

## TRANSPORT DECISIONS COMMITTEE

**MINUTES** of the meeting held on Thursday, 11 February 2010 commencing at 10.00 am and finishing at 1.40 pm

**Present:**

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

**Officers:**

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

Part of meeting G. Barrell (Environment & Economy) – Item 4  
A. Warren (Environment & Economy) – Item 5  
P. Fermer & C. Walawage (Environment & Economy) – Item 6  
J. White & M. Bostock (Environment & Economy) – Item 7  
C. Rossington (Environment & Economy) – Item 8  
M. Ruse (Environment & Economy) – Item 9 & 10  
P. Ronald (Environment & Economy) – Item 11  
M. Bowler & P. Ronald (Environment & Economy) – Items 12 & 15  
M. Bowler (Environment & Economy) – Items 13 & 14  
O. Payne (Environment & Economy) – Item 16  
N. Timberlake (Environment & Economy) – Items 17 & 18

*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.*

### **1/10 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 1)

Question from Councillor Jean Fooks

“The County Council is committed to improving the pedestrian experience in Oxford. Some pavements in my division are in such a bad state that people have fallen out of wheelchairs due to the slope and many wheelchair users and parents with buggies prefer to use the road, which is unsafe. As the

programme of minor works is being drawn up, would the Cabinet members please consider bringing forward the allocation of £60,000 for the pavements in Beechcroft Road, programmed in last year's proposed timetable for 2011/12, and additionally provide an allocation for the pavements in Thorncliffe Road, which are almost as bad, so that the residents there can have their pedestrian experience hugely improved?"

Answer from Councillor Rose

Maintenance schemes, including footways, were assessed and prioritised according to the nature and severity of the defects present. The County Council is using Highway Assessed Maintenance Priority (HAMP) system for that purpose.

All reviewed sites were put on the priority list according to the assessed score and the need of the highway network and then included in the annual programmes according to funding allocations for that particular year.

Last year's review classified Beechcroft Road in position 206 and 225 (there were two separately identified parts of the scheme), which meant that it just missed the overall yearly allocation for 2010/11. Thorncliffe Road was classified at the 350<sup>th</sup> position and is currently planned for 2012/13.

Bringing forward work on Beechcroft Road would result in some other scheme or schemes that were currently assessed higher on the HAMP list being put back. This is not a good practice. However, bearing in mind that Beechcroft Road scheme just missed the 2010/11 list there is some chance for the repairs to be carried out there sooner than 2011/12 providing that 2010/11 schemes were delivered for less and there was some surplus allocation at the end of the financial year.

Similarly, the same argument applied to Thorncliffe Road scheme, which was further down the HAMP list.

There is also an additional factor that might influence the priority of schemes in the future programme. This winter's severe weather and its effect on the network is still being fully assessed. This might result in some re-prioritisation of all future schemes. Results of this work will be better known later in the year.

The County Council takes its responsibility for safety of pedestrians and other users very seriously and therefore is ready to investigate any particular locations in order to resolve any issues that require its urgent attention. Perhaps Councillor Fooks could pass on information to our officers to allow them to examine those sites and resolve those problems and carry out some minor repairs if deemed appropriate or necessary.

Councillor Fooks thanked the Chairman for his full answer and asked that every effort be made to advance the programme of work.

**2/10 MINUTES**

(Agenda No. 2)

The minutes of the meeting held on 26 November 2009 were approved and signed.

**3/10 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3)

*Petitions*

Council on 8 February 2010 had referred a petition "Save our Subway" at Headington Shopping Centre presented by Mr M Haines. The Head of Transport was asked to respond.

A petition was presented by Karen Bell in the following terms:

"As members of the Cherwell School community and/or users of the Oxford Harlequins Rugby Club and the Ferry Centre, we are concerned about the risk of accidents for cyclists and pedestrians at the western end of Marston Ferry Road. We would be grateful if Oxfordshire County Council would give consideration to introducing a 20 mph speed limit on the Marston ferry Road between its junction with Banbury Road and the exit of the Rugby Club car park"

Mrs Bell advised that there was overwhelming local support for the introduction of a 20 limit on a stretch of road which was extremely busy and which had a number of accesses onto it.

Councillor Fooks endorsed those comments and referred to a number of accidents which had occurred.

The Chairman thanked Mrs Bell for the petition and asked the Head of Transport to respond in accordance with policy and criteria for introduction of 20 mph restrictions.

*Public Address*

The following requests to address the meeting had been agreed:

<i>Speaker</i>	<i>Item</i>
Andy Smith	)
Harry St John	)
Paul Bennett	)
T W Law	)
Graham Jones	)
Councillor Arash Fatemian	) 6. County Speed Limit Review
Councillor Lorraine Lindsay-Gale	)

Councillor Jean Fooks	)
Councillor John Goddard	)
Councillor David Turner	)
Nicholas Lawrence	)
Graham Jones	) 8. Thornhill Park & Ride Expansion
Councillor David Turner	)
Patrick Coulter	) 9. Oxford – Highfield Traffic
City Councillor David Rundle	) Management Scheme
Ted Dewan	) 10. Summertown Entry Treatments
Councillor Jean Fooks	)
Councillor Alan Armitage	13. Bulwarks Lane, Oxford – Proposed Gating Order
Neil Tytler	)
Moira Hankinson	)
James Vaughan	) 14. Henley-on-Thames Proposed
Viv Greenwood	) Amendments to Waiting
J Brockway	) Restrictions
Councillor David Nimmo-Smith	)
	)
Michelle Flannery	17. Wantage & Grove Traffic Regulation Amendment Order 200*

#### **4/10 COUNTY SPEED LIMIT REVIEW**

(Agenda No. 4)

The Committee considered a review of speed limits on A and B roads in accordance with Department for Transport advice and recommendations of the County Speed Reference Group.

Andy Smith called for introduction of a 40 limit on the B4022 and referred to the high accident record, which had included a number of fatalities. The road profile exacerbated the dangers with a number of long straights, blind bends and dips with many accesses to adjacent businesses and residential properties. There was strong local support for a 40 mph restriction.

Paul Bennett supported calls for a reduction to 40 mph on the B4022. There had been a total of 147 accidents in the last 10 years including 8 fatalities the last of which had unfortunately involved his wife. He said that the Committee were in a position to do something to help save lives and avoid the devastating caused by these accidents.

Harry St John called for a 40 mph restriction along the whole length of the A4095 from the end of Long Hanborough through to Common Road, North

Leigh. Doing so would achieve a consistent limit throughout and recognise overwhelming local support for such a reduction.

Mr Law supported the 50 mph restriction proposed for the A4183 between Boars Hill and Abingdon but felt a 40 mph restriction would be more appropriate and that urgent consideration should be given to a further reduction.

Councillor Fatemian endorsed the comments made by Mr Law. Local parish Councils supported a 40 mph restriction which represented a sensible compromise and presented a consistent restriction throughout the length of road.

Graham Jones supported an extension of the 40 mph restriction on A40 Elsfield Way between Sunderland Avenue/Cutteslowe roundabout to beyond the pedestrian bridge to cover access to Cutteslowe Park.

Councillor Fooks endorsed the comments for a 40 mph restriction on A40 beyond the Cutteslowe Park access along with increased enforcement and signing.

Councillor Goddard also endorsed calls to extend the 40 mph restriction on A40 past the Cutteslowe Park access. It was not feasible to expect provision of a deceleration lane into the park so introduction of a lower limit would represent a sensible and acceptable compromise.

Councillor Lindsay-Gale supported calls for a lower limit to at least 40 mph on the B4015 between Clifton Hampden and Chiselhampton but would prefer a 30 mph restriction due to the road profile which included some dangerous bends which, with vehicle speed, had contributed to a high and constant accident record.

Councillor David Turner called for retention of the current 30 mph restriction on A329 at Milton Common. The accident record at this spot had reduced considerably following the reduction to 30 but if raised to 40 mph could, in his opinion, see a return to previously unacceptable limits. He endorsed comments by Councillor Lindsay-Gale regarding the B4015 and supported retention of the current 30 mph restriction on A40 NE of A329, proposals for A418 at Tiddington and B480 between Stadhampton and Watlington.

The Committee felt on the balance that the majority of schemes proposed in the report were acceptable but that some warranted further investigation.

A40 East of Cutteslowe - as any extension to the proposed scheme would require further consultation the best option, therefore, would be to implement a 50 mph restriction as advertised but carry out investigations into provision of flashing warning signs along with monitoring of the effect of the restriction in the short term.

A329 and A40 at Milton Common - to implement the proposals as advertised but with monitoring to gauge effect.

A4155 between Shiplake and Lower Shiplake - not to implement proposals for a 40 restriction but retain the 30 limit.

B4015 between Clifton Hampden and Chiselhampton - to implement proposals as advertised but carry out further investigations to gauge effect.

B4493 between the A4130 and Foxhall Road - to readvertise the proposal to introduce a 40 restriction in order to take account of the Great Western Park junction.

A338 South of Wantage 50 mph (with a 40 mph restriction on part of Manor Road) – withdraw the proposal as the order had not gone to formal consultation.

Hanney to Steventon Road 50 mph - proceed with advertised proposal but investigate whether anything else could be done.

A4095 North Leigh (40 mph by Park Road/business park) and B4022 between Charlbury and Hailey 50 mph (existing 40 mph limit at Finstock to remain) - implement proposals but with further investigation on both to establish if anything else could be done. The latter to be further investigated in the light of comments made at the meeting by Parish Council representatives and members of the public.

**RESOLVED:**

- (a) approve implementation of the speed limit orders as detailed in Annex 1 to the report TDC4 subject to:
  - (i) A40 east of Cutteslowe roundabout (to just east of the access to Cutteslowe Park: 50 mph limit with minor extension of 30 mph limit to east of Cutteslowe roundabout further investigation of flashing signs and monitoring of affect of the 50 limit in the short term;
  - (ii) A329 at Milton Common: increase in current 30 mph limit to 40 mph further monitoring;
  - (iii) A40 at Milton Common: Increase in current 30 mph to 40 mph NE of A329 monitoring to assess effect on reduced accident limit;
  - (iii) B4015 between Clifton Hampden and Chiselhampton: 50 mph Limit further investigation to evaluate optimum limit;
  - (iv) Hanney to Steventon Road: 50 mph limit further investigation into what other measures could be undertaken;

- (v) A4095 at North Leigh: 40 mph limit by Park Road/business park further investigation;
- (vi) B4022 between Charlbury and Hailey – 50 mph limit (existing 40 mph limit at Finstock to remain) further investigation in the light of comments received;
- (b) B4493 between the A4130 and Foxhall Road: 40 mph Limit – to readvertise the proposal to take into account effects of the Great Western Park junction;
- (c) not to implement proposals to increase the existing limit on A4155 between Shiplake and Lower Shiplake from 30 mph limit to 40 mph;
- (d) to withdraw proposals for A338 South of Wantage: 50 mph limit (with 40 mph limit on part of Manor Road) to enable formal consultation on the proposal;
- (e) authorise the Head of Transport, in consultation with the Cabinet Member for Transport Implementation, to agree those schemes offering value for money.

## **5/10 HENLEY-ON-THAMES - PROPOSED AMENDMENTS TO WAITING RESTRICTIONS**

(Agenda No. 12)

The Committee considered responses to formal consultation of proposals to amend waiting restrictions on lengths of various roads in Henley-on-Thames.

Mr Tytler (Deanfield Road) supported the status quo and asked the Committee not to make the advertised change. Residents were happy with daytime parking which they felt helped to deter crime.

Moira Hankinson (Northfield End) asked for Northfield End to be excluded and the opportunity taken to find a long term solution such as residents parking. Current parking arrangements were supported by established use and there was no alternative parking.

James Vaughan (Upton Close) considered parking in Henley-on-Thames was an asset to the community and should be available throughout the day. The whole scheme was flawed and arrangements should be made to review the whole scheme in conjunction with the Business Partnership and all other relevant parties. No alternative parking existed and the proposals would inevitably have a knock on effect on local businesses.

Viv Greenwood (West Street) supported the status quo in respect of Hop Gardens where she parked. There was no alternative such as resident parking available and prevention of commuter parking would be a mistake.

Mr Brockway (Deanfield Road) asked for retention of parking restrictions outside his property 20 Deanfield Road in order to retain freedom from noise, rubbish and anti social behaviour.

Councillor David Nimmo-Smith referred to historic problems in Henley-on-Thames and supported the majority of the proposals. However, he supported calls for a more equitable solution for Northfield End and specifically the request made by Mr Brockway in Deanfield Road.

Mr Bowler referred to further correspondence from Mrs S C Silburn regarding Deanfield Road and her opposition to the proposals; Mr Bennell and Mr Davidson. He also advised that the Police had stated that they would enforce parking restrictions in Henley and therefore the informal arrangements referred to by some residents would cease.

The Committee thanked the members of the public for their submissions. There were a number of obvious concerns and where possible the Committee had recognised those by agreeing a number of minor amendments as reflected in the resolution below. However, anything more fundamental than that would require a major reconsultation, which would go against the support as expressed from the Police and the Town Council for the majority of the proposals.

**RESOLVED:** to

- (a) approve the making of the Henley-on-Thames Amendments to Waiting Restrictions Order as published in respect of Crisp Road, Deanfield Road, Goodall Close, Hop Gardens, Laud's Close, Leaver Road, Luker Avenue, Mount View, New Street, Northfield End, Simmons Road, St. Andrew's Road, St. Anne's Close, Thames Side and Tilebarn Close;
- (b) not approve the proposals in respect of Deanfield Avenue and Upton Close; and
- (c) authorise the works necessary to implement the Order.

**6/10 ABINGDON TOWN CENTRE (VARIOUS ROADS) 20 MPH SPEED LIMIT**

(Agenda No. 5)

The Committee considered (TDC7) the introduction of a 20 mph speed limit on various roads in Abingdon Town Centre.

Mr Warren reported receipt of further comments from Oxfordshire Fire & Rescue Service (no adverse comments); Vale of White Horse District Council (no objection on air quality and reiteration of policy against installing fixed equipment and decluttering). Abingdon Town Council had called for the County Council and Thames Valley Police to ensure effective enforcement of the new limit, particularly at times when there was less traffic ie evenings and



weekends and that if the Police were unable to do that then the proposal should be reconsidered.

**RESOLVED:** to authorise implementation of the 20 mph speed limit as detailed in Annex 1 to the report TDC7.

## **7/10 THORNHILL PARK & RIDE EXPANSION**

(Agenda No. 6)

The Committee considered a report (TDC8) setting out details of a scheme to tackle capacity issues at Thornhill Park & Ride.

Nicholas Lawrence welcomed the proposal but called for further landscaping work. He supported introduction of a charging regime for London bus operators and suggested that Thornhill park & ride should replace Gloucester Green bus station, although it would be imperative that London buses continued to serve the City Centre with High Street made one-way.

Graham Jones also welcomed the expansion which would support the local economy and aid London commuters. He was also concerned at the number of buses using High Street and called for provision of additional out of town park & ride facilities.

Councillor David Turner supported the proposal which would aid the Oxford commuter although he understood that the facility was used for parking by local office staff, which was not the primary purpose of the site. He suggested consideration be given to using park & rides as off peak hubs for rural transport and that any further development should include porous surfaces and provision of electric charge points.

Councillor Hudspeth referred to the benefits of reducing traffic levels through the South Oxfordshire District Council region and Councillor Rose issued a note of caution regarding unrealistic expectation for the provision of further park & ride facilities due to funding.

**RESOLVED:** to

- (a) authorise officers to proceed with making a planning application to expand Thornhill P&R to the east of the current site, increasing the capacity of the site to 1400 spaces as outlined in Annex 3 to the report TDC8;
- (b) authorise officers to proceed with negotiations to agree an extension to the current lease arrangement with Shotover Estate;
- (c) authorise officers to proceed with designing and specifying a charging regime, targeted at London and airport bound use, to form part of the planning application; and

- (d) delegate approval for the mechanism of the charging regime to the Head of Transport in consultation with the Cabinet Member for Growth & Infrastructure.

## **8/10 OXFORD - HIGHFIELD TRAFFIC MANAGEMENT SCHEME**

(Agenda No. 7)

The Committee considered the results of investigations carried out into the feasibility of a trial closure of the Highfield area to through traffic.

Mr Coulter welcomed the view put forward in paragraph 7 of the report TDC9 that officers recognised the benefits of closing or severely restricting the area to through traffic and highlighted 4 key issues. OCC Commitment to seeking an equitable reduction in traffic volumes; Scheme Success Criteria by achieving a 30% reduction in traffic volumes as one of the criteria; Status of Highfield's Residential Streets; proper evaluation by the County Council of NHS objections in order to ensure even handedness. The Highfield Residents association were not just appealing for improved amenity for residents but firmly believed that there would be benefits for all as a result of increased use of public transport and car sharing and increased pedestrian and cycling activity.

City Councillor David Rundle endorsed those comments and emphasised the need to move this on with a clearer commitment and timetable. However, he had some concerns that 5 options might be too many and that it was imperative to give sensible choices. He asked the Committee to ensure that developer contributions referred to in paragraph 23 of the report were recovered.

Mrs White confirmed that the County Council was keen to progress this scheme but could not guarantee a 30% reduction in traffic volumes. She could not comment on status of streets – for example Windmill Road was residential but was also a classified road. Further discussions on what was equitable would recognise such issues as NHS concerns regarding emergency times. The County Council would be actively pursuing the recovery of the developer contributions relating to Latimer Road.

Councillor Hudspeth recognised concerns about progressing this as quickly as possible and officers would endeavour to give a clear timetable. However, it was imperative to get the right solution and there would need to be further discussions on various options.

**RESOLVED:** to authorise officers to develop a range of options for consultation on a traffic management scheme for the Highfield area, limiting those options only to those that did not involve closing the area to through traffic.

## **9/10 SUMMERTOWN - ENTRY TREATMENTS**

(Agenda No. 8)

The Committee considered a scheme which proposed introduction of raised entries in Beechcroft Road and Thorncliffe Road.

Ted Dewan presented a petition containing 100 signatures in the following terms:

“We the undersigned voters and residents of Beech Croft and Thorncliffe Roads, ask the Council to improve their proposed raised table design to clarify pedestrian priority at the junctions of Beech Croft and Thorncliffe Roads with the Woodstock and Banbury Roads.”

He considered that the current design to install plain tarmac raised tables would undermine priority afforded to pedestrians who had started to cross the road and asked for consideration to be given to changing the surface specification to brick.

Councillor Fooks shared those concerns and supported calls for a change in the surface specification.

Mr Rossington agreed that there would be benefits to be gained from providing a different surface but there would be an additional cost involved.

**RESOLVED:** to authorise implementation of the raised entry features at each location as proposed in the report TDC10 subject to the Head of Transport being authorised to agree suitable materials in consultation with the Cabinet Member for Transport Implementation.

**10/10 EXCLUSION OF RESIDENTIAL PROPERTIES FROM SUMMERTOWN CONTROLLED PARKING ZONE ORDER, OXFORD**  
(Agenda No. 9)

The Committee considered a proposal to exclude a number of residential properties from eligibility for resident and visitor parking permits which had arisen out of a planning permission granted by Oxford City Council where consent had been conditional upon removal of permit eligibility.

**RESOLVED:** to agree implementation of proposed revisions to the Summertown Traffic Regulation Order as advertised.

**11/10 DISABLED PERSONS PARKING PLACES - OXFORD CITY**  
(Agenda No. 10)

The Committee considered (TDC12) proposed revisions to disabled persons parking places in Oxford City.

The Committee noted with regard to removal of the bay in Quarry Road that the resident involved would be required to contact the Area Engineer with regard to provision of a dropped kerb at the resident's expense.

**RESOLVED:** to authorise variations to the Oxfordshire County Council (Disabled Persons' Parking Place - Oxford) (Amendment No 4/5) Order 20\*\* as amended in the report TDC12 to provide for:

- (a) eight new DPPP's, two DPPP extensions, and four DPPP relocations as set out in Annex 1 to the report TDC12; and
- (b) the removal of twenty DPPP's (ie excluding Wellington Street, Jericho) as detailed in Annex 1 to the report TDC12.

**12/10 BULWARKS LANE, OXFORD - PROPOSED GATING ORDER**

(Agenda No. 11)

The Committee reviewed a decision taken by the then Cabinet Member for Transport to approve the closure of Bulwarks Lane by means of a gating order in the light of a recent decision by Nuffield College to withdraw support for closure.

Councillor Armitage referred to the earlier commitment to achieve closure and was unconvinced regarding the worthiness of the straw poll referred to in the report. However, he acknowledged that it appeared that the incidence of crime had reduced and in view of the withdrawal of support by Nuffield College he supported the recommendation not to proceed with closure.

**RESOLVED:** not to proceed with the advertisement or introduction of a gating order on Bulwarks Lane, Oxford.

**13/10 VARIOUS ROADS, WALLINGFORD - PROHIBITION OF WAITING**

(Agenda No. 13)

The Committee considered (TDC15) the results of a consultation and formal advertisement of proposed no waiting restrictions on various roads in Wallingford.

**RESOLVED:** to

- (a) authorise the making of the Various Roads, Wallingford Prohibition of Waiting Order subject to an amendment reducing the extent of the prohibition of waiting in Atwell Close to a distance of 20 metres from its junction with Station Road; and
- (b) authorise the necessary works to enable implementation of the proposals.

**14/10 VARIOUS ROADS, WATLINGTON - AMENDMENTS TO WAITING RESTRICTIONS**

(Agenda No. 14)

The Committee considered (TDC16) the results of a formal consultation and advertisement of no waiting at any time and short term permitted parking restrictions on various roads in Watlington.

**RESOLVED:**

- (a) approve the making of the Various Roads, Watlington Amendments to Waiting Restrictions Order in respect of Brook Street, Cuxham Road and Shirburn Street as advertised;
- (b) approve the making of the Various Roads, Watlington Amendments to Waiting Restrictions Order in respect of High Street subject to minor amendments outside Nos. 37 and 39 High Street as detailed in the report TDC16;
- (c) approve the making of the Various Roads, Watlington Amendments to Waiting Restrictions Order in respect of Love Lane subject to a minor amendment reducing the length of the prohibition of waiting for a distance of 20 metres on both sides from its junction with Shirburn Street;
- (d) not to approve the proposals in respect of Couching Street as set out in the advertised Order;
- (e) authorise the necessary works to implement the Order.

**15/10 OXFORDSHIRE COUNTY COUNCIL (WANTAGE AND GROVE)(TRAFFIC REGULATION) AMENDMENT ORDER 200\***

(Agenda No. 15)

The Committee considered (TDC17) the outcome of formal consultation and advertisement of proposed no waiting at any time restrictions on Main Street and Denchworth Road, Grove.

Michelle Flannery referred to inaccuracies in the report. There was no available off-street parking as suggested in paragraph 11) and there had been no accidents around the junctions which could be attributed to the presence of parked vehicles. The Parish Council's view and that of the Traffic Advisory Committee (paragraph 14) did not reflect the views of local residents. She and other residents objected strongly to the proposal although they were willing to work on a compromise to either extend the current layby or work to introduce permits for residents.

Officers confirmed that this order had been requested by the Traffic Advisory Committee to meet problems which they perceived existed from vehicles parking on approaches to the mini roundabout. One minor incident had been recorded. Also both local County Councillors supported the proposal.

The Committee recognised that there was strong local opposition to the proposal and that differences of opinion existed between what was perceived by the Traffic Advisory Committee as a problem and what local residents felt.

The Committee therefore **RESOLVED** to defer consideration of the Oxfordshire County Council (Wantage and Grove) (Traffic Regulation) (Amendment) Order 200\* until the 25 March 2010 meeting pending further parking survey work.

**16/10 WALLINGFORD AIR QUALITY MANAGEMENT AREA TRAFFIC CALMING SCHEME**

(Agenda No. 16)

The Committee considered (TDC18) a proposed scheme to install traffic calming on Wantage Road, Wallingford and The Street, Crowmarsh Gifford as part of the Wallingford air quality management proposals.

**RESOLVED:** to authorise implementation of the proposed traffic calming scheme on Wantage Road, Wallingford and The Street, Crowmarsh Gifford as set out in the report TDC18.

**17/10 REVIEW OF GRANTS FOR PROVISION OF LOCALLY ORGANISED TRANSPORT SCHEMES FOR PEOPLE WITH MOBILITY IMPAIRMENTS**

(Agenda No. 17)

The Committee considered (TDC19) future funding for three locally organised community transport schemes.

**RESOLVED:**

- (a) note the closure of the Grove Parish Council's "Grove Shopperbus" shared taxi service and agree cessation of County Council financial support;
- (b) pay Volunteer Link-Up (West Oxon.) £2,500.00 per annum (but with annual adjustments for inflation) to support the provision of its volunteer car scheme for a period of three years commencing 1 April 2010;
- (c) pay Didcot Volunteer Centre £250.00 to support the provision of its volunteer car scheme for an experimental period of one year commencing 1 April 2010 and to ask officers to work with the organisers of the scheme and with Oxfordshire Rural Community Council to develop methods to streamline the administration of the scheme and to enable it to provide more robust data on the number of journeys made, journey purpose, etc;
- (d) pay Cholsey Car Scheme £1,000.00 to support the provision of this volunteer car scheme for an experimental period of one year

commencing 1 April 2010, on the understanding that the age restriction policy will be lifted, and to ask officers to work with the organisers of the scheme and with Oxfordshire Rural Community Council to develop methods to streamline the administration of the scheme and to enable it to provide more robust data on the number of journeys made, journey purpose, etc.

**18/10 REVIEW OF FUNDING FOR EXTERNAL TRANSPORT POSTS**

(Agenda No. 18)

The Committee considered (TDC20) funding for a further year to support the employment of three externally based posts at Oxfordshire Rural Community Council.

Mr Timberlake advised that the City Council had now indicated support of £5,000. With regard to the delegated fund to cover the costs of training for drivers of community transport services he advised that only £3,500 of that provision would be used and therefore there would be a saving of £4,500.

**RESOLVED:**

- (a) to confirm funding of the external transport posts in the amount of £86,290 for the financial year 2010/11, subject to the continuation of appropriate levels of funding from district councils; and
- (b) to pay a grant for this provision to ORCC to provide these posts for 2010/11 and to review continuation of this grant funding towards the end of that period.

..... in the Chair

Date of signing .....