

TRANSPORT DECISIONS COMMITTEE

MINUTES of the meeting held on 2 July 2009 commencing at 10.00 am and finishing at 11.40 am

Present:

Voting Members: Councillor Keith Mitchell - in the chair
Councillor Ian Hudspeth

Other Members in Attendance: Councillor Roz Smith (for Agenda Item 7)
Councillor John Sanders (for Agenda Items 7 and 8)
Councillor Roy Darke (for Agenda Item 7)
Councillor David Turner (for Agenda Item 7)

Officers:

Whole of meeting: G. Warrington (Corporate Core); S. Howell (Environment & Economy)

Part of meeting:

Agenda Item	Officer Attending
4	J. Wright (Environment & Economy)
5	P. Wilson & L. Harrison (Environment & Economy)
6	P. Fermer (Environment & Economy)
7	J. White & C. Baird (Environment & Economy)
8	M. Ruse (Environment & Economy)
9 & 10	P. Wilson & T. Currell (Environment & Economy)

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, and decided as set out below. Except 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.

1/09 APOLOGIES FOR ABSENCE AND TEMPORARY APPOINTMENTS

Apologies for absence and temporary appointments were received as follows:

Apology from

Councillor Rodney Rose

Temporary Appointments

Councillor Keith Mitchell

2/09 APPOINTMENT OF CHAIRMAN

RESOLVED: that Councillor Rodney Rose be elected Chairman for the Council year.

3/09 APPOINTMENT OF VICE CHAIRMAN

RESOLVED: that Councillor Ian Hudspeth be appointed Vice Chairman for the Council year.

4/09 PETITIONS AND PUBLIC ADDRESS

The following requests to address the meeting had been agreed:-

Request from	Agenda Item
Simon Hunt)
Sarah King)
Tony Joyce) 7. London Road Improvements – Osler
Michael Haines) Road to Wharton Road
City Councillor David Rundle)
Matthew Phillips	8. Exclusion of Residential Properties from Headington Central and Headington North East CPZs

5/09 OXFORDSHIRE COUNTY COUNCIL (BANBURY) (SPEED LIMITS) ORDER 200*
(Agenda Item 4)

The Committee considered (TDC4) the results of a formal consultation on the consolidation of speed limits in Banbury.

RESOLVED: that the Oxfordshire County Council (Banbury) (Speed Limits) Order be made along with provision for appropriate signing.

6/09 OXFORDSHIRE COUNTY COUNCIL (BANBURY, WILDMERE INDUSTRIAL ESTATE) (PROHIBITION OF WAITING) (EXPERIMENTAL) ORDER 2008
(Agenda Item 5)

The Committee considered (TDC5) the results of formal consultation on proposals to restrict parking on the Wildmere Industrial Estate in Banbury.

RESOLVED: subject to removal of Wildmere Close from the final scheme to approve formalisation of the Oxfordshire County Council (Banbury, Wildmere Industrial Estate) (Prohibition of Waiting) (Experimental) Order 2008 as a permanent Order.

7/09 C43 BICESTER ROAD, GOSFORD - BUS LANE ORDER

(Agenda Item 6)

The Committee considered (TDC6) proposals to introduce a bus lane on the easternmost lane on Bicester Road, to tie in with the existing bus lane on the Kidlington roundabout in order to help to improve bus journey times, make travel by bus more reliable, encourage greater bus use and address any known safety issues.

Mr Fermer advised that Gosford & Water Eaton Parish Council had withdrawn its objection on the understanding that there would be adequate monitoring of the proposals.

Councillor Hudspeth appreciated the potential benefits of providing a third lane but that the costs of doing so would be prohibitive. The trials carried out on the proposed bus lane had been important and the proposed scheme represented excellent value.

RESOLVED: to

- (a) to approve implementation of the proposed bus lane scheme, as shown on the plan numbered D&I/A1/0322; and
- (b) that the Oxfordshire County Council (A4260 Kidlington) (Bus Lane) (Variation No 2) Order 200* be made and the Head of Transport, in consultation with the Cabinet Members for Transport Implementation and Growth & Infrastructure, authorised to resolve any concerns or comments which might arise from the detailed design stage or road safety audit process.

8/09 OXFORD - LONDON ROAD IMPROVEMENTS – OSLER ROAD TO WHARTON ROAD

(Agenda Item 7)

The Committee considered (TDC7) progress made on the design for a scheme for transport improvements on London Road, Oxford between Osler Road and Wharton Road in Headington.

Mr Joyce thanked officers for a genuine consultation exercise which had proved very useful and constructive. It was vital that improvements were made to the centre of Headington in order to maintain its vitality. There were still concerns regarding some of the road crossings and the need to include Windmill Road as part of the scheme.

Simon Hunt (Cyclox) considered that one of the aspirations underpinning consultation on improvements in Headington had been to improve conditions for cyclists. The consensus was that this had not been done and that this phase of the scheme had been considered without general need for cycling conditions.

TDC3

Sarah King recognised that the intention of the County Council had been to improve and speed traffic flow but she highlighted consequent dangers to residents particularly at the junction of Windmill Road and Old Road. Old High Street seemed to be regarded as a minor road although it was very busy with dangerous turning movements off Old Road.

Michael Haines referred to an earlier 2,500 plus signature petition presented to the County Council supporting retention of Headington subway. The subway was a vital link for the less able bodied and mothers with pushchairs to such an extent that people had said they would not visit Headington if the subway was closed. There had been no reported accidents in the subway but many on the carriage way above. Also the murals were part of local history and should be preserved and the expense of closing it should be redirected to modernising the subway.

City Councillor Rundle thanked County officers for the consultation and he hoped that some changes could still be made such as removal of yellow boxes and a reassessment of planting proposals. He referred to the level of support for retention of the subway and asked what would be gained by its closure. Partnership management (involving all stakeholders) of the scheme was important so that that disruption could be kept to a minimum and he called for a wider remit to include Windmill Road.

Councillor Roz Smith thanked officers for the full consultation but stressed the importance of learning from the problems experienced with Phase 1. There was a strong desire for improvements to and regeneration of Headington Centre and she welcomed provision of signage to and within Headington Centre although no provision seemed to have been made to sign pedestrian and cycling access to Bury Knowle Park.

Councillor Darke referred to the continuing problems the County Council faced in dealing with traffic flows on arterial routes. Supporting earlier comments from the Cyclox representative re the level of importance attached to cycling he called for dedicated cycle routes in the City and the need to give strategic importance to cycling.

Councillor Sanders called for removal of contractor equipment and reinstatement of verges following Phase 1 work. He sought assurances that work would be finished on time with single flows kept to a minimum.

Councillor Turner endorsed the comments made regarding cycling and asked whether the scheme could include both the subway and pelican crossing.

Joy White addressed a number of the issues raised.

Officers would be working closely with parking enforcement teams to minimise illegal parking.

TDC3

It would not be possible to extend the scheme to include Windmill Road within the current budget without diluting the main scheme.

Annex 5 to the report dealt with cycling issues and she confirmed that advanced stop lines could be provided but only at a cost of eroding pavement width. It was intended to undertake a review of the wider cycle network.

Old Road was regarded as a minor road but only in the context of vehicle numbers.

The petition calling for retention of the subway had not made it clear that a crossing was to be provided as an alternative. The cost of the subway works represented a small proportion of the scheme costs but its retention along with provision of a crossing represented an expensive investment in maintenance terms. It was proposed to preserve the subway murals on the web.

Removal of yellow boxes could be trialled.

There would be a full review of signing requirements and clarification would be sought regarding signing for Bury Knowle Park.

She concluded that significant lessons had been learnt from Stage 1 and these would be carried forward to Phase 2.

Mr Baird confirmed that the subway was not compliant with specifications for use by less able people and that significant consultation had been undertaken regarding proposals for the subway with significant comments received from Groups representing disabled and mobility impaired people.

Councillor Hudspeth was confident that lessons learnt from Phase 1 would be carried forward and referred to the improvements carried out in Summertown which he hoped would be replicated in Headington. The scheme was designed to improve bus flow and reduce traffic queues as well as regenerate the Headington area. If the subway were retained there would be major maintenance costs and a need to redesign the whole scheme and it would not just be a simple case of diverting any saving to works on Windmill Road. He supported closure of the subway.

Councillor Mitchell referred to the problems of balancing traffic needs within an ancient street pattern. He had been persuaded that the officer advice was sound and he looked forward to Phase 2 being delivered on time and within budget.

RESOLVED: to:

- (a) authorise officers to proceed with the detailed design and implementation of the scheme as consulted on but incorporating the

suggested changes as a result of that consultation as set out in Annex 5 to the report TDC7;

- (b) authorise officers to carry out statutory consultations and make any necessary orders arising from the scheme design subject to any objections being reported back to this Committee as necessary;
- (c) endorse the approach taken by officers with respect to the areas of land in private ownership, as outlined in paragraph 22 of the report TDC7.

9/09 EXCLUSION OF RESIDENTIAL PROPERTIES FROM VARIOUS CONTROLLED PARKING ZONE ORDERS, OXFORD
(Agenda Item 8)

The Committee considered a report (TDC8) which considered the proposed exclusion of properties from residential and visitors parking permits in Headington Central and Headington North-East Controlled Parking Zones as a result of various planning permissions granted by Oxford City Council where the consent had been conditional on the removal of permit eligibility.

Mr Phillips spoke against the proposals for 9 Gathorne Road and asked the Committee to approve residential and visitor permits for number 9 and 9A which was being converted into a separate dwelling for him and his family. He operated a 24 hour emergency electrical call out business and needed to park outside his property.

Councillor Sanders considered that it was against the rules of natural justice to remove these spaces retrospectively. Residents were suffering as a result and such moves discouraged house conversion at a time when property was in demand.

Mr Ruse confirmed that this was as a result of a clear condition imposed by the City Council and residents could appeal to the City Council to vary that condition and that the recommendation before the Committee allowed time for them to do that.

RESOLVED: to agree implementation of proposed revisions to the Headington Central and Headington North-East Traffic Regulation Order as advertised.

10/09 OXFORDSHIRE COUNTY COUNCIL (DUCKLINGTON PARISH) (30 MPH SPEED LIMIT) ORDER 200*
(Agenda Item 9)

The Committee considered (TDC9) responses received to a formal consultation on a proposal to extend an existing 30mph speed limit on Standlake Road in Ducklington towards its junction with the A415. The extension would include a new housing development accessed from Standlake Road plus the industrial premises at Ducklington Mill and had been prompted by a request from Ducklington Parish Council

RESOLVED: to approve the making of the Oxfordshire County Council (Ducklington Parish) (30 mph Speed Limit) Order 200* as published the effect of which would be to include all roads through the village subject to appropriate signing.

11/09 OXFORDSHIRE COUNTY COUNCIL (SARSDEN PARISH) (30 MPH SPEED LIMIT) ORDER 200*
(Agenda Item 10)

Following a number of requests the Northern Area office promoted proposals for a 30mph speed limit through the village of Sarsden and the Committee were now considering responses to a formal consultation process.

Mr Currell confirmed that discussions would be held with the Parish Council regarding signing.

RESOLVED: to approve the making of the Oxfordshire County Council (Sarsden Parish) (30 mph Speed Limit) Order 200* as published to include all the roads through the village subject to approval of appropriate signage.

.....in the Chair

Date of signing.....2009