in the course of agriculture and forestry from the order.
		Buckland Marsh	In support of the proposal (subject to a permit scheme for local businesses) due to danger and damage caused by HGV's and the improvement in the quality of life it would bring	Access to Bampton for deliveries will be maintained as above. The restriction would prohibit use of the Bampton to Buckland road and through traffic large goods vehicles east of Bampton village.
		sent via Blackberry Device	In support of the proposal (subject to a permit scheme for local businesses) due to danger and damage caused by HGVs and the improvement in the quality of life it would bring	See above
	Bampton Parish Council	Bampton	In support of the proposal (would prefer permit system for local businesses) due to damage and danger caused by HGV's and to protect the amenity of the community	See above
	Buckland Road	Bampton	In support of the proposal (subject to permit system for local businesses) due to damage and danger caused by HGV's and to protect the amenity of the community	See above
	Bridge Street	Bampton	In support of the proposal (subject to exemption for specified farmers) due to damage and danger caused by HGV's and to protect the amenity of the community	See above
	Aston, Cote, Shifford & Chimney Parish Council	Aston, Cote, Shifford & Chimney	In support of the proposal (subject to extension of the restriction along the B4449 to Brighthampton) due to damage and danger caused by HGV's and to protect the amenity of the community	See above
	Cllr Charles Mathew	OCC	In support of Aston, Cote, Shifford & Chimney Parish Council as above	See above
		Buckland Marsh	Welcomes the proposal as HGV's have negative impact on the environment	Noted
	Buckland Road	Bampton	Welcomes the proposal as HGV's have negative impact on the environment and concerned about future increase in HGV traffic	Noted
	Broad Street	Bampton	In favour of the proposal due to damage and risk to safety due to HGV use of area	Noted
	Market Square	Bampton	In support of the proposal due to damage, danger, noise and pollution caused by HGV use of area	Noted
	Aston Road	Bampton	In support of the proposal due to damage and accident risk by HGV use of the area	Noted
	Market Square	Bampton	In support of the proposal due to damage risk by HGV use of the area	Noted
	High Street	Bampton	In support of the proposal due to danger and damage caused by HGV's and the improvement in the quality of life it would bring	Noted
	High Street	Bampton	In support of the proposal due to danger and damage caused by HGV's and the improvement in the quality of life it would bring	Noted

Page 21	Bampton	In support of the proposal due to damage caused by HGV's and to protect the amenity of the community	Noted	
	Church Street	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Road	Bampton	In support of the proposal due to danger caused by HGV's	Noted
	High Street	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Bridge Street	Bampton	In support of the proposal due to danger and damage caused by HGV's and the improvement in the quality of life it would bring	Noted
	Market Square	Bampton	In support of the proposal as in the Statement of Reasons	Noted
		Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Broad Street	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Mill Green	Weald, Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the environment	Noted
	Broad Street	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	High Street	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
		Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	The Square	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Aston Road	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	High Street	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Aston Road	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Road	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
		Bampton	In support of the proposal due to damage and environmental danger caused by HGV's and to protect the amenity of the community	Noted
	Market Square	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Market Square	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
		Bampton	In support of the proposal due to danger and environmental damage caused by HGV's and to protect the amenity of the community	Noted

Page 22	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	OCC	In support of proposal and wishes to support Buckland PC in their views	Noted
	Buckland Marsh	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Road	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	High Street	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Broad Street	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Road	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Bushey Row	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	High Street	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Church Street	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Road	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Broad Street	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Road	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Summerside Road	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Road	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Marsh	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Cote	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Bridge Street	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	No address given	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted

High Street	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
Broad Street	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Marsh	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Buckland Marsh	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
	sent via Blackberry Device	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
Aston Road	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted
Cheapside	Bampton	In support of the proposal due to damage and danger caused by HGV's and to protect the amenity of the community	Noted

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Title:

BAMPTON AND BUCKLAND

Date: 27 July 2009 Scale: N.T.S.

Dwg No: STRO/16/07

Key / Notes:
■■■ = Extent of 7.5 tonne weight restriction

OXFORDSHIRE
COUNTY COUNCIL

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Division(s): N/A

TRANSPORT DECISIONS COMMITTEE –26 NOVEMBER 2009

CONGESTION MANAGEMENT CONTINGENCY PLANS FOR A420, A44 AND A34, A40, A4142, A423 KNOWN AS THE OXFORD RING ROAD

Report by Head of Transport

Introduction

1. Oxfordshire County Council has a responsibility under the Traffic Management Act 2004 to manage congestion on its network. As a consequence the Coordination Team has identified particular roads, using accident data, freight routes and premium bus routes, to plan agreed contingency routes when it is deemed necessary to close a road following an accident or incident as determined by Thames Valley Police.

Method

2. Thames Valley Police through their control room will contact our Control Room or Standby Officer via email and / or telephone.
3. We will instruct our contractors to attend the scene to set out or remove the appropriate and pre-agreed signage unless an officer of Thames Valley Police has already done so.

Consultation

4. Meetings have been held with County Councillors, Parish Councillors, adjoining authorities, Thames Valley Police as well as Freight and Bus Operators. We have worked with the County Council's Traffic Section in the Area Offices to ensure these proposed routes comply with safety requirements and have highlighted maintenance issues. The routes identified have been agreed by all these parties following some minor alterations.

Action

5. Copies of the agreed routes will be distributed to Parish Councils, Emergency Services, Oxfordshire County Councils Traffic Control Room, Emergency Planning, Adjoining Authorities and the Highways Agency.
6. Discussion with Thames Valley Police, bus operators and local media outlets such as BBC Oxford are in hand to ensure accurate information is disseminated effectively to the travelling public.
7. It is anticipated that as the Traffic Control Room develops, road using groups such as freight companies, coach services and other fleet groups will be

automatically emailed or texted to inform them of closures so they can reroute their vehicles.

Future

8. We envisage continuing development of contingency plans to meet our Network Management Duty. The next routes to be considered will be A4074 and A4130. We will also be looking at plans for individual towns such as Wantage and Witney which suffer respectively from closures of the A34 and A40.

How the project supports LTP2 objectives

9. With the implementation of contingency planning we tackle and manage congestion, create safer roads by identifying alternative routes, thus improving accessibility during restrictions rather than let traffic find its own way.

Financial Implications (including Revenue)

10. There will be minimal impact during normal office hours and a minor overtime, car mileage payment out of hours, which will be covered by stand by teams on the operational aspect of the contingency plan.
11. A cost will be incurred during its set up and implementation for the holding of meetings and cost of manufacture and erection of signage
 - (a) A420 is signed. Cost for implementing diversion signage £20,000
 - (b) A44 unsigned but all work done so signs can be ordered as money becomes available. It is anticipated that this would be in the region of £18, 000
 - (c) Ring Road directional diversion signage incorporated into existing signs so no single cost incurred

RECOMMENDATION

12. **The Committee is RECOMMENDED to:**
 - (a) **approve the development of the proposed contingency routes; and**
 - (b) **Support the work of the Network Coordination team in developing these strategies.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Nil

Contact Officer: Katherine Powley Tel (01865) 815342

November 2009

Division(s): N/A

TRANSPORT DECISIONS COMMITTEE – 26 NOVEMBER 2009

CONGESTION MANAGEMENT CONTINGENCY PLAN FOR A34 (RESULTING IN A CLOSURE)

Report by Head of Transport

Introduction

1. Enterprise Mouchel on behalf of the Highways Agency have developed a contingency plan for the A34 through Oxfordshire. This will only happen once Thames Valley Police have deemed a closure necessary due to a traffic accident or incident. The Highways Agency on behalf of the Department for Transport supports the diversion routes for the A34.

Routes

2. Enterprise Mouchel has consulted local authorities and Thames Valley Police to identify the most appropriate alternative route. The Congestion Management Group has consulted internally to assess the implications as the majority of routes identified are 'A' roads. We considered a number of elements including location of schools, hospitals, premium bus routes and freight routes. Upon further investigation staff within the Congestion Management group have identified where changes can be made to traffic signal timings to facilitate the additional traffic flow in certain directions. The proposed routes are attached to this report.

Contact Method

3. Thames Valley Police, through their control room or that of Enterprise Mouchel or from the National Traffic Control Centre (NTCC) will contact our Traffic Information Management (TIM) Unit to instigate the contingency plan – TIM will, via its automated system Argonaut (software programme), instigate any necessary changes on our network (e.g. change over timings on traffic signals).

How the Project Supports LTP2 objectives

4. With the implementation of contingency planning and effective working with key partners, we will be better able to tackle and manage congestion, create safer roads by identifying alternative routes, thus improving accessibility during restrictions rather than let traffic find its own way.

Financial Implications

5. There will be minimal impact during normal office hours and a minor overtime, car mileage payment out of hours, which will be covered by stand by teams.

RECOMMENDATION

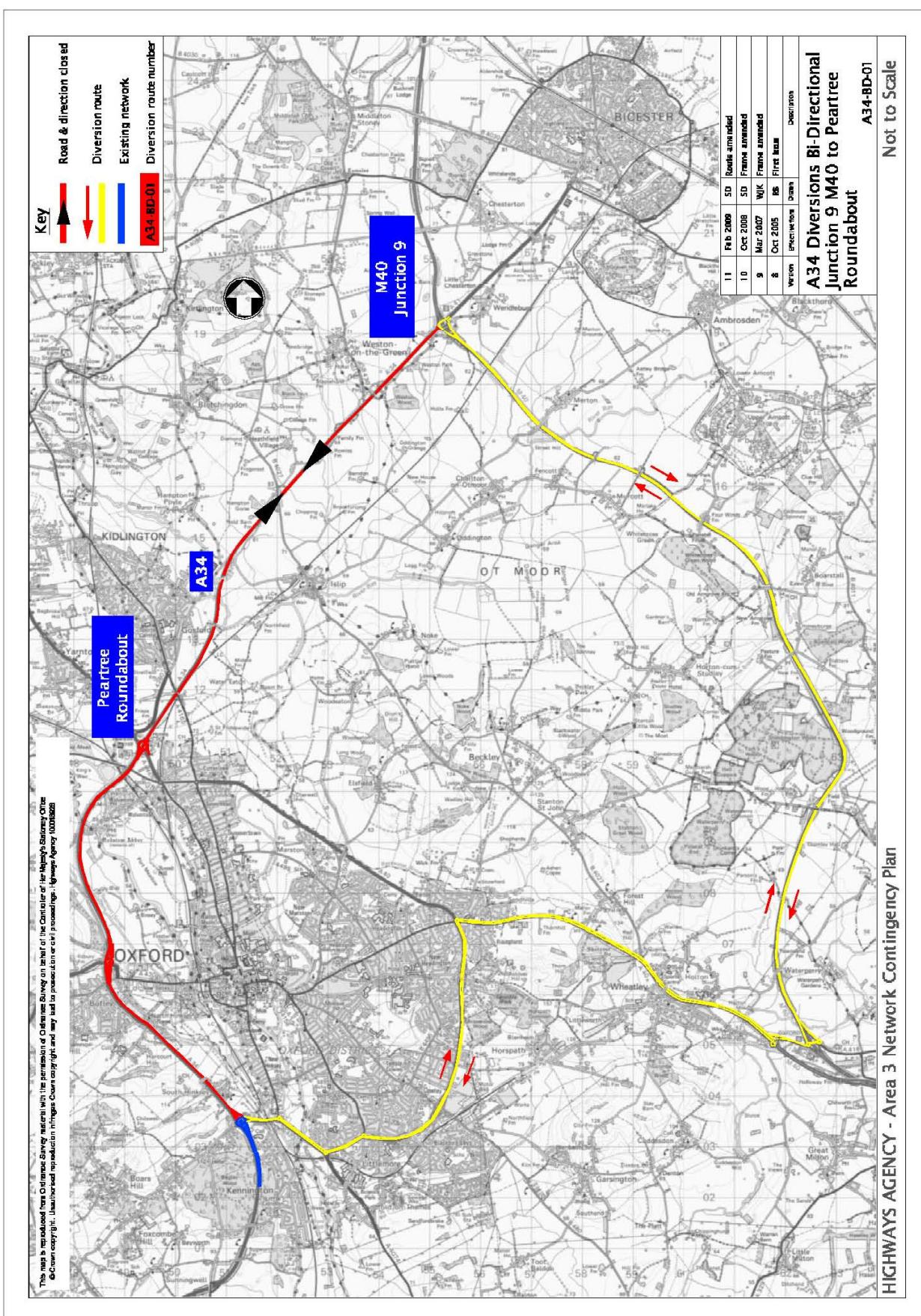
6. **The Committee is RECOMMENDED to:**
 - (a) **approve the proposed contingency plans; and**
 - (b) **support the Highways Agency recommendations for the A34.**

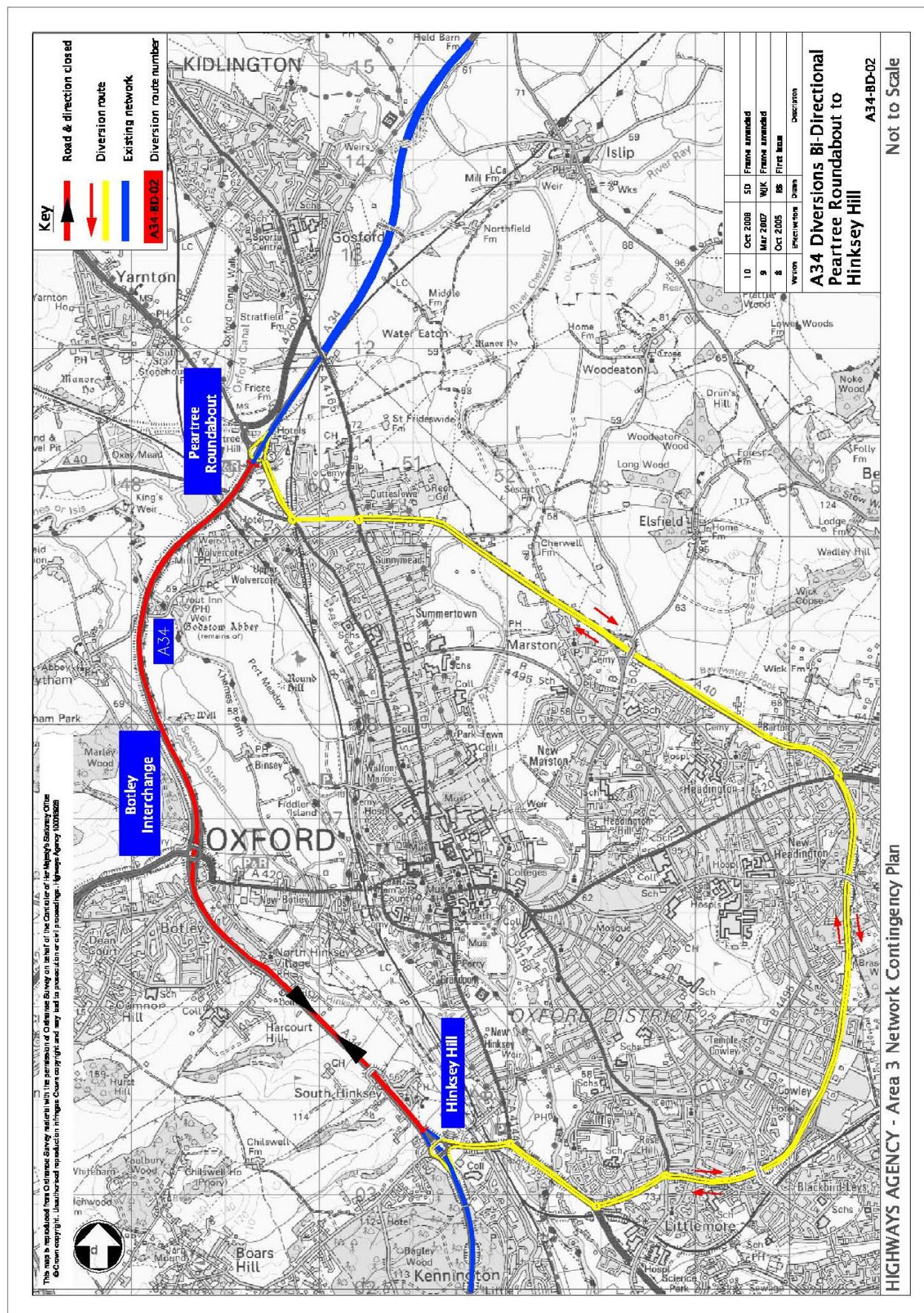
STEVE HOWELL
Head of Transport
Environment & Economy

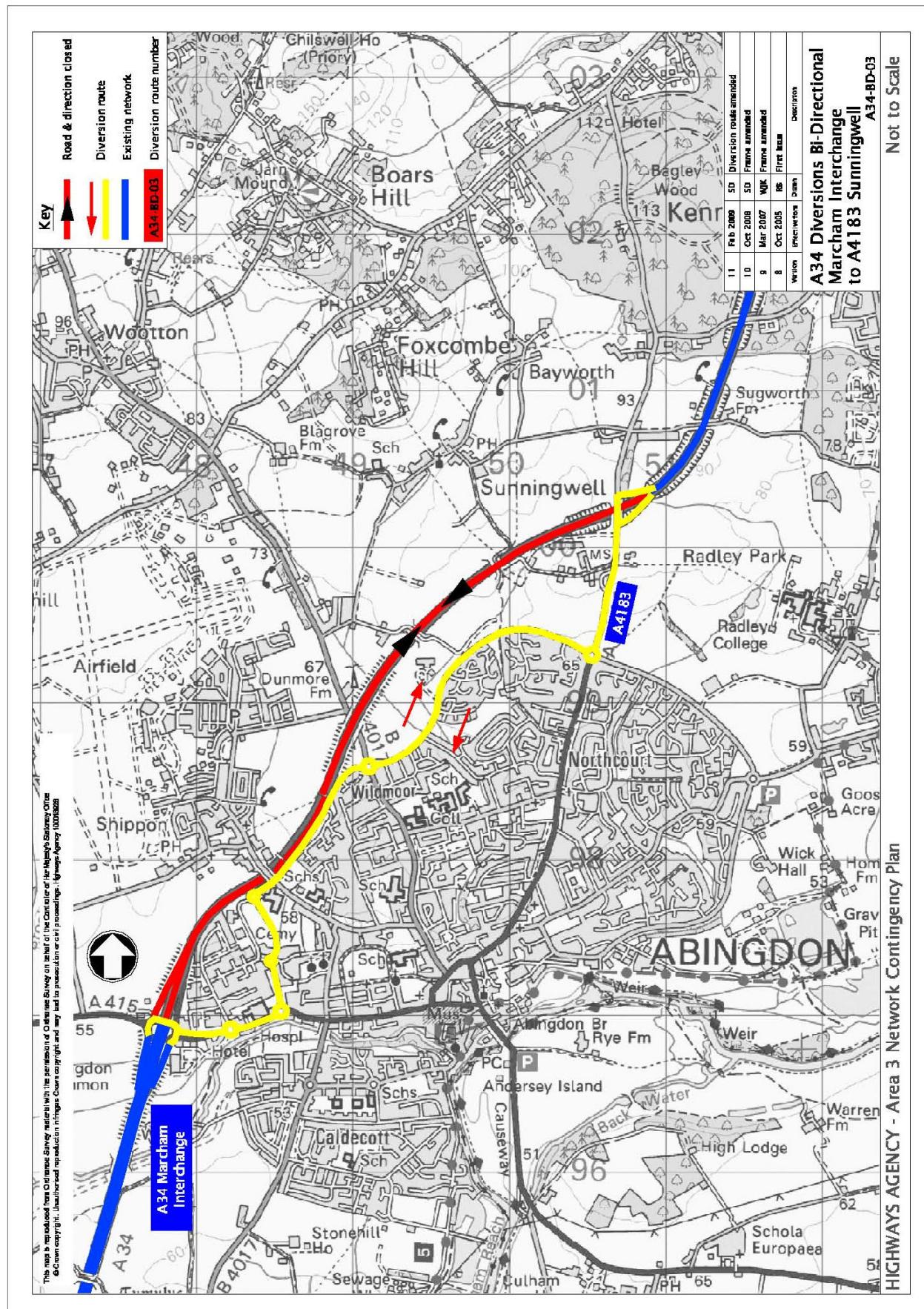
Background papers: Nil

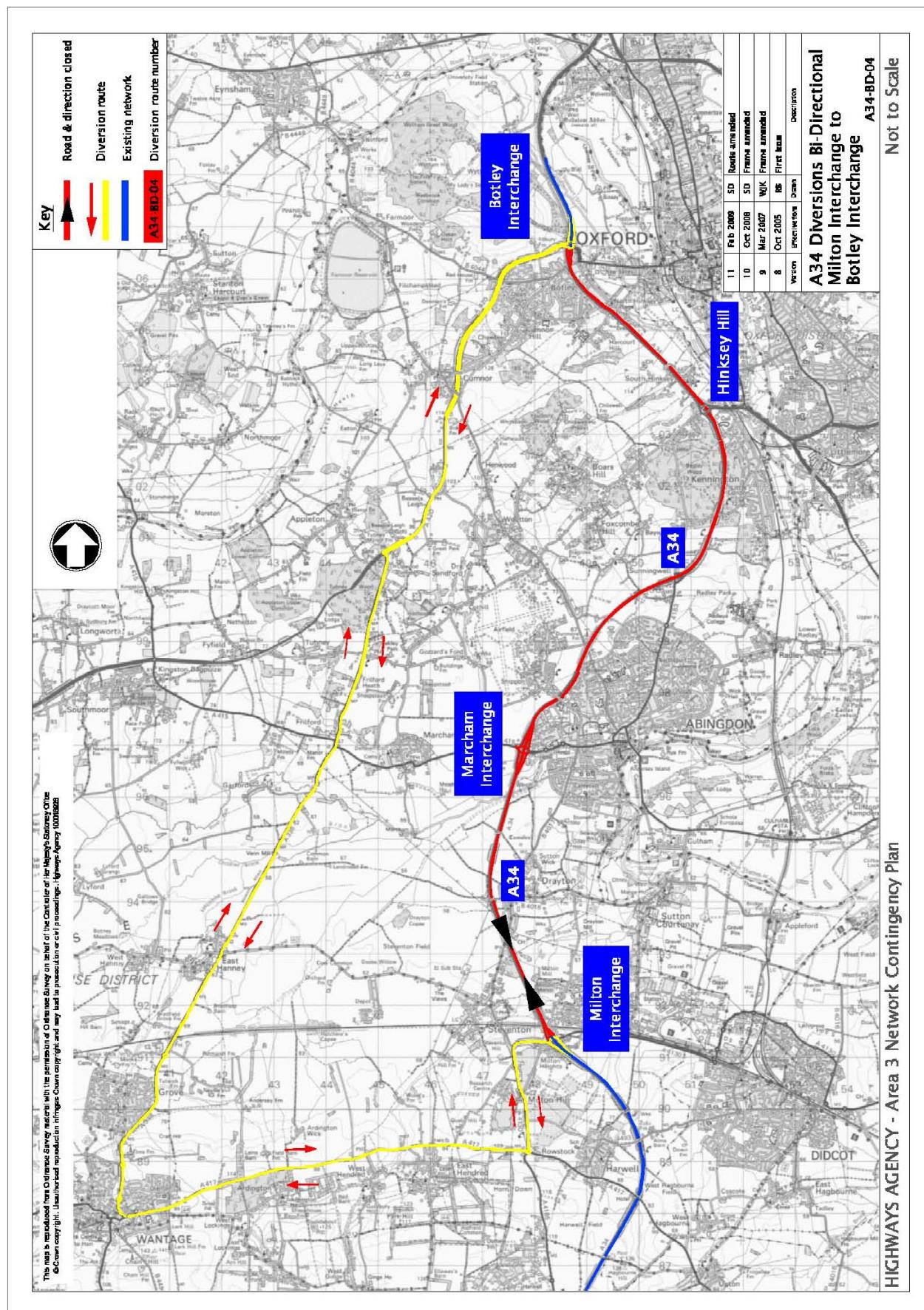
Contact Officer: Katherine Powley Tel (01865) 815342

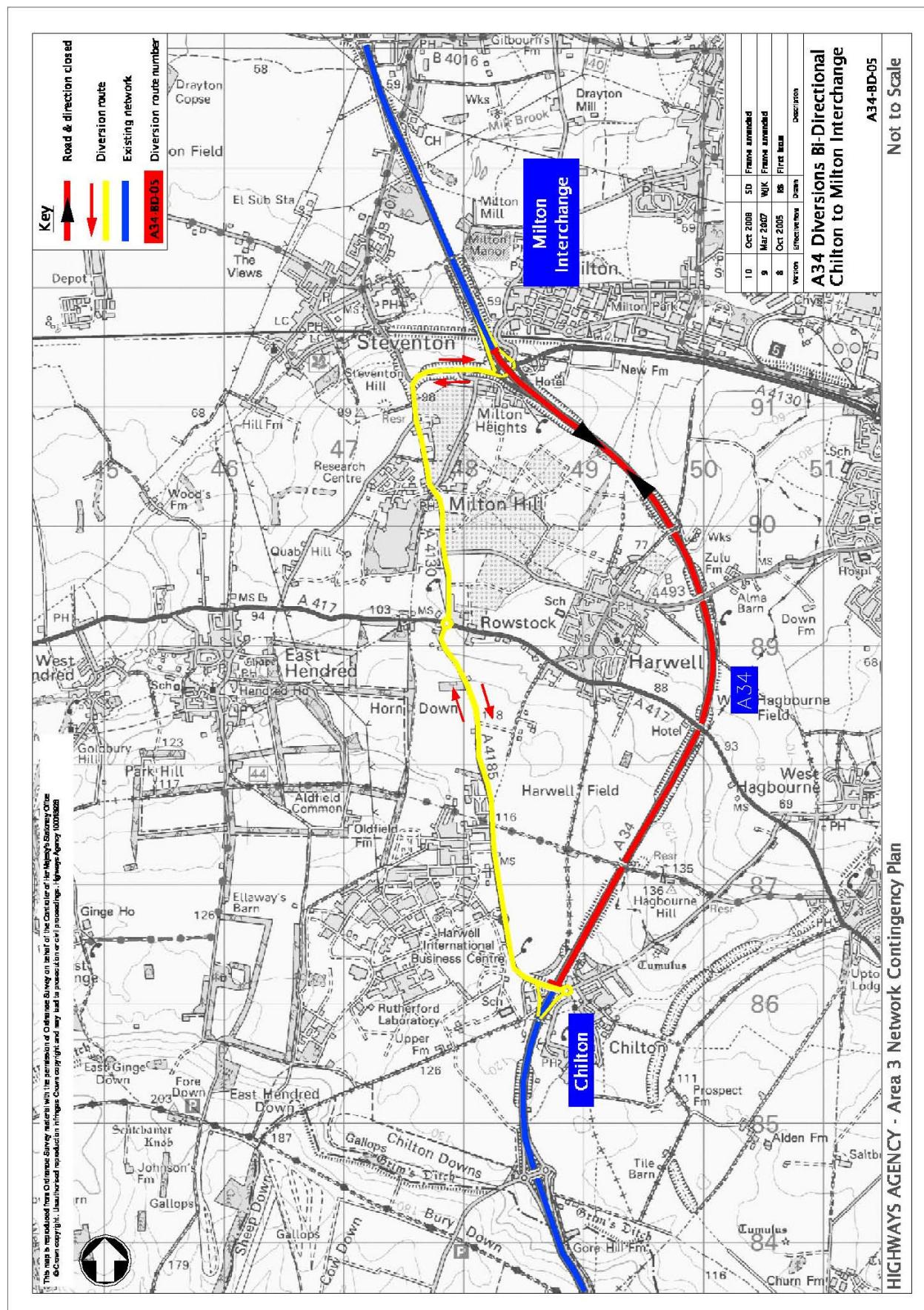
November 2009

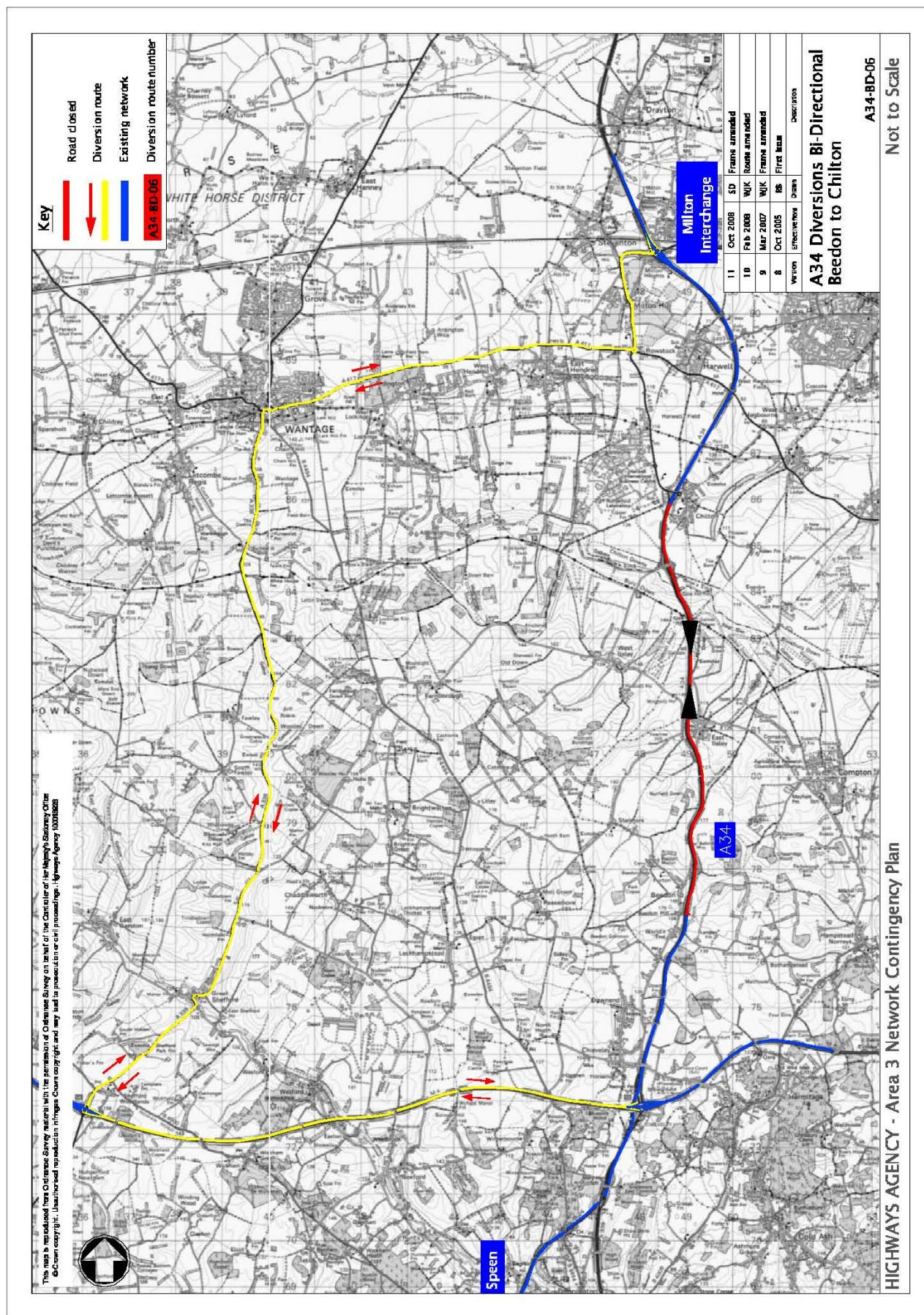












Division(s): All Oxford

TRANSPORT DECISIONS COMMITTEE – 26 NOVEMBER 2009

CAR CLUB PARKING BAYS, OXFORD

Report by Head of Transport

Introduction

1. This report considers comments and objections received to a formal advertisement and statutory consultation concerning the introduction of dedicated parking bays for Car Club vehicles generally in Oxford and specifically in roads within the proposed Divinity Road and Magdalen Road Controlled Parking Zones.

Policy Context and Background

2. A Car Club is a Club that provides its members with flexible access to the 'hire' of a vehicle. Vehicles are parked in reserved parking spaces, close to homes or workplaces, and can be used on an hourly or daily basis. Generally, Car Clubs charge a membership fee, an hourly charge (which may include an element of mileage), and a mileage charge. In many cases, on-line booking systems are used, and members access the vehicles using smart cards.
3. Car Clubs provide ready access to a vehicle, without the fixed costs of motoring. They are a cheaper option to owning a car for many people, especially those who use their car for short, relatively infrequent trips. They may also offer a cheaper alternative to owning a second car and have the potential to reduce car ownership. Up to 20 private cars may be replaced by one Car Club vehicle, and this has clear potential benefits in reducing parking congestion in residential areas.
4. Compared to a car owner, a Car Club user has less of an incentive to use the car in preference to public transport on the basis of cost, and more incentive to use non-car modes. This is because the Car Club user does not have the fixed costs of owning a car. Car Clubs can therefore contribute to a reduction in car mileage and the number of car journeys.
5. Car Clubs are actively promoted by the Department for Transport, and Transport for London, via Carplus, a national charity promoting responsible car use. Further information is available on the websites www.carplus.org.uk and www.carClubs.org.uk
6. Although there are no County Council policies relating to Car Clubs, their potential benefits contribute to the objectives of the county council's Local Transport Plan 2006-2011 (LTP2). The LTP2 identifies five priorities for transport scheme development: tackling congestion, delivering accessibility, safer roads, better air quality, and improving the street environment.

Reducing the number of car journeys contributes to reducing congestion, safer roads and better air quality.

7. Given that Car Club users are more likely to use public transport than car owners, Car Clubs have the potential to increase public transport patronage, thus improving the viability of some services, with consequent benefits for accessibility. They may also offer increased accessibility to locations not served by public transport, particularly for people who could not otherwise afford to use a car. Reducing car ownership will have an impact on the number of cars parked in residential streets, particularly where there is little off street parking. This has the potential to greatly improve the street environment.
8. Car Clubs are now active in Oxford, with growing membership. Membership is open, provided individuals can satisfy the Club's insurance criteria. There is also interest in Car Clubs from Oxford residents in areas where they do not currently operate. Operators include Streetcar, a commercial organization, and Commonwheels, a community interest company that works with community groups to provide the necessary systems and support.
9. Car Clubs require dedicated spaces in which to park their vehicles, so that they are readily available for the next user. In many places, off street spaces can be provided by private landlords. However, where suitable off-street space is not possible, the county council has been approached by Car Club operators to provide on-street spaces.
10. In East Oxford, local residents formed a Car Club, with the backing of Commonwheels, and approached the County Council to allocate spaces as part of its proposals for new CPZs in the Divinity Rd and Magdalen Rd areas. This was well-received by the majority of residents in the informal stages of consultation on those CPZs, which included information about the Car Club. In cooperation with Oxford City Council, the County Council marked a number of temporary, non-enforceable Car Club bays throughout the area (both on- and off-street) which have largely been successful.

Proposed Management of Car Club bays

11. Following investigations into the way that Car Club bays are managed by other local authorities, and detailed discussions with representatives of Commonwheels and Streetcar it is proposed that the most appropriate way to manage the use of Car Club bays would be as follows:-
 - The Council will issue a Car Club permit specific to a particular parking place to an accredited Car Club who has been authorised by the Council to use that particular parking place
 - A Car Club may only allow a Car Club vehicle to be parked in a Car Club parking place in order that it can be used by its subscribers
 - When a Car Club vehicle is parked in a parking place it must display both the Car Club parking permit issued by the County Council for that particular space and a further permit or token produced by the Car Club which identifies the Car Club and that the vehicle belongs to it

- The cost for each Car Club permit is £100 per annum (£25.00 for three months and £50.00 for six months) in line with Business Permits, to reflect the costs of operation and administration
- Allocation of Car Club bays to individual Car Clubs will be made following consultation with the Car Clubs known to be active in Oxford. The County Council will expect the Car Clubs to agree between themselves on which of them should occupy each bay. If this cannot be achieved then the facility may be withdrawn.

Public Consultation

12. Formal consultation on the principle of Car Club bays and their proposed installation in a number of locations in eastern Oxford (set out in Annex 1) was included with the consultation material for the proposed Divinity Road and Magdalen Road Controlled Parking Zones which were consulted on between 11 June and 9 July 2009.
13. Letters and plans were sent to all properties in the streets in the areas where the Car Club bays were proposed, with information explaining the proposals placed within the site notices and local newspaper advert for the proposed CPZs. Information was also sent to local Councillors, the emergency services and other formal consultees. An extract of the public notice is attached at Annex 2 and the full legal documents, which were placed on deposit at Central and Cowley Libraries and at County Hall, are available for inspection in the Members' Resource Centre.
14. In total, 21 letters or e-mails were received in response to the advertised proposals for Car Club bays. A précis of these together with the observations of the Head of Transport is attached at Annex 3. Copies of all these communications are available in the Members' Resource Centre. None of the respondents are opposed to the principle of Car Club bays – indeed the majority have positively welcomed their introduction. The main sources of comment relate to the proposal to charge for permits, the likely need for additional bays, and comments regarding the specific location of a few of the bays.
15. It is recognised that the Car Club sector contains both business and voluntary groups, but the proposal to charge for Car Club permits is in line with the longstanding policy that the cost of operating permit schemes should be recovered by charges. The proposed charge is the same as that currently applying to Business Permits but gives a much higher level of exclusivity than any other permit. In these circumstances it is considered that this is reasonable, however it will be kept under review to ensure that it does not stifle the development of this new transport sector.
16. The comments about individual bays were made in the context of the wider proposals for the two CPZs. Given that the Car Club bays could be implemented in advance of the other proposals, it is recommended that they should proceed as proposed with any alterations considered as part of the further consultations on the CPZs.

Conclusions

17. The response to the consultation has been largely positive and it is clear that there is support for the introduction of formal Car Club bays. The main sources of comment relate to the proposal to charge for permits, the likely need for additional bays, and comments regarding the specific location of a minority of the bays.

How the Project Supports LTP2 Objectives

18. The proposals described in this report comply with the LTP2 objectives of Tackling Congestion (encouraging a reduction in car ownership) and Better Air Quality (by supporting travel by non-car modes).

Financial Implications (including Revenue)

19. Funding for the costs of implementing the proposals described in this report, estimated to be around £10,000 (including advertising), will be met from existing budgets including LTP.

RECOMMENDATION

20. **The Committee is RECOMMENDED to:-**
 - (a) **approve the principle of introducing Car Club bays in Oxford;**
 - (b) **approve the making of the Oxfordshire County Council (Oxford – Car Club Parking Places) Order 20** as published.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Copies of all the letters are available in the Members' Resource room.

Contact Officer: David Tole Tel 01865 815942
Joy White Tel 01865 815882

October 2009

ANNEX 1

PROPOSED CAR CLUB PARKING PLACES

PART A - DIVINITY ROAD AREA

Street		Description of bay location	Car Club Parking Place Identifier
1	Bartlemas Close	South east side: From a point 75 metres north east flank wall of number 16 Bartlemas Close in a north easterly direction for a distance of 5 metres	D1 - 01
2	Bartlemas Road	South east side: From a point 8.5 metres south west of its junction with Warneford Road in a south westerly direction for a distance of 5 metres	D1 – 02
3	Divinity Road	South east side: From a point 27.5 south west of the south west flank wall of number 2 Divinity Road in a south westerly direction for a distance of 5 metres	D1 – 03
4	Manzil Way	North west side: From a point 152.5 metres north east of its junction with Cowley Road in a north easterly direction for a distance of 5 metres	D1 - 04
5	Parsons Place	North east side: From a point opposite to and 8 metres north west of the common boundary of numbers 4 and 6 Parsons Place in a north westerly direction for a distance of 5 metres	D1 - 05
6	Southfield Road	a) South east side: From a point 19 metres north east of the north east flank wall of number 54 Southfield Road in a north easterly direction for a distance of 5 metres	D1 –06
		b) South east side: From a point 2 metres south west of the south west flank wall of number 62 Southfield Road in a south westerly direction for a distance of 5 metres	D1 - 07
		c) South east side: From a point 22.5 metres north east of the north east flank wall of number 130 Southfield Road in a north easterly direction for a Distance of 5 metres	D1 - 08
7	Stone Street	South west side: From a point opposite to and 41 metres south east of the common boundary of numbers 9 and 11 Stone Street in a south easterly direction for a distance of 5 metres	D1 - 09

PART B – MAGDALEN ROAD AREA

1	Bedford Street	South east side: from a point 5 metres south west of the junction of Warwick Street in a south westerly direction for a distance of 5 metres	MA - 01
2	Catherine Street	South west side: from a point 22 metres south east of the south east flank wall of number 52 Catherine Street in a south easterly direction for a distance of 5 metres	MA – 02
3	Fairacres Road	South east side: from a point 10 metres south west of its junction of Iffley Road in a south westerly direction for a distance of 5 metres	MA – 03
4	Hawkins Street	North east side: from a point 17 metres of south east of the south east flank wall of number 4 Hawkins Street in a south easterly direction for a distance of 5 metres	MA – 04
5	Hertford Street	North east side: from a point 11 metres south east of its junction with Magdalen Road south east for a distance of 5 metres	MA - 05
6	Hurst Street	South west side: from a point 0.5 of a metre south east of the common boundary of numbers 58 and 60 Hurst Street for a distance of 5 metres	MA - 06
7	Magdalen Road	North west side: from a point 6 metres north east of the north east flank wall of 1 Magdalen Road in a north easterly direction for a distance of 5 metres	MA - 07
8	Stanley Road	South west side: from a point 8 metres north west of its junction with Magdalen Road in a north westerly direction for a distance of 5 metres	MA - 08
9	Stratford Street	South west side: from a point 23 metres south east of the south east flank wall of number 76 Stratford Street in a south easterly direction for a distance of 5 metres	MA - 09



**OXFORDSHIRE COUNTY COUNCIL (OXFORD – CAR CLUB PARKING PLACES)
ORDER 20****

NOTICE IS HEREBY GIVEN that Oxfordshire County Council propose to make the above mentioned Order under Section 1, 2, 4, 32, 35, 37, 45, 46, 49 and 53 of and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984 and all other enabling powers. The effect of the proposed Order is as follows:-

CAR CLUB PARKING PLACES

To provide Car Club parking places in the Divinity Road area zone at Bartlemas Close, Bartlemas Road, Divinity Road, Manzil Way, Parsons Place, Southfield Road and Stone Street and in the Magdalen Road area zone at Bedford Street, Catherine Street, Fairacres Road, Hawkins Street, Hertford Street, Hurst Street, Magdalen Road, Stanley Road and Stratford Street. The Council will issue a car Club permit specific to a particular parking place to an accredited Car Club who has been authorised by the Council to use that particular parking place. A Car Club may only allow a Car Club vehicle to be parked in a Car Club parking place in order that it can be used by its subscribers. When a Car Club vehicle is parked in a parking place it must display both the Car Club parking permit issued by the Car Club for that particular space and a further permit or token produced by the Car Club which identifies the Car Club and that the vehicle belongs to it. The costs for each permit is £100 per annum (£25.00 for three months and £50.00 for six months

Documents giving more detailed particulars of the Order are available for public inspection at County Hall, New Road, Oxford OX1 1ND and Speedwell House, Speedwell Street, Oxford OX1 1NE from 9.00 am to 4.00 pm Monday to Friday and at the Central Library, Westgate, Oxford from 9.00am to 7.00pm Monday to Thursday and 9.00am to 5.30pm Friday and Saturday and Cowley Library, Temple Road, Oxford from 9.15am to 5.30pm Monday and Friday, 9.15am to 7.00pm Tuesday and Wednesday and 9.00am to 4.30pm Saturday.

Objections to the proposal, specifying the grounds on which they are made, and any other representations, should be sent in writing to the Director for Environment and Economy (ref. SJW) at the address given below no later than 9th July 2009. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Dated: 11th June 2009

H Jones
Director for Environment and Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford OX1 1NE

ANNEX 3

PROPOSEDCAR CLUB PARKING BAYS
Summary of Public Comments

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Minster Road	Why should there be a fee at all for Car Club parking permits? It is surely doing the community and parking a favour by reducing cars. If there is a charge why should it be so much? For 2 cars its £40 so it should be £20.	As the Car Clubs will be run as businesses, a permit charge equivalent to Business Permits seems appropriate. In addition these bays offer a much higher level of exclusivity than any other on-street bay.
2.	Southfield Road	Car Club bay: Southfield Road east side, near Minister Road, should be moved to the end next to Minster Road. All other Car Club bays are at the end of parking bays. The resident bays will then be more flexible, the Car Club bay more accessible and when the bay is not used the sight line at the junction will be much improved.	This bay is proposed to replicate the location of the existing informal bay which is working well.
3.	Hill Top Road	In favour of Car Club bays - hopefully more to come.	Noted
4.	Cowley Road	Having deliberately given up our car, my wife and I are concerned above all that there shall be adequate spaces in the CPZ including any future CPZ's in the east Oxford area for cars provided by the Car Clubs. We have no problem with the arrangements made in the plan that is now before us, but are aware both that there is a very heavy concentration of cars in the part of the city and that the streets just outside the CPZ are liable to fill up with the cars for which there is not enough room in the zone. So we hope as evidence to date supports that the membership of the Car Clubs will go on growing fast and that the number of members as this grows.	The permit arrangements for Car Club bays will ensure that there will be adequate spaces for the vehicles needing to use them The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.
5.	Divinity Road	Car Club = Good idea	Noted

6.	Divinity Road	The Car Club bay outside the Co-op would be better at the end of the two hours shared parking area away from the junction and less likely to be used by shoppers. Car Club cars should be allowed to park in permit holders bays, both at times when the designated bay is blocked (what else is the returning driver meant to do?) and because Car Club users may need to park the car for short times near their house. Car Club use should be encouraged not made less appealing..	This bay is proposed to replicate the location of the existing informal bay which is working well. The permit arrangements for Car Club bays will ensure that there will be adequate spaces for the vehicles needing to use them
7.	Southfield Road	The permit cost for Car Club is to much	As the Car Clubs will be run as businesses, a permit charge equivalent to Business Permits seems appropriate. In addition these bays offer a much higher level of exclusivity than any other on-street bay.
8.	Charles Street	Why are the Car Club permits more expensive? In terms of parking space per individual, they are much better for the future of the area. If anything they should be cheaper as you want to encourage people to use them.	As the Car Clubs will be run as businesses, a permit charge equivalent to Business Permits seems appropriate. In addition these bays offer a much higher level of exclusivity than any other on-street bay.
9.	Fairacres Road	We support making more Car Club bays available in the future as the idea spreads. We would like to join a Car Club when our current car wears out.	Noted
10.	Iffley Road	I would like to see more Car Club bays allocated.	The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.
11.	Randolph Street	Hawkins Street is dense with houses on both sides, and will now only have parking on one side. Surely this is the worst possible place for Car Club bays - why can they not be on Leopold Street, which has houses on only one side and parking on both sides.	The general layout of parking in this area is to be reviewed, and this will include potential relocation of the Car Club bay

12.	Percy Street	I propose cars be prohibited from parking on two sides at any given place of the street. There should be priority for Car Club cars and cars for disabled people.	Noted
13.	Percy Street	We are members of common wheels and we support Car Club bays. However demand for Car Club bays appears to be outstripping supply. In order for the Clubs to be viable it is crucial that there are more cars and bays for the Club. Unless members can access a car whenever they need it they will not have confidence to replace the private car with a Car Club membership.	The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.
14.	Hurst Street	I think the Car Club is an excellent scheme and support will extend.	Noted
15.	Argyle Street	The Car Club is a very good idea and appropriately priced.	Noted
16.	Gardiner Street	<p><u>On behalf of the Headington Car Club:</u></p> <p>1. The Oxford Car Club has expanded rapidly in the past 9 month. Demand for Car Club bays seems likely before long to outstrip the 16 places currently scheduled in the Divinity Road and Magdalen Road CPZs. In anticipation of continued expansion in demand for Club cars in coming years, the Council should make provision for regular review and the designation of additional reserved bays as demand requires.</p> <p>2. The draft TRO envisages levying commercial charges for provision of each Car Club bay (£100 p.a) We regard this level of charge as unreasonable.</p> <p>3. We believe that Car Club bays should be subject to fewer if any exemptions compared to resident and other parking bays. Each Club car will be permitted to use only a single designated bay for a given Club vehicle, whereas residents and others can use any of a range of alternative bays if an exempted vehicle is occupying a preferred bay. Therefore a Car Club user will be more greatly inconvenienced than other parking users. Exemptions therefore need to be more restrictive than those applying to resident and limited time bays</p>	<p>1. The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.</p> <p>2. As the Car Clubs will be run as businesses, a permit charge equivalent to Business Permits seems appropriate. In addition these bays offer a much higher level of exclusivity than any other on-street bay.</p> <p>3. Agreed – it is for this reason that neither vehicles carrying out loading/unloading nor disabled persons vehicles will be allowed to use Car Club Bays (unlike residents bays)</p>

17.	St Mary's Road	In general terms, I am very much in favour of the scheme in particular the allocation of specific bays for Car Club vehicles.	Noted
18.	Hurst Street	I agree with the location of the proposed Car Club Bays and I fully support the inclusion of as many Car Club bays as possible in the new zones.	Noted
19.	Havelock Road	I strongly support the provision of bays specifically for Car Clubs, and trust that this provision can be increased in number in the future with a minimum of procedural delays.	Noted The draft TRO will allow additional bays to be introduced in other areas outside the proposed CPZs, subject to consultation and the consideration of objections.
20.	St Mary's Road	Like allocation of Car Club bays.	Noted
21.	Chester Street	The front door access to 16 and 16a Chester Street is in Stratford Street, immediately in front of the proposed Car Club bays. These bays - if they are ever going to be used - would be better placed on the opposite side of Stratford Street (stopping before the pavement access to 14 Chester Street)	The general layout of parking in this area is to be reviewed, and this will include potential relocation of the Car Club bay

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Division(s): Summertown & Wolvercote

TRANSPORT DECISIONS COMMITTEE – 26 NOVEMBER 2009

PROPOSED CHANGES TO PARKING WOLVERCOTE, OXFORD

Report by Head of Transport

Introduction

1. This report considers comments and objections received to a formal advertisement and statutory consultation to amend the parking arrangements in a number of streets in Wolvercote, to improve the movement of buses and allow the bus operator to deploy larger vehicles.

Background

2. The Oxford Bus Company route 6 links Wolvercote with the centre of Oxford. The County Council has been working with local Councillors and the bus operator to identify measures that would remove certain obstructions to the movement of buses around Wolvercote and enable longer vehicles to be deployed on the route.
3. Six locations were identified where bus stop clearways and/or double yellow lines would help achieve these aims:
 - (a) Clifford Place bus stop;
 - (b) Home Close bus stop;
 - (c) Wolvercote School bus stop (towards Home Close) and First Turn Railway bridge;
 - (d) Mere Road bus stop (towards city centre);
 - (e) Milway Close bus stop (towards city centre);
 - (f) Junction of Rosamund Road and Godstow Road.Plans showing these outline proposals are available for inspection in the Members' Resource Centre.

Informal Consultation

4. During May/June 2009 over 60 residents and local businesses most likely to be affected by these measures were invited to comment. Nine residents responded; seven letters of support were received, some suggesting additional restrictions, one objected to the measures proposed on Home Close (but this was subsequently resolved), and one resident objected to the measures proposed for the junction of Rosamund Road and Godstow Road. A summary of the responses is available for inspection in the Members' Resource Centre.

Formal Consultation

5. Formal consultation on the revised proposals for double yellow lines took place in September/October 2009. Letters and plans were sent to all properties in the streets in the vicinity of the proposed restrictions and notices explaining the proposals were placed adjacent to the sites and in the local newspaper. Information was also sent to local Councillors, the emergency services and other formal consultees. A copy of the public notice and other legal documents, which were placed on deposit at Summertown Library and at County Hall, are available for inspection in the Members' Resource Centre.
6. In total, 5 letters or e-mails and one phone message were received in response to the advertised proposals. A précis of these, together with the observations of the Head of Transport is attached at **Annex 1**. Copies of all these communications are available in the Members' Resource Centre.
7. Two respondents have commented on the proposed parking restrictions at the junction of Rosamund Road and Godstow Road, suggesting that they are excessive, will affect the passing trade of the Post Office, and could lead to a driveway being blocked. In response, it is proposed to reduce the length of restriction on the west side of Rosamund Road by 5 metres and on Godstow Road (outside No 84 Godstow Road) by 4 metres.
8. Another respondent has objected to the introduction of double yellow lines on Godstow Road, west of its junction with Home Close, stating that the extent of the restrictions will have an adverse effect on customers to a take-away shop. In response it is proposed to reduce the length of restriction by 13 metres, which will still provide adequate visibility for buses exiting Home Close.
9. Oxford Bus Company supports the proposals and Thames Valley Police have no objections.

Conclusions

10. With the addition of the small changes outlined in paragraphs 7 and 8 above, these proposals will significantly improve the operation of the local bus service in Wolvercote and enable the operator to deploy longer more modern vehicles.

How the Project Supports LTP2 Objectives

11. The proposals described in this report comply with the LTP2 objectives of Tackling Congestion (making public transport more reliable and more user-friendly) and Improving the Street Environment (better management of parking).

Financial Implications (including Revenue)

12. Funding for the costs of implementing the proposals described in this report, estimated to be around £2000 (including advertising) will be met from existing budgets.

RECOMMENDATION

13. **The Committee is RECOMMENDED to approve the proposed changes to parking in Wolvercote as advertised and amended and described in this report.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Copies of all the letters are available in the Members' Resource room.

Contact Officer: Matt Bromley Tel 01865 815531 or David Tole 01865 815942

October 2009

PROPOSED CHANGES TO PARKING - WOLVERCOTE, OXFORD
Summary of Public Comments

No.	Commentor's Address	Summary of Objection or Comment	Observations of the Director of Environment & Economy
1.	Thames Valley Police	No objection	Noted
2.	Oxford Bus Company	Support the proposals	Noted
3.	Resident, Godstow Road	Concerned that proposed double yellow lines on west side of Rosamund Road (near Godstow Road junction) will lead to increase in driveway being blocked. Also feels that the amount of restriction on this part of Godstow Road should be reduced as it will not assist the bus service (the reason for the scheme)	In the light of these concerns it is now proposed to reduce the length of double yellow lines on Rosamund Road by 5 metres and on Godstow Road by 4 metres. In addition it should be noted that loading/unloading is permitted on double yellow lines, as is parking by disabled badge holders (for up to 3 hours)
4.	Resident, Elmthorpe Road	Disagrees with proposal for double yellow lines in the vicinity of the Post Office. Concerned about potential loss of passing trade for an essential part of the community	
5.	Resident /business on Godstow Road	Strongly object to the proposal to introduce double yellow lines in front of premises as this will remove customer parking and have an adverse effect on the business	It is now proposed to reduce the extent of the parking restriction to keep the majority of the frontage available for customers.
6.	Resident of Home Close (phone call only)	Concerned that proposed restrictions at junction of Clifford Place and Home Close may not be sufficient to keep the route clear for buses	The proposals have been developed in close cooperation with the bus operator. The situation will be kept under review with a view to implementing any minor changes that are needed in the light of experience

Division(s): Banbury Easington

TRANSPORT DECISIONS COMMITTEE - 26 NOVEMBER 2009

BANBURY, SPRINGFIELD AVENUE PROPOSED TRAFFIC CALMING ALTERATIONS FOR PREMIUM BUS ROUTE B1

Report by Head of Transport

Introduction

1. This report describes the proposed scheme and its contribution to the improvement of the Premium Bus Route B1, presents the responses that have been received to public consultation with comments from County Council officers on the one objection and recommends implementation of the scheme.

Background

2. This scheme is part of the Banbury Town Premium Bus Routes project. A separate scheme for a humped zebra crossing in Springfield Avenue (part of the Better Ways to School project) was approved by the Transport Decisions Committee on 1 October 2009 and is programmed for construction in February 2010. There is no conflict between the two schemes and the Banbury Town Premium Bus Routes project is programmed for implementation in 2010/11. However, in order to improve construction efficiency and also inspire confidence from the residents of Springfield Avenue, construction of this scheme is planned for construction slightly earlier, in March 2010, immediately after completion of the humped zebra crossing scheme.

Description of the Scheme

3. There are seven existing round-top humps on the length of Springfield Avenue used by the B1 Premium Bus Route (between Grange Road junction and Horton View junction). The humps are very effective in keeping speeds almost entirely below 30mph. However, they do cause discomfort for bus drivers and passengers. Therefore, this scheme is for removal of five of the humps and installation of five sets of speed cushions. Each set will comprise three speed cushions, spread across the carriageway, because extensive roadside parking in Springfield Avenue makes it necessary for buses to travel along the middle of the road except when passing oncoming vehicles. Buses will be able to straddle the speed cushions; cars and light commercial vehicles will not.
4. A layout/location plan is shown at Annex 1. An enlarged copy will be available in the Members' Resource Centre and on display at the Meeting.

5. The speed cushions were described in public consultation as approximately 1.6 metres wide, with approximately 0.5 metres width between them. Advice from our County Traffic Engineer is to increase the width to 1.7 metres to make them more effective in restraining the speed of cars. Buses would still be able to straddle them. On each side of the road, the gap between the kerb and the edge of the nearest speed cushion would be reduced to about 550 millimetres (22 inches). This would not adversely affect drainage or movement of cyclists. Therefore, the slightly increased speed cushion width of 1.7 metres is recommended.
6. Of the other two existing round-top humps, one will be converted to a flat-top hump as part of the humped zebra crossing scheme. The other, the hump nearest to the Horton View junction, would remain as it is. That is because south-bound buses would not be able to straddle speed cushions at that point (as they would be straightening up after turning left into Springfield Avenue) and they would not be able to straddle speed cushions located at an alternative location a short distance further south (as they would be approaching/leaving the bus stop and moving towards/away from the edge of the road. Northbound buses would go slowly where the existing hump is even if it were removed, as they are preparing to make the sharp right turn into Horton View.

Public Consultation

7. A Public Notice was published in September 2009 and copies sent to representative organisations, emergency services, bus operators, elected representatives, Blessed George Napier School and local homes. A copy of the Public Notice is attached at Annex 2. Of the four responses received, two (from the bus route operator and from Cherwell District Council) supported the proposal, one (from a resident of the Crouch Hill area north of Bloxham Road) opposed it and the Police were neutral. Councillor Mallon, County Councillor for the Banbury Easington area, supports the scheme. Copies of the responses are available in the Members' Resource Centre.
8. The one objection received was not against the scheme as a whole, but wanted all the humps in Springfield Avenue replaced by speed cushions (including those on the length north of Horton View junction) and the proposed set of speed cushions immediately north of the Farmfield Road junction omitted.
9. The route between Oxford Road and Bloxham Road via Horton View and the northern section of Springfield Avenue is used by many drivers as a short cut. In order to continue discouragement of this, the existing humps on the northern section of Springfield Avenue (which is not a bus route) would best be left as they are.
10. The proposed set of speed cushions immediately north of the Farmfield Road junction are desirable because the existing hump 34 metres further north will have been converted to a flat-top hump (with a zebra crossing on it), with ramps limited to 1 in 25 gradient as required on Premium Bus Routes by the Public Transport Development Team. With the reduced traffic calming effect

there, and the low density of car parking in the vicinity of the Farmfield Road junction, some northbound drivers might increase speed as they approach the zebra crossing if the proposed set of speed cushions were omitted.

11. The Police had no objection, but pointed out that, in order to be effective, traffic calming features should not be more than 100 metres apart. South of Farmfield Road junction, there will be a distance of 106 metres between two consecutive sets of speed cushions because of the need to avoid conflict with vehicular accesses to properties. However, this will be the only instance along Springfield Avenue of the preferred 100 metres maximum being exceeded, and, therefore, it is not expected to result in significantly increased speeds.

How the project supports LTP Objectives

12. The traffic calming alterations will reduce wear and tear on buses and will improve comfort and safety for bus passengers and drivers. This is expected to increase bus usage (particularly by elderly and disabled people) and reduce private car usage, which will reduce congestion, air pollution and carbon emissions.

Financial and Staff Implications

13. The construction cost would be approximately £30,000. Sufficient finance is allocated in the Local Transport Plan for the financial year 2010/11 for Banbury Premium Bus Routes. It is intended to carry out the construction in March 2010, but payment would not be due until April. Preparation and supervision work required can be accommodated within existing staff resources in Oxfordshire Highways. All of this work except drawings would be by County Council staff. Drawings are being prepared by Jacobs (a partner with the County Council in Oxfordshire Highways) and the fees for that are expected to total approximately £1,000.

RECOMMENDATION

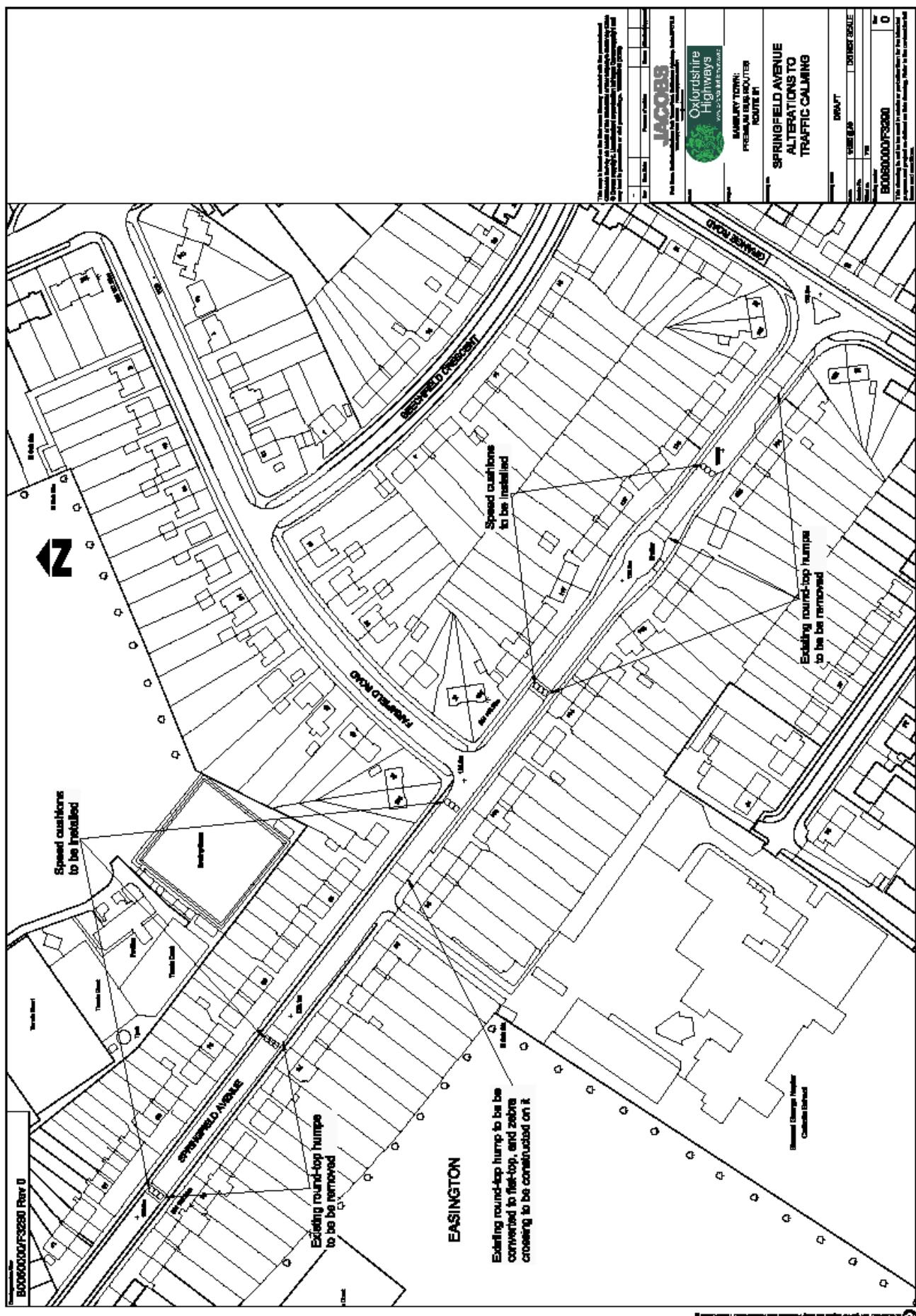
14. **The Committee is RECOMMENDED to authorise implementation of the proposed traffic calming alterations in Springfield Avenue, Banbury as set out in this report.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Public Notice, and responses to it. Drawing No. B0060000/F3920. Project Brief for Banbury Town Premium Bus Routes.

Contact Officer: David Deriaz Tel: 01865 815666

October 2009



**BANBURY, SPRINGFIELD AVENUE
PROPOSED TRAFFIC CALMING ALTERATIONS**

ANNEX 2

**LOCATION / LAYOUT PLAN
COPY OF PUBLIC NOTICE**

Banbury, Springfield Avenue: Road Humps

Notice is hereby given that Oxfordshire County Council proposes to implement a traffic calming scheme comprising five trios of road humps (each trio being three speed cushions, side by side across the width of the road) under The Highways (Road Humps) Regulations 1999, in Springfield Avenue, Banbury.

The road humps shall be speed cushions, and shall be at the following locations:

1. 202 metres north-west of the junction of Springfield Avenue with Farmfield Road
2. 129 metres north-west of the junction of Springfield Avenue with Farmfield Road
3. 14 metres north-west of the junction of Springfield Avenue with Farmfield Road
4. 41 metres south-east of the junction of Springfield Avenue with Farmfield Road
5. 147 metres south-east of the junction of Springfield Avenue with Farmfield Road

Each speed cushion will be approximately 65mm high, 1.6 metres wide and 2.0 metres long. The distance between the edges of speed cushions will be approximately 0.5 metre.

If the above scheme is implemented, existing humps shall be removed at the following locations:

6. 202 metres north-west of the junction of Springfield Avenue with Farmfield Road
7. 126 metres north-west of the junction of Springfield Avenue with Farmfield Road
8. 41 metres south-east of the junction of Springfield Avenue with Farmfield Road
9. 117 metres south-east of the junction of Springfield Avenue with Farmfield Road
10. 187 metres south-east of the junction of Springfield Avenue with Farmfield Road

Independently of the above, the existing round-top hump located 48 metres north-west of the junction of Springfield Avenue with Farmfield Road will be re-constructed as a flat-top hump, and a zebra crossing will be constructed on top of it.

A plan showing the proposal is available for inspection at the offices of Oxfordshire County Council, Environmental Services, Speedwell House, Speedwell Street, Oxford OX1 1NE, and at Banbury Town Council, Town Hall, Bridge Street, Banbury OX16 5DB, from 9.00am to 4.00pm Monday to Friday, and also at Banbury Library, Marlborough Road, Banbury during normal opening hours.

Objections to the proposal, specifying the grounds on which they are made, and any other representations, should be sent in writing to the Director for Environment and Economy (quoting ref. DD.12.6.120) at the address given below no later than the 12th October 2009. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Date: 17th September 2009

Huw Jones
Director for Environment and Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford, OX1 1NE.

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Division(s): Watlington

TRANSPORT DECISIONS COMMITTEE – 26 NOVEMBER 2009

B481 WATLINGTON ROAD - NETTLEBED – PROPOSED TRAFFIC CALMING

Report by Head of Transport

Introduction

1. This report details the responses to formal advertisement and public consultation of a proposed traffic calming scheme along B481 Watlington Road , Nettlebed incorporating seven pairs of 75mm high speed cushions as shown on the plan at Annex 1 to this report .

Background

- 2 Watlington Road B481 is a classified road linking Nettlebed with Watlington and the route then continues onto the M40. The length where the traffic calming is proposed has a 30mph speed limit imposed by virtue of a system of street lighting.
- 3 The length of the B481/B4009 from south of Watlington to the M40 is subject to a 7.5T environmental weight restriction and is also a bus route.
- 4 The length of the proposed traffic calming is part fronted by residential properties and has a length of footway on one side.
- 5 Concerns have been raised by Nettlebed Parish Council in relation to vehicle speeds and a speed survey was carried out. The survey results showed a significant number of vehicles speeding. These results met Oxfordshire County Council Vehicle Activated Sign criteria, this allows parish councils to fund traffic calming if they have an available budget.
- 6 Events were subsequently superseded by the County Council Better Ways to School Team who identified this length of road as requiring some traffic calming measures and a decision was made to fund this scheme up to a cost of £10,000.

Consultation

7. Formal advertisement and consultation on the proposed traffic calming was carried out between 21 August and 21 September 2009. Letters of Support were received from Nettlebed Parish Council and Thames Valley Police.
8. One letter of objection was received from a local resident who says that the problems do not warrant such a dramatic solution. They suggested that scheme will cause increase in noise and air pollution and the scheme will

cause suspension and tyre damage to vehicles, and requests that an alternative of a flashing speed sign would be more successful. There is little evidence that a speed cushion scheme as proposed will result in an increase in air pollution / road noise or tyre damage.

9. One letter was received in support of the scheme from a local resident but they have some concern regarding road noise and asks that the existing weight limit on the B481 be extended to include Nettlebed. A letter from another resident also supports some form of calming but would like the number of humps reduced because of concerns about noise

Financial and Staff Implications

10. The costs of the proposal and associated works will be funded from the Better Ways to School budget.

RECOMMENDATION

The Committee is RECOMMENDED to approve the Proposed Traffic Calming Scheme as advertised and shown in Annex 1.

Steve Howell
Head of Transport
Environment & Economy

Background papers: Nil

Contact Officer: Peter Ronald Tel: 0845 310 11 11

October 2009

Drawing No. S/TC/01/09 Revision

Map showing the location of the proposed traffic calming measures on Watlington Street, Nettlebed. The map includes details of roads, buildings, and local landmarks. Several black dots indicate the locations of the proposed measures. A north arrow is present in the top left corner.

Information box (top right):

Prepared from the Ordnance Survey mapping with the permission of The Controller of Her Majesty's Stationery Office. © Crown Copyright and may be used in Particular by Oxfordshire County Council Local Ref. No. LA07405
Rev. Date Description

OXFORDSHIRE COUNTY COUNCIL
www.oxfordshire.gov.uk

Project title Traffic Calming Proposals

Drawing date

B461 Watlington Street Nettlebed

Drawing status

Approved by NTS Drawn by PER Checked by Date drawn AUG 09 Date checked File Ref. Oxfordshire Highways Project No. & File Ref.

Drawing No. S/TC/01/09 Revision

Proposed Traffic Calming Arrangement

Isometric Plan of Double Speed Bump Arrangement

Section A-A of Speed Bump Arrangement

PROPOSED TRAFFIC CALMING WATLINGTON STREET < NETTLEBED

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Division(s): Abingdon

TRANSPORT DECISIONS COMMITTEE – 26 NOVEMBER 2009

OXFORDSHIRE COUNTY COUNCIL (ABINGDON) (ONE-WAY TRAFFIC AND PROHIBITION AND RESTRICTION OF WAITING) (AMENDMENT NO.11) ORDER 200*

Report by Head of Transport.

Introduction

1. The purpose of this report is to consider the objections/comments received following the consultation and formal advertisement of the proposed additional 'No Waiting At Any Time' restrictions along Coopers Lane, Abingdon. The extent of the restrictions are shown on the plan at Annex 1.

Background

2. Oxfordshire County Council has received complaints from the residents of Coopers Lane that vehicles parked in sections of Coopers Lane hinder the passage of vehicles, especially emergency and statutory services. The possibility of waiting restrictions were discussed by the Abingdon Traffic Advisory Committee and it was agreed that Oxfordshire County Council would promote the installation of the proposed waiting restrictions. All properties in Coopers Lane have private 'off highway' allocated parking spaces.

Consultation

3. Consultation with statutory bodies and affected frontagers was carried out between 15 February 2009 and 27 March 2009.
4. The proposals were advertised as a Notice in the local press on 19 August 2009. Notices were posted on site and copies of the notice, draft order, statement of reasons and plan posted to all the statutory consultees and affected frontagers.
5. Eight letters of support, two with suggestions (that the proposals addressed) and one letter of objection have been received. The objection is from a resident of Draymans Walk, a privately owned/maintained road off Coopers Lane. The objector states that there is not enough parking in Draymans Walk resulting in residents parking in Coopers Lane. The objector further states that Coopers Lane and Draymans Walk are used by non-residents to park their vehicles, sometimes all day.
6. Thames Valley Police have no objection to these proposals.

Conclusion

7. Double yellow lines to prohibit parking at any time are proposed in the interest of road safety and the free flow of traffic. The restriction will reduce the danger and facilitate the safe passage of road users.

8. The objection to the proposals is not made by a resident of Coopers Lane but by a resident of a nearby street who sometimes experiences difficulties parking in the provided spaces near to their property and subsequently park in Coopers Lane, which in turn causes problems with vehicular access. The reasons set out above override this objection.

Financial and Staff Implications

9. The cost of introducing these waiting restrictions will be met from the Southern Area Office budget.
10. The preparation of the Order has been undertaken by Environment & Economy officers as part of their normal duties.

RECOMMENDATION

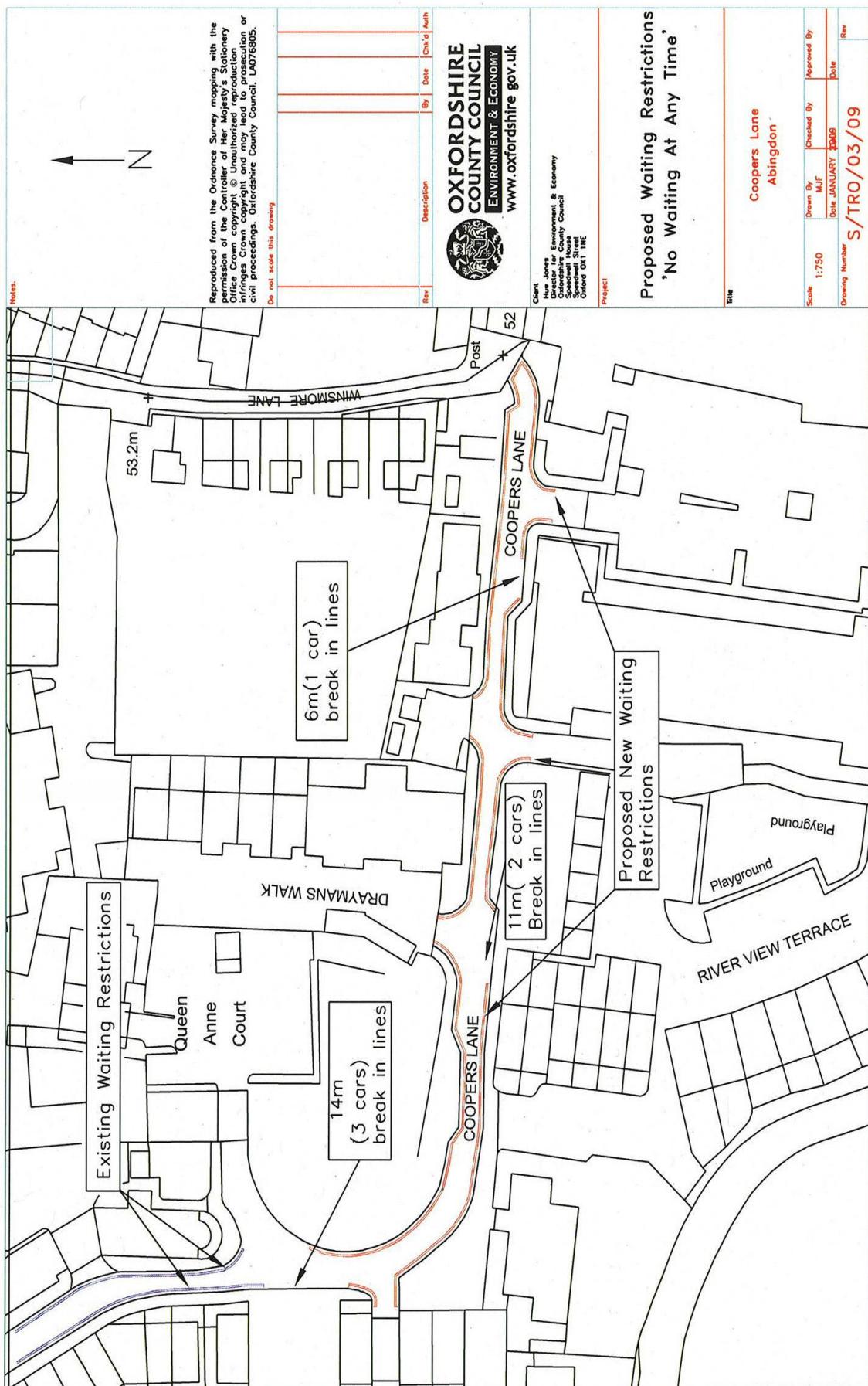
11. **The Committee is RECOMMENDED to authorise:**
 - (a) **the making of the OCC (Abingdon) (One-Way Traffic and Prohibition and Restriction of waiting) (Amendment No 11) Order 200* as advertised; and**
 - (b) **authorise the necessary works to implement the proposals.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: TRO Documentation

Contact Officer: Mark Francis, Tel: 01235 466118

October 2009



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