



Delegated Decisions by Cabinet Member for Transport

***Thursday, 6 January 2011 at 10.00 am
County Hall***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on 14 January 2011 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Peter G. Clark.

Peter G. Clark
County Solicitor

December 2010

Contact Officer: **Graham Warrington**
Tel: (01865) 815321; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 10 February 2011

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.

Items for Decision

- 1. Declarations of Interest**
- 2. 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.

- 3. Petitions and Public Address**
- 4. A44 London Road, Chipping Norton - Pelican Crossing** (Pages 1 - 4)

Forward Plan Ref: 2010/175

Contact: Mike Wasley, Senior Engineer, Tel (01865) 810464

Report by Deputy Director for Environment & Economy - Highways & Transport (CMDT4).

- 5. Buckland Road and Bampton 7.5 Tonne Environmental Weight Limit, Permit Consideration** (Pages 5 - 8)

Forward Plan Ref: 2010/207

Contact: Peter Ronald, Area Traffic Engineer, Tel: (01865) 816139

Report by Deputy Director for Environment & Economy – Highways & Transport (CMDT5).

Division(s): Chipping Norton

CABINET MEMBER FOR TRANSPORT – 6 JANUARY 2011

A44 LONDON ROAD, CHIPPING NORTON – PELICAN CROSSING

Report by Deputy Director for Environment & Economy – Highways & Transport

Introduction

1. This report considers responses to a public consultation on the proposed installation of a pelican crossing on the A44 London Road, Chipping Norton.

Background

2. This part of London Road on the outskirts of Chipping Norton has recently seen two developments. A new housing development (which also includes an approval for a B1 use) to the south and a new residential care home to the north. The planning approval for the care home included a planning condition imposed by the Local Planning Authority (West Oxfordshire District Council) for a pelican crossing (and other works) to be installed outside the site. As part of the planning approval for the care home monies were secured (and received) via a Section 106 agreement for the implementation of a pelican crossing, as shown at Annex 1.
3. The Section 106 agreement also requires relocation of existing bus stops further east of Trinity Road to avoid blocking a new access road to the care home, and not to impair visibility of the new pelican crossing, which can also be seen at Annex 1.

Consultation

4. Consultation for the pelican crossing consisted of a letter drop to frontagers in the local vicinity of the proposed crossing and street notices. Stakeholders, including Police, Emergency Services and County, District, and Parish Councils and bus companies were also consulted.
5. Response to the consultation has been minimal, with only two concerns raised. Councillor Hilary Hibbert-Biles raised the issue of costs of moving the bus stops and asked that traffic signals be installed at the Trinity Road junction instead of a pelican crossing. The second was from a resident of Rockhill Farm Court who suggested moving the bus stops and the pelican crossing further west. Both responses with officer comment can be seen at Annex 2.

Officer Comment

6. The proposed pelican crossing and relocation of bus stops forms part of the planning agreement with the care home and Oxfordshire County Council is

therefore legally obliged to implement both. Currently there is no scope to proceed with the option of traffic signals without putting Oxfordshire County Council in a legally compromising position. In addition, initial investigation into the introduction of traffic signals would result in the removal of 5 established trees, which would be likely to raise objections.

How the project supports LTP2 objectives

7. This project meets the Local Transport Plan 2 objectives, especially:
- (a) Delivering accessibility .
 - (b) Safer roads.
 - (c) Improving the street environment.

It also meets LTP3 objectives, especially:

- (d) Improving accessibility to work, education and services.
- (e) Securing infrastructure and services to support development.
- (f) Developing and increasing cycling and walking for local journeys, recreation and health.

Financial Implications (including Revenue)

8. There is £130,671 of secured developer contributions from both the care home and housing development for these works. The costs of the works are estimated at approximately £83,000, which includes installation of a pelican crossing and relocation of bus stops, with estimated fees of approximately £12,000. Consequently there is no capital financial implication for Oxfordshire County Council. However, there will be a cost involved in operating a pelican crossing, including energy costs, at around £2500 annually which will need to be met from the Traffic Signals Revenue budget.

RECOMMENDATION

9. **The Cabinet Member for Transport is RECOMMENDED to approve the installation a pelican crossing and relocation of the bus stops on A44 London Road, Chipping Norton as detailed in the Section 106 agreement and as shown in Annex 1 to this report.**

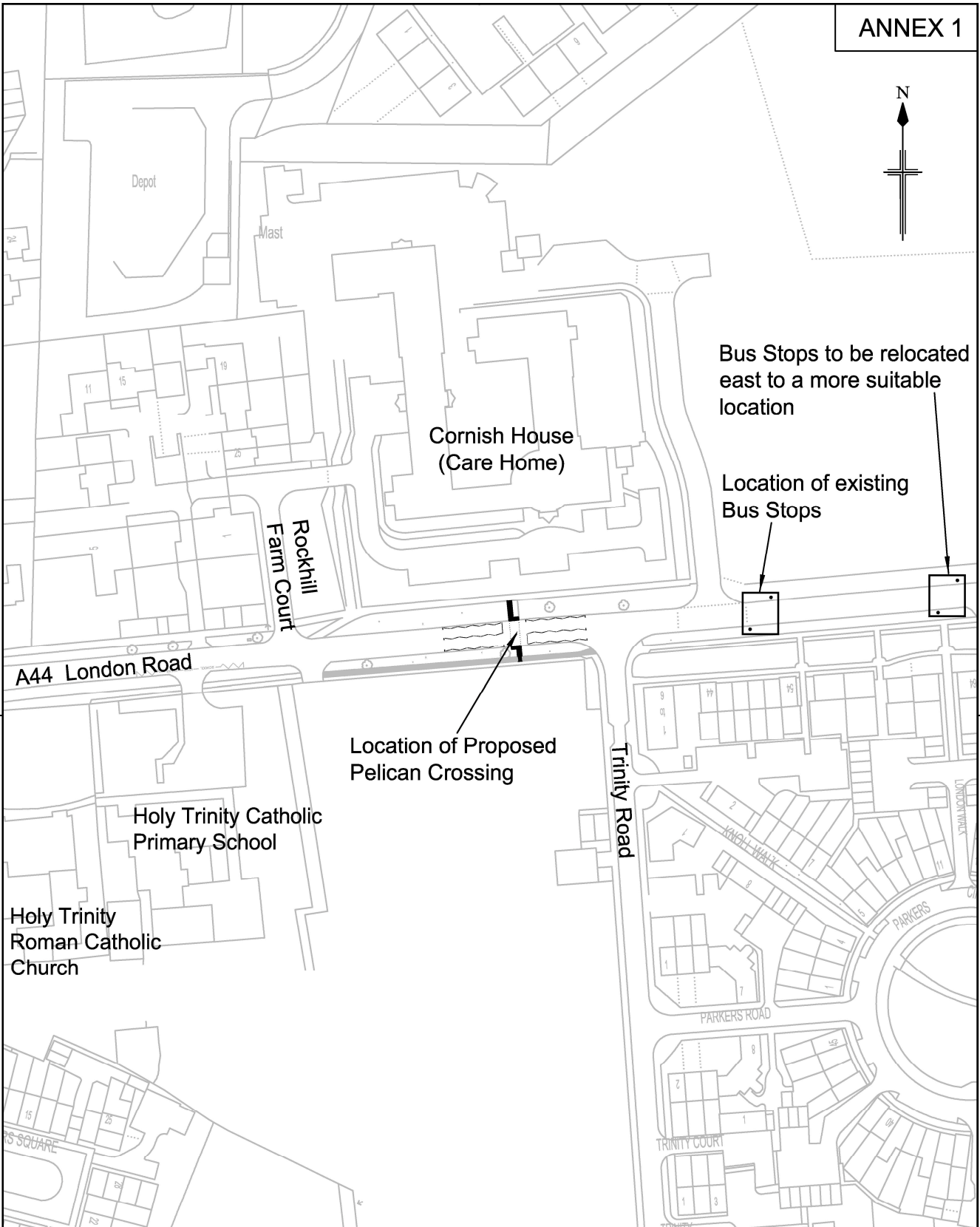
STEVE HOWELL

Deputy Director for Environment & Economy – Highways & Transport

Background papers: Consultation documentation

Contact Officer: Mike Wasley, Tel 01865 810464

January 2011



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Project title
**PROPOSED PELICAN CROSSING
 AND BUS STOP RELOCATION
 CHIPPING NORTON
 A44 LONDON ROAD**

Scale @ A4 N.T.S.	Drawn by JaC	Checked by MW
	Date drawn 26/11/10	Date checked 26/11/10

Drawing title
GENERAL LAYOUT

Project No. & File Ref.
 CN2359004 12.6.166

Drawing No. H&T/A4/0940

ANNEX 1



Steve Howell
 Deputy Director
 Environment & Economy
 Oxfordshire County Council
 Speedwell House
 Speedwell Street
 Oxford
 OX1 1NE
 Tel: (01865) 815700

ANNEX 2

Objections	Officer Comment (also referred to in the main body of the report)
<p><i>Councillor Hilary Hibbert- Biles (Chipping Norton Division).</i></p> <p>Moving the bus stops is a waste of money. They should have been put in the correct place originally. No wonder we are short of money. There should be traffic lights at this junction with Trinity road - which is what every engineer has stated each time they came out to look at the site. This will result in more money being spent in the future. Why not do the job properly now.</p>	<p>The proposed pelican crossing and relocation of the bus stops form part of the planning agreement with the care home. Therefore Oxfordshire County Council is legally obliged to comply with the terms of that agreement. Currently there is no scope to proceed with the option of traffic signals without putting Oxfordshire County Council in a legally compromising position.</p>
<p><i>Resident, Rockhill Farm Court</i></p> <p>Moving the bus stops further east is to move it away from where the majority of users wish to get on and off the S3 service. With the opening of the new care home and imminent opening of the hospital and surgery, a more sensible placement would be just east of the entrance to Rockhill Farm Court where it is convenient for people visiting the care home and hospital.</p> <p>The pelican crossing should be placed close to the entrance to Holy Trinity School for the benefit of children and visitors to the hospital, i.e. further to the west on London Road.'</p>	<p>The location of the bus stop as suggested, east of the Rockhill Farm Court, will impact on the safety of the Pelican Crossing. Moving the bus stop west would move it to close to the next bus stop. The location shown on Annex 1 is the next available safe location.</p> <p>The location of the Pelican Crossing has been determined by the S106 agreement, there is no scope to move it from the position shown at Annex 1</p>

Division(s): Kingston Bagpuize & Bampton

CABINET MEMBER FOR TRANSPORT – 6 JANUARY 2011

BUCKLAND ROAD AND BAMPTON 7.5 TONNE ENVIRONMENTAL WEIGHT LIMIT, PERMIT CONSIDERATION

Report by Deputy Director of Environment & Economy – Highways & Transport

Introduction

1. Following the introduction of the Buckland Road and Bampton 7.5T environmental weight limit in July 2010 a request has been received from Bampton Parish Council that the Highway Authority reconsiders the introduction of a permit scheme to allow access through the limit.
2. Bampton Parish Council has requested that permits are issued to a number of businesses, farms and hauliers that allows heavy goods vehicles servicing premises within Bampton Parish to pass through the area of the existing weight limit in order to avoid a lengthy alternative route.
3. This report considers the issues relating to the introduction of such a scheme.

Reasons for the weight limit

4. A number of roads in the village of Bampton, and the Buckland to Bampton road to the west of Buckland, by their nature of construction and width, are unsuitable for frequent use by vehicles in excess of 7.5 tonnes gross weight.
5. Use of such roads by heavy goods vehicles results in risk of accident, damage to the roads and generally detracts from the amenities of residents. The current order allows access for HGV traffic to service premises located within the area of the weight limit order and also allows for agricultural or forestry vehicles and milk tankers to pass through the area unrestricted .

Observations/Comments

6. The current weight limit order prohibits large goods vehicles 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. This, it is hoped, will reduce the risk of accidents and improve the quality of life for residents in the area. The traffic regulation order contains standard exemptions for vehicles in excess of 7.5 tonnes to allow access to premises within the restriction. It provides further specific exemption for vehicles used solely for agricultural or forestry purposes and milk tankers.
7. A system of permits as requested by Bampton Parish Council was considered during the formulation of the current order. However, such a system was

considered to be inappropriate and impossible to implement with any reasonable certainty of compliance and to amend the order as requested would also allow greater numbers of vehicles to pass through the area contradicting the rationale of the current order.

8. A permit system would introduce vehicle scheduling complications for operators who need to make deliveries to exempt businesses as they would need to identify individual permitted vehicles that were exempt and it is unlikely that large nationwide delivery companies would be able to manage such a system as their vehicle fleets change frequently. It might also result in some operators refusing to service the area on a particular day if the correct vehicle was not available. This would be seen to have a negative effect on registered businesses obtaining deliveries of goods and essential services.
9. It would be necessary to introduce expiry dates to permits to reduce the possibility of long-term abuse. The processes involved in issuing, amending, renewing, revoking of permits and maintaining an effective and up-to-date record of permitted individual vehicles as operators and vehicles changed would need to be continually managed. This would require additional resources and incur costs both for vehicle operators and the County Council. The County Council's costs would have to be recouped from a charge for each permit application. Bampton Parish Council may wish to manage this permit scheme on behalf of the County Council and recoup their operating costs but this would need to be agreed with them.
10. Enforcement would be further complicated with alleged offences being more difficult to prove. Currently the main enforcement of weight limits within Oxfordshire is undertaken by our Trading Standards team who do not have powers to stop a vehicle to check to see if it has a valid permit. This would make enforcement very difficult and need extensive investigation after a vehicle is seen within the area. It is also doubtful that effective enforcement by any of the other enforcing authorities would be seen as a priority with other environmental restrictions within the county.
11. Any change to the current weight limit would require the full legal processes involved in respect of traffic regulation orders to be met. This would involve public advertisement inviting comment/objection/support. Officers would find it difficult to justify the requested change to the order, given the likelihood of serious objections from local residents who fought for the introduction of the current order.

Financial and Staff Implications

12. No finances or staff resources have been identified for the management of this permit scheme. A decision to carry out further work would mean that other projects would be delayed or not implemented as the programme would need to be reviewed.

RECOMMENDATION

13. **The Cabinet Member for Transport is RECOMMENDED not to proceed with the introduction of a permit scheme for the Buckland Road and Bampton 7.5 tonne environmental weight limit zone.**

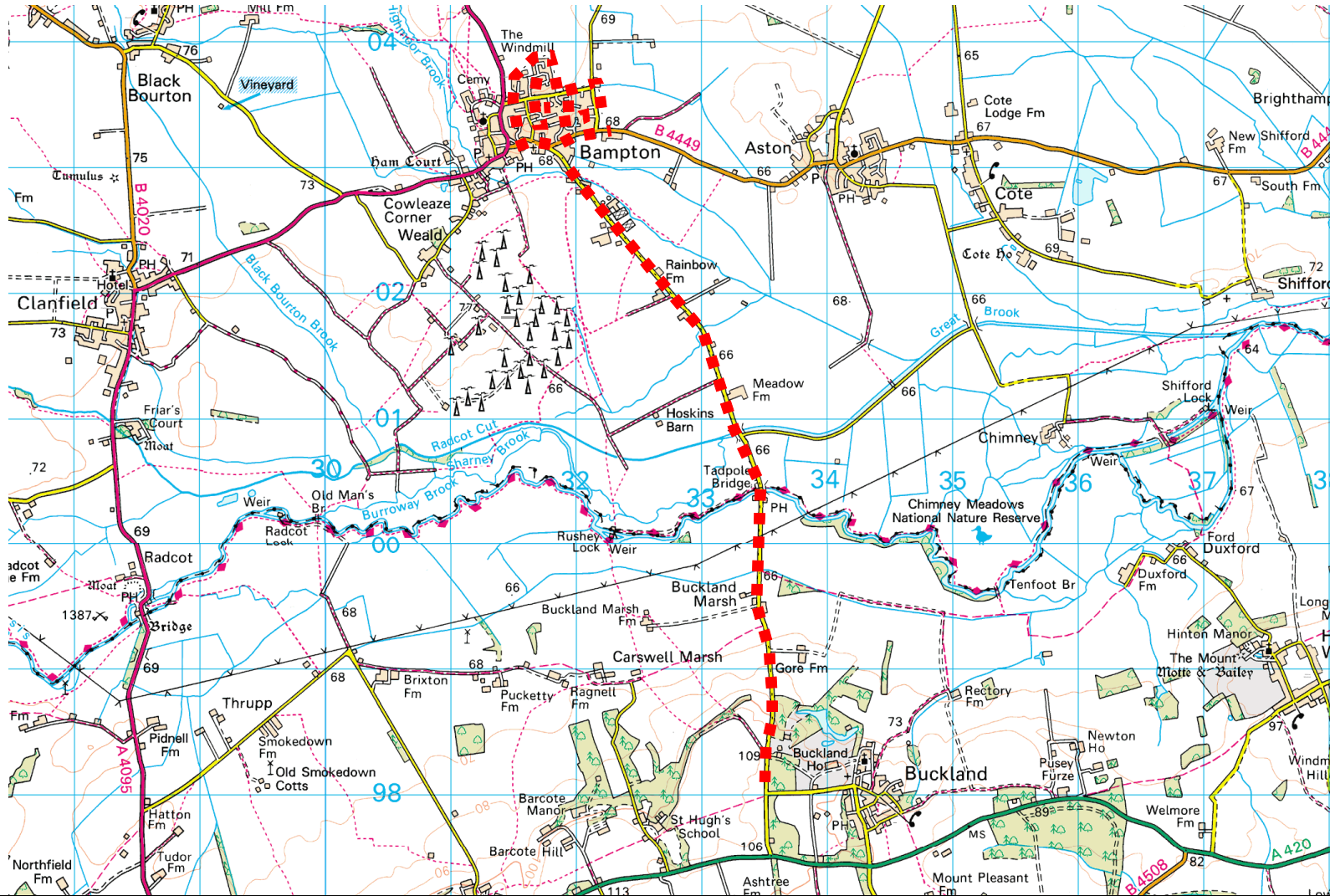
STEVE HOWELL
Deputy Director Environment & Economy



Background papers: Nil

Contact Officer: Peter Ronald, Area Traffic Engineer Tel: (01865) 466139

December 2010

CMDT5



Title: BAMPTON AND BUCKLAND		Key / Notes:  = Extent of 7.5 tonne weight restriction	 OXFORDSHIRE COUNTY COUNCIL
Date: 18 Feb 2009	Scale: N.T.S.	Dwg No: Feb/09/cjl	

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