

## DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT

**DECISIONS** taken at the meeting held on Thursday, 28 July 2011 commencing at 10.00 am and finishing at 10.07 am

**Present:**

**Voting Members:** Councillor Rodney Rose – in the Chair

**Other Members in Attendance:** Councillor John Sanders (for Agenda Item 2)  
Councillor David Turner (Shadow Cabinet)

**By Invitation:**

**Officers:**

Whole of meeting G. Warrington (Law & Governance); Steve Howell  
(Director of Environment & Economy)

Part of meeting

<b>Agenda Item</b>	<b>Officer Attending</b>
5.	A. Kirkwood (Environment & Economy)
6.	O. Payne (Environment & Economy)

*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 as insofar as otherwise specified, the reasons for the decisions are contained in agenda, reports and schedule, copies of which are attached to the signed Minutes.*

### 27/11 **QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2)

#### **Councillor John Sanders**

“The Cabinet member must surely be pleased that his department is to receive £5 million from the Government for County transport schemes. What are these schemes intended to be, how much will be spent on each scheme and when will they take place?”

#### **Reply from Councillor Rodney Rose, Cabinet Member for Transport**

“I am extremely pleased that we have been successful in bidding for the first stage of the Local Sustainable Transport Fund (LSTF). I would also like to publicly congratulate the team for their considerable efforts in this regard.

The £5m will be invested in the schemes listed below. The exact nature and costs of the schemes, and the dates identified, are preliminary at this stage and may be subject to change, depending on feasibility, affordability and consultation.

1. The extension of Thornhill Park & Ride car park from 874 to 1380 spaces. This will receive £1.8m from the LSTF which will be added to the £2.3m which has already been allocated to the scheme from OCC capital funding and developer contributions. This work is expected to be completed by Spring 2013.
2. An outbound bus priority lane on London Road, extending the existing bus lane from Headington centre to the ring road (Green Road Roundabout) to complement the existing inbound bus lane on the route, to be used by existing services and new Park & Ride services (see below). £500,000 of LSTF funding will be allocated to this scheme in addition to another £500,000 from OCC capital funding. This scheme is expected to be delivered in 2013/14.
3. There are two proposed new Park & Ride bus services, using low carbon vehicles and operating to Premium Route frequencies and standards. The services would link Thornhill Park & Ride - John Radcliffe Hospital and Thornhill Park & Ride - Nuffield Orthopaedic Hospital - Churchill Hospital - University Old Road Campus - Warneford Hospital - Oxford Brookes University Gypsy Lane Campus - city centre - Oxford railway station, with work currently taking place to look at different options and routes. Approximately £1.3m of the LSTF is being invested in setting up these new bus services including buses. Operation is expected to commence in April 2013, once the Park & Ride extension is open.
4. Provision of extensive Real Time Information for buses on the new route that serves the Churchill Hospital, to link in with the existing 'OxonTime' system (which already covers the Park & Ride site and route to the John Radcliffe Hospital). To comprise up to 8 additional real time displays, modification of bus priority technology at key junctions and provision of additional or upgraded shelters through the existing Clear Channel contract. Around £150,000 of LSTF is being allocated to the upgrade of these bus stops. The installation should be completed by September 2012.
5. Intelligent Car Park Management and Smartcard ticketing - integrating payment for parking & bus travel. This measure involves the implementation of an intelligent car park management system and smart card ticketing at Thornhill Park & Ride. The system is proposed to use Automatic Number Plate Recognition (ANPR) cameras and/or smart card reader controlled barriers to enable access for frequent users, along with a standard time-charged ticket system for casual users. Approximately £220,000 of the LSTF is being allocated to this installation which should be completed by March 2012.
6. An Area-wide cycle hire pilot scheme within Headington with a hub at Thornhill Park & Ride, with additional cycle parking and measures to enhance cycle and pedestrian access to key destinations in Headington, e.g. hospitals and universities. £250,000 of the LSTF is to be invested on these initiatives of which £150,000 is for the cycle hire pilot. The cycle route improvements

should be completed by the summer of 2012, while the cycle hire pilot scheme should commence operation in summer 2013.

7. Personalised travel planning, including website/information portal and customised smart phone application, with dedicated staff resources to manage the programme and engage with customers and stakeholders. Altogether around £330,000 of the LSTF is being invested in these initiatives which will commence in April 2012.
8. A comprehensive programme of collecting data, monitoring and evaluation of the key component schemes. £150,000 of the LSTF is being allocated to the task of monitoring and evaluating the key component schemes. This will be an ongoing activity which will commence in January 2014 and will continue up to March 2015.

If Cllr Sanders wishes to see a copy of the bid, this is available on the OCC website

### **Supplementary Question from Councillor Sanders**

“Councillor Rose is always ready to blame the previous government for current problems yet he is now able to enjoy the profligacy of the present government by receiving additional funding to spend on transport measures, which I do not consider to be as essential as other county council services which are being cut. How could he justify this?”

### **Reply**

“This supplementary question refers to decisions regarding spending issues which had to be made across a wider range of council functions and Councillor Sanders would have been better directing it to either the Cabinet or Council. However, I am directly responsible for services within my transport portfolio and for delivering those services the best way I can to the ratepayers of Oxfordshire. This successful bid for additional funding enables me to do that and I’m surprised that Councillor Sanders as a county councillor for a division within the city does not welcome this news.”

## **28/11 A329 AT CHOLSEY AND MOULSFORD - SPEED LIMITS**

(Agenda No. 4)

The Cabinet Member for Transport considered responses to a formal consultation on a permanent speed limit order on the A329 at Cholsey and Moulsoford which had included:

- a reduction in the speed limit on the A329 between Cholsey and Moulsoford to 40 mph on safety grounds;
- changes to limits required by the redevelopment of the Fairmile Hospital site;
- an extension of the ‘buffer’ zone at the north end of the development to include the junction of caps Lane;
- introduction of a 50 mph limit north of caps lane to the roundabout junction with the A4130 Wallingford bypass.

Councillor David Turner asked for confirmation with regard to the letter of 24 May 2011 from Thames Valley Police, which inferred that the current measures had increased the collision history rather than reduce it and yet figures indicated that there had been 3 over the last 3 years. He asked whether that represented an increase.

Mr Kirkwood confirmed that the comments by Thames Valley Police referred specifically to the traffic build outs at the Fairmile Hospital site.

The Cabinet Member advised that he had driven along this stretch of road on a number of occasions with the local member Councillor Patrick Greene and shared his support for the proposals.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and further considerations as set out above the Cabinet Member for Transport APPROVED implementation of the A329 Cholsey and Moulsoford speed limit order effecting changes in speed limits as set out in Annex 1 to the report CMDT4.

## **29/11 BURFORD ROAD CYCLEWAY, CARTERTON**

(Agenda No. 5)

The Cabinet Member for Transport considered proposals for improved cycle facilities along Burford Road, Carterton following formal consultation.

Having regard to the arguments and options set out in the documentation before him the Cabinet Member for Transport APPROVED:

- (a) the design and implementation of the proposed segregated shared use cycle and footway as set out in the report CMDT5;
- (b) conversion of the footways, identified in Annex 1 to the report CMDT5, to shared cycle/footways under Sections 65 (1) and 66 (4) of the Highways Act 1980;
- (c) delegation of authority to the Deputy Director for Environment & Economy (Highways and Transport) in consultation with the Cabinet Member for Transport to make any alterations to the design during the detailed design process.

..... in the Chair

Date of signing ..... 2011