

DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

MINUTES of the meeting held on Thursday, 12 September 2013 commencing at 10.35 am and finishing at 10.53 am

Present:

Voting Members: Councillor David Nimmo Smith – in the Chair

Other Members in Attendance: Councillor Roz Smith (for Agenda Item 5)

Officers:

Whole of meeting G. Warrington (Law & Governance); M. Kemp; O. South, P. Eddy and E. Astone (Environment & Economy)

The Cabinet Member for Environment considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.

11/13 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

<i>Speaker</i>	<i>Item</i>
Graham P Smith County Councillor Roz Smith) 5. London Road, Headington –) Proposed Improvements and Bus) Lane

12/13 LONDON ROAD, HEADINGTON - PROPOSED IMPROVEMENTS AND BUS LANE

(Agenda No. 5)

The Cabinet Member for Environment considered the results of a formal consultation on proposals to introduce two new lengths of bus lane on the A40 London Road; the Oxford bound approach to the Green Road roundabout and at the exit of the Thornhill park & ride site. These proposals formed part of a package of measures to improve non-car access between the park & ride site, hospitals and other major destinations in Headington.

Mr Smith stated that provision for cycling on the London Road was very poor and that historically the needs of cyclists had never been adequately met. It should be acknowledged that the highway had many users other than buses and these measures, which steered cyclists from cycleway to carriageway, put them at great risk. They needed greater protection. There was general support to encourage cycling but engineers had systematically failed to provide an adequate solution. He disagreed with the report which implied that current levels of cycling provision were being maintained when clearly they were not and more consideration needed to be given to provision of dedicated cycle lanes..

Councillor Smith thanked officers for their involvement in this process, attendance at local meetings and the subsequent changes made during the consultation and initial design processes. However, she could not give her unequivocal support for this new scheme. The surface of London Road was an embarrassment and dangerous. She welcomed the additional survey work on the Green Road access but remained to be convinced that an extra bus lane, which could lead to more conflict and accidents would be the solution. She supported the new shared cycle lane behind the bus shelter and retention of yellow boxes at Ramsay Road and Walton Road junctions.

Mr Kemp advised that it was hoped to commence surfacing work on London Road next year and confirmed that every effort would be made to mitigate the impact of resurfacing work.

Mr Astone confirmed changes had been made to one of the drawings regarding cycle provision around the inbound bus stop which had been circulated to objectors and Councillor Smith for comment. More work on that was required including the need for some land dedication behind the bus stop and negotiations were in hand with the City Council to achieve that. Two trees would also need to be removed but they would be replaced. Officers would also be looking at westbound cycle facilities.

Councillor Smith supported this change and considered it important that the concerns of cycling groups were taken on board. The land in question was not used so hopefully there would be no complications regarding dedication of the land and the change would also improve safety for pedestrians.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and the further considerations set out above the Cabinet Member for Environment confirmed his decision as follows:

- (a) approve the proposed length of new bus lane on the A40 London Road at the approach to the Green Road roundabout and that that length of bus lane should have an appropriately coloured surface treatment applied to it;
- (b) approve the proposed bus lane extension on the A40 London Road at the access to the Thornhill Park & Ride;
- (c) approve the proposed London Road Improvement Scheme with the following amendments:

in relation to Green Road roundabout:

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1. Additional survey work to be carried out to determine the level of use for the Green Road exit and gauge the impact it might have on local traffic;
2. Preparatory work to be carried out for the formal consultation to close the Green Road exit from the Green Road roundabout to motorised vehicles;
3. Formal consultation to be carried out in connection with the permanent closure of the Green Road exit from the Green Road roundabout;
4. Monitoring of the new road layout at the Green Road roundabout to be carried out for a period of 6 months from opening to determine if the permanent closure of the Green Road exit from the Green Road roundabout was required.

in relation to the A420 London Road:

1. The proposed length of the London bound bus stop on the north side of the road (west of Lyndworth Close) be reduced to 19 metres;
2. Retention of the yellow box junction markings at the junctions of London Road with Northfield Road and Lyndworth Close;
3. Provision of west bound cycle facilities on London Road be investigated separately to this scheme.

(d) to instruct that further consideration be given to the concerns raised by Cyclox regarding the merging of cyclists and general traffic on the existing carriageway shared use footway/cycleway.

..... in the Chair

Date of signing