

## DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

**MINUTES** of the meeting held on Thursday, 26 March 2026 commencing at 10.00 am and finishing at 12.50 pm

**Present:**

**Voting Members:** Councillor Andrew Gant – in the Chair  
Councillor Judy Roberts – in the Chair (Item 8)

**Other Members in Attendance:** Councillor Dan Levy (Items 5 & 6)  
Councillor Andrew Coles (Item 6)  
Councillor Saj Malik (Item 7)  
Councillor Emily Kerr (Item 7 & 8)

**Officers:** Jack Ahier (Senior Democratic Services Officer), Robin Calver (Structural Engineering Team Leader), Paul Fermer (Director of Environment and Highways), Dave Harrison (Public Transport Team Leader), Nick Howdle-Smith (Project Manager), Anthony Kirkwood (Vision Zero Team Leader), Rosie Lawrence (Senior Transport Planner), Aaron Morton (Senior Engineer), Vicki Neville (Senior Officer – Civil Enforcement Scheme), Roger Plater (Senior Officer – Vision Zero), Duncan Stewart (Programme Lead – Active Travel), Phil Whitfield (Head of Network Management),

*The Cabinet Member 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/the following additional documents:] and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.*

### **144/26 DECLARATIONS OF INTEREST**

(Agenda No. 1/26)

The Chair declared an interest in respect of item 8 as the scheme was partly in his own division and as he had engaged with it, he recused himself from taking the decision.

The Leader of the Council appointed Cllr Judy Roberts, Cabinet Member for Place, Environment and Climate Action, to make that decision as per the Constitution.

### **145/26 QUESTIONS FROM COUNTY COUNCILLORS**

(Agenda No. 2/26)

There were none.

## **146/26 PETITIONS AND PUBLIC ADDRESS**

(Agenda No. 3/26)

There were several requests to address the meeting, with some speakers speaking on multiple items. A list of speakers can be found below:

### Item 5: Local Bus Contracts August 2026

- Cllr Dan Levy

### Item 6: Witney High Street and Market Square Enhancements

- Cllr Andrew Coles
- Cllr Dan Levy
- Town Cllr David-Edward Hughes
- David Miles
- Danny Yee
- Robin Tucker

### Item 7: Controlled Parking Zone Review – Temple Cowley

- Cllr Emily Kerr
- Cllr Saj Malik
- Danny Yee

### Item 8: Controlled Parking Zone Review – Summertown

- Cllr Emily Kerr
- City Cllr Katherine Miles
- Danny Yee
- Tim Nicholson
- Alison Hill

### Item 10: Proposed Amendments to Exemptions Bus Gates – Didcot

- Chris Bradley

### Item 14: Proposed 20mph Speed Limit – Parker Road, South Hinksey

- Danny Yee
- Peter Barnett

## **147/26 MINUTES OF THE PREVIOUS MEETING**

(Agenda No. 4/26)

The minutes of the meeting held on 26 February were approved and signed by the Chair as a correct record.

## **148/26 WITNEY HIGH STREET AND MARKET SQUARE ENHANCEMENTS**

(Agenda No. 6/26)

The Chair introduced the item, invited speakers to make their contributions and responded to their points in turn.

Officers noted that this scheme was slightly different to other market town schemes as it was initially shut during the pandemic through a Traffic Regulation Order (TRO),

with grant funding to support that; but lessons could be learnt for future schemes across Oxfordshire, whilst noting the limited funding that was available.

Officers confirmed that the junction between the High Street and Welch Way was amended following road safety audits to allay fears over safety issues. If the scheme was approved, following construction, the final road safety audit stage would take place and to assess issues if they arose.

Following a question from the Chair regarding disruption during the construction phase of the project if approved, officers confirmed that temporary taxi ranks would be in place outside The Angel Inn. It was noted that space was constrained near where temporary bus shelters by bus stops had been requested, but that officers would explore solutions regarding the bus stops shelters and signage.

The Chair stated that the reduction in road width was so there could be increased space for pedestrians, shoppers, wheelchair users to use and spend time in the area.

The Chair noted concerns raised regarding enforcement and stated that the Council was looking to make enforceability, for example, on parking, easier and noted that ANPR would be used to enforce on this scheme specifically.

Officers noted that the scheme did incorporate an extra bus stop on the High Street, but that the space would be shared use with taxis.

The Chair noted concerns on parking enforcement raised by West Oxfordshire District Council. Officers confirmed that more flexible loading arrangements for delivery drivers were put to the formal consultation to try and address this issue.

The Chair noted concerns from Unlimited Oxfordshire regarding the provision of disabled persons parking places (DPPP's), but officers noted that DPPP's already existed and changes as a result of the scheme would be monitored and could be amended if required.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

**a) Endorse the proposed scheme design for Witney High Street & Market Square shown in Annex 1-3;**

**b) Delegate to the Director of Environment and Highways, in consultation with the Cabinet Member for Transport Management, any design changes necessary to support management of scheme cost;**

**c) Approve the following order and traffic features required to deliver the scheme:**

- i) the introduction of new 'No Waiting at Any Time' (double yellow lines) – revoking all existing loading restrictions – on High Street & Market Square, as advertised.**
- ii) the removal of the existing 3-hour time limited 'Disabled Persons Parking Places' (DPPPs), and the introduction of new unrestricted DPPP bays on High Street & Market Square, as advertised.**
- iii) the construction of a new Zebra crossing on Welch Way, as advertised.**
- iv) the introduction of new 'No Stopping Except Buses' (at all times) bays on High Street & Market Square, as advertised.**
- v) the introduction of a new 'No stopping except local buses 7am 5pm Mon to Fri & 7am-2pm Sat. Taxis 5pm-7am Monday to Friday, 2pm-Midnight Saturday and all-day Sunday' bay on Market Square, as advertised.**
- vi) the introduction of a new 'No Stopping Except Taxis' (at all times) bay on Market Square, as advertised.**
- vii) the construction of a new Traffic calming features (Flat top road humps) on High Street, as advertised.**

## **149/26 LOCAL BUS CONTRACTS AUGUST 2026**

(Agenda No. 5/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers noted that they had tried to align contract dates over the past few years to allow for more holistic considerations when they come up for renewal or review. It was noted that the Council worked in a predominantly commercial market but maintained good working relationships with the bus companies.

It was confirmed that the lots were all re-procurement of existing contracts with the exception of the new Valley Park service.

The Chair noted the impact of the bus fare hike to £3 from the government.

Officers confirmed that cross-council collaboration took place with Buckinghamshire and West Northamptonshire on services that crossed council borders, with the funding contributions outlined in the report. It was noted that there continued to be good working relationships with partner councils.

The Chair noted that the Cabinet approved the Local Transport Delivery Plan and its submission to the Department for Transport on 17 March.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the allocation of funding as set out in paragraph 19, to support and enhance bus provision as set out in Table 1 in line with the Council's Local Transport and Connectivity Plan (LTCP) and Bus Service Improvement Plan.**
- b) Approve the use of held Local Authority Bus Service Operators Grant (LABSOG) on services where no other sources of funding are available.**
- c) Approve commencement of procurement to secure the proposed new and enhanced bus service provision.**
- d) Delegate the award of contracts (including any contract negotiation required) and any future extensions to the Director of Environment & Highways.**

**150/26 CONTROLLED PARKING ZONE REVIEW - SUMMERTOWN**

(Agenda No. 8/26)

*Cllr Gant left the meeting at this stage and Cllr Roberts assumed the Chair for the duration of Item 8.*

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair noted her concern regarding the proposals affecting Rogers Street. Officers confirmed that currently on Rogers Street there was a single yellow line which meant that cars could park outside the operational hours of Monday-Saturday 8am to 4pm.

It was noted that the wider proposals for the CPZ review in Summertown meant a net loss for permit holder parking provision.

Officers confirmed that micromobility bays would be for the use of parking e-bikes and e-scooters. It was noted that motorcycles could be considered in the future.

The Chair noted that she was concerned about the proposals for Rogers Street, understanding that there was still a net reduction of spaces overall, but that it was still adding back 8 spaces in this particular location.

The Chair noted that she was minded to defer recommendation f). The Chair felt more information was needed as to give reason why it shouldn't happen, but equally that all options needed to be explored before it could be approved as the best solution.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report, with the exception of recommendation f), which was deferred.

**RESOLVED to:**

- a) **Approve the proposed amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders), Cycle parking bay and new Double Yellow Lines in Capel Close, as advertised.**
- b) **Approve the proposed new Micromobility (e-scooter & e-bike) parking bay in Hamilton Road, as advertised.**
- c) **Approve the proposed new Coach parking bays, Double Yellow Lines and Permit Holders parking bay in Hernes Road & Hernes Crescent, as advertised.**
- d) **Approve the proposed new Cycle parking bay and Micromobility (e scooter & e-bike) parking bay in Lonsdale Road, as advertised.**
- e) **Approve the proposed new Cycle parking bay and amendment of existing Single Yellow Lines to Double Yellow Lines in Mayfield Road, as advertised.**
- g) **Approve the proposed change of use for the existing parking bay (from permit holders to shared use (permit holders & non-permit holders) in Squitchey Lane, as advertised.**
- h) **Approve the proposed change of operational hours and maximum stay limit of the existing goods vehicle loading bay in Summerfield Road, as advertised.**
- i) **Approve the proposed extension of Double Yellow Lines and reduction of existing Permit Holders Parking bay in Thorncliffe Road, as advertised.**
- j) **Not approve/withdraw the proposed extension of the existing Permit Holders parking bay in Oakthorpe Road.**

**DEFER:**

- f) **Approve the proposed new Shared-use parking bay (Permit holders & non-permit holders) and Double Yellow Lines in Rogers Street, as advertised.**

**151/26 CONTROLLED PARKING ZONE REVIEW - TEMPLE COWLEY**

(Agenda No. 7/26)

*Cllr Roberts left the meeting at this stage and Cllr Gant resumed in the Chair for the remainder of the meeting.*

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

The Chair confirmed that this scheme was part of an overall review into CPZ's across Oxford.

Officers noted that Junction Road had not come through as a site which needed to be reviewed due to its proximity to the LTN, which they felt protected pedestrians and cyclists as less cars used that stretch of road.

Officers confirmed that when the Temple Cowley CPZ was introduced, the implementation of double-yellow lines were put forward to consultation after discussion with the previous local County Councillor and then which was subsequently approved by the previous Cabinet Member. It was confirmed that officer advice was to approve the recommendation as set out in the report, rather than deferral.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the proposed new Cycle parking bay in Crescent Road, as advertised.**
- b) Approve the proposed new Cycle parking bay in Junction Road, as advertised.**
- c) Approve the proposed new micromobility (e-scooter & e-bike) parking bay in Junction Road, as advertised.**
- d) Approve the proposed new Cycle parking bay in Marsh Road, as advertised**
- e) Not approve/withdraw the proposed removal of no waiting at any time & introduction of new shared use parking areas in Marsh Road.**
- f) Not approve/withdraw the proposed new Shared-use parking area in Salegate Lane.**
- g) Not approve/withdraw the proposed inclusion of permit eligibility for Silkdale Close.**

## **152/26 CLAYDON CANAL BRIDGE - PROPOSED 13T STRUCTURAL WEIGHT LIMIT**

(Agenda No. 9/26)

The Chair introduced the item to the meeting.

Officers confirmed that a weight limit exemption was required for fire engines as they were heavier than the proposed limit and would access across the bridge during operational matters.

Officers stated that the weight capacity might be relevant in the future as a result of the deterioration of the bridge. It was noted that repairs to the bridge were planned to prevent any further damage.

The Chair clarified that the recommendation was for a structural, rather than environmental, weight limit. Officers noted that the need for a structural weight limit was an engineering assessment but understood that the impact on the wider network needed to be considered. It was commented that the scheme could be reviewed if required.

The Chair asked for officers to accommodate Historic England's request to review the bridge's structures.

The Chair noted he would approve the recommendations but requested officers keep a review of the impact it had on the surrounding transport network.

The Chair thanked officers for their work and agreed to the recommendations in the report.

### **RESOLVED to:**

- a) Approve the introduction of a '13 tonne maximum weight limit' restriction on the Claydon Canal Bridge at Claydon, as advertised.**

## **153/26 PROPOSED AMENDMENTS TO EXEMPTIONS BUS GATES - DIDCOT**

(Agenda No. 10/26)

The Chair introduced the item to the meeting, invited speakers to make their addresses and responded to their points in turn.

Officers confirmed that the ANPR cameras capture footage from all vehicles that travel through, but as it could not be clear if Police vehicles were on patrol or attending an incident, agreement had been in place to delete records and the footage.

The Chair referred to a response relating to the dilution of emergency exemptions and asked why the Police requested this amendment. Officers confirmed that this scheme was intended to be consistent with other cameras in the area.

Officers reiterated their view that it was reasonable to allow police vehicles to pass through the bus gates when they are on patrol to allow for monitoring of incidents as well as when they are responding to emergencies. The Chair noted this was comparable to other areas in Oxfordshire and understood the operational reasons for doing so.

The Chair asked why this was not made clear in the initial order. Officers noted there were concerns at the time of the initial decision over Police use of the bus gate. Officers also confirmed that, as with any scheme, this would be, if approved, kept under review.

The Chair asked for clarification as to whether it included unmarked police vehicles. Officers clarified that it would be for any police vehicle.

The Chair asked if there were concerns that this would significantly increase traffic through the bus gate. Officers were not aware of any concerns but if concerns did arise from the bus operators or others, the scheme could be reviewed if needed.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the administrative amendment to clarify/confirm that “Police Vehicles on Patrol” are exempt from the Bus Lane/Gate restriction at Larch Drive/Diamond Drive in Didcot, as advertised.**

**154/26 PROPOSED BUS STOP MARKINGS - HOBBYHORSE LANE, SUTTON COURTENAY**

(Agenda No. 11/26)

The Chair introduced the item to the meeting and noted that this was a planning requirement from a section 106 agreement.

Officers noted support from Sutton Courtenay Parish Council and referred to several consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) **Approve the introduction of two new bus-stop clearways with ‘No stopping 7am-7pm except buses’ restrictions on High Street in Sutton Courtenay, as advertised.**

**155/26 A417 CORRIDOR – PROPOSED 30, 40 AND 50MPH SPEED LIMITS**

(Agenda No. 12/26)

The Chair introduced the item to the meeting and asked officers if these proposals were part of the wider Vision Zero review into 'A' and 'B' roads. Officers confirmed that this was the case.

The Chair noted the request to extend the proposal eastwards to include the lane to Eaton Hastings, but officers stated that their advice was to amend the speed limits in line with the recommendations in the report.

The Chair referred to several consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

**Approve the introduction of the following speed limit changes on the A417 and adjacent roads, as advertised:**

- a) Between Lechlade & Faringdon:**
  - i. 30mph speed limit in place of the existing 40mph speed limit at Buscot,**
  - ii. 40mph speed limit in place of the existing 60mph National speed limits at Buscot,**
  - iii. 50mph speed limits in place of the existing 60mph National speed limits at Buscot, and Buscot Park.**
- b) Between Faringdon & Wantage:**
  - i. 40mph speed limit in place of the existing 50mph speed limit at Challow**
- c) At Aston Tirrold:**
  - i. 40mph speed limits in place of the existing 50mph speed limits on the A417 at Blewbury Hill, and on Chalk Hill & Spring Lane.**

**156/26 BENSON LANE, CROWMARSH GIFFORD - SPEED REDUCTION**

(Agenda No. 13/26)

The Chair introduced the item to the meeting and asked how these proposals impact changes already made to speed limits in Crowmarsh Gifford. Officers commented that these proposals came as a result of residential concerns and to enable safer walking and cycling along Benson Lane.

The Chair referred to several consultation responses and officers noted that the road was a well-used by residents in Crowmarsh as well as commuters accessing employment sites from Benson and Wallingford.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the introduction of the 30mph speed limit on Benson Lane in Crowmarsh Gifford, as advertised.**

**157/26 PROPOSED 20MPH SPEED LIMIT - PARKER ROAD, SOUTH HINKSEY**  
(Agenda No. 14/26)

The Chair introduced the item to the meeting, invited speakers to make their contributions and responded to their points in turn.

Officers noted that this was an administrative exercise to make small amendments to 20mph speed limit schemes to align with the understanding of what the schemes should have been initially.

The Chair stated that some of the public contributions made requests that were outside the scope of this specific scheme but were noted.

Officers noted that these schemes continued the principle of being guided by the relevant Parish Council over the scope and limit they wished to see.

Officers confirmed that the road, whilst an unusual situation, met the criteria for a 20mph speed limit as it was a village road.

The Chair thanked officers for their work, speakers for their contributions and agreed to the recommendations in the report.

**RESOLVED to:**

- a) Approve the introduction of the 20mph speed limit on Parker Road in South Hinksey, as advertised.**

**158/26 PROPOSED 20MPH SPEED LIMIT - BANTON**  
(Agenda No. 15/26)

The Chair introduced the item to the meeting.

Officers noted that this was an administrative exercise to make small amendments to 20mph speed limit schemes to align with the understanding of what the schemes should have been initially.

Officers stated that Stoke Lyne Parish area had a 20mph speed limit approved outside of the Council's wider 20mph programme, so Banton was overlooked in the initial implementation phase.

The Chair noted several consultation responses.

The Chair thanked officers and agreed to the recommendations in the report.

**RESOLVED to:**

**a) Approve the introduction of the 20mph speed limit on the unnamed road through the hamlet of Bainton, as advertised.**

..... in the Chair

Date of signing .....