

DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY MANAGEMENT

MINUTES of the meeting held on Thursday, 22 June 2023 commencing at 10.00 am and finishing at 12.45 pm

Present:

Voting Members: – in the Chair

Councillor Andrew Gant

Other Members in Attendance:

Councillor Charlie Hicks (for Agenda Item 5)
Councillor Dan Levy (for Agenda Items 5&7)
Councillor Trish Elphinstone (for Agenda Item 5)

Officers:

Part of meeting Gavin Belcher, Principal Infrastructure Manager;
Clair Springett, Project Manager.

Whole of meeting Owen Jenkins, Director of Transport & Infrastructure;
Sean Rooney, Head of Highway Management; Geoff Barrell, Principal Engineer; Anthony Kirkwood, Principal Engineer (Traffic & Road Safety); James Whiting, Principal Officer; Martin Kraftl, Senior Transport Planner; Mike Horton, Senior Officer (TRO and Schemes); Sharon Keenlyside, Interim Committee Officer.

The Committee considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, 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.

105/22 DECLARATION OF INTEREST

(Agenda No. 1)

Cllr Andrew Gant declared a Disclosable Pecuniary Interest in item 19 b) related to Summertown, namely as resident on one of the roads affected.

Cllr Andrew Gant declared a Non-Pecuniary Interest regarding item 19 a) Cowley Central East, namely as trustee of a charity which manages a community space on the same development.

Cllr Andrew Gant declared a Non-Pecuniary Interest regarding item 19 d) Cutteslowe and e) North Summertown as the roads affected were within Cllr. Andrew Gant's division.

Item 19 was deferred to the next meeting whereby another Cabinet Member would consider them.

106/22 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

There were none.

107/22 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

The following speakers addressed the meeting:

Item 5	Oxford: Cowley Area Low Traffic Neighbourhoods – proposed amendments to traffic restrictions and use of ANPR enforcement cameras.	<ul style="list-style-type: none"> • Ann Stares • Zuhura Plummer • Sadiea Mustafa-Awan • Dr Tony Eaude • Ian Yeatman • Richard Pullman • City Cllr Tiago Corais • Geoff Leitch • Dr Scott Urban • City Cllr Sajjad Malik • Duncan Parkes • Robin Tucker (statement read by Zuhura Plummer) • Danny Yee • Judith Harley • Sajad Khan • Cllr Charlie Hicks • Chris Heron • Cllr Trish Elphinstone • Cllr Dan Levy • Patrick Pawsey Vale (written submission) • Stephen Gower (written submission) • Jason Mosley (written submission) • Clara Ramsey (written submission) • Hannah Rhodes (written submission) • Ines Wilhelm (written submission) • Dan Pooley (written submission) • Hilary Grime (written
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		submission) <ul style="list-style-type: none"> • Zaki Moosa (written submission) • Janice Pullen sent apologies • Michael Evans sent apologies
Item 17	Cumnor: Cumnor Hill – proposed Puffin crossing.	<ul style="list-style-type: none"> • Tom Christophers
Item 18	East Hanney – School Road – proposed waiting restrictions.	<ul style="list-style-type: none"> • Cllr Steven McKechnie, East Hanney Parish Council (written submission)
Item 20	Oxford: A420 St Clements – Headington Hill – proposed experimental bus lane.	<ul style="list-style-type: none"> • Robin Tucker (written submission) • Danny Yee • Sajad Khan

NOTE: At the conclusion of item 5, the Chair, Cllr Andrew Gant – Cabinet Member for Highway Management, considered items 17 and 20 on the agenda, as those items had speakers waiting. The remaining items were considered in order as per the agenda.

108/22 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The Cabinet Member for Highway Management **APPROVED** the minutes of the meeting held on 25 May 2025.

109/22 OXFORD: COWLEY AREA LOW TRAFFIC NEIGHBOURHOODS - PROPOSED AMENDMENTS TO TRAFFIC RESTRICTIONS AND USE OF ANPR ENFORCEMENT CAMERAS

(Agenda No. 5)

The report presented responses to a six-week consultation on the proposals which covered both the change in order and intent to enforce the order, by ANPR camera.

The Chair stated that due to the large number of speakers, the written statements received would not be read out at the meeting but had all been read and formed part of the record of the meeting.

The Chair invited the speakers, in turn, to address the meeting and responded to points raised.

The Chair thanked everyone for taking the time to engage in the process and those that had contributed written statements.

Officers were asked to clarify the point raised regarding the recommendation of taxi exemption being introduced after the consultation period had ended and specifically

the legality. Officers responded that the legal team had been consulted and that there was nothing categorically set out in regulations. It was a matter of judgement and could be subject to challenge.

The Chair responded to comments concerning pollution and in particular, air pollution and wanted to make clear that the underlying transport policy of Oxfordshire County Council (OCC) was for the reduction of air traffic pollution.

Speakers had commented on what evidence there may be that the emergency services supported the proposal. The Chair referred to paragraph 31 of the officer's report, stating that he was happy to take the judgement of the emergency services themselves as evidence.

The Chair commented that this was an enforcement measure, not a money-making measure, and any profit had to be re-invested into schemes of this type and that OCC was putting part of its budget into net zero and road safety.

The Chair reassured speakers that all items on the agenda would be kept under permanent review.

The Chair addressed some of the points in the report, which included that the bollards prevented access to some vehicles that the ANPR would have allowed and the ANPR prevented access to some vehicles that the bollards would have allowed. The report made it clear that where there were bollards, there had been a huge increase in powered two wheeled vehicles going through them which included motorbikes and scooters. This would be prevented by ANPR.

The Chair commented that OCC was committed to the use of traffic filters to address congestion in the city and when they came into use, the situation would change and be reviewed.

Concerning taxi numbers, the Chair commented that officers predicted they would be low and that he did not accept that taxi drivers automatically speed as they hold a licence and are subject to the law. Taxi drivers had been included in the exemptions because the Councils' hierarchy of road users put public transport second on the list and taxis were a form of public transport.

The Chair asked officers to comment on accident data and officers responded that as of June 2023, there were 730 registered taxis and Hackney Carriages in Oxford City. In 2022, there were 11 recorded incidents, 1 serious, the rest slight. In 2021, there were 12 incidents and 1 serious. In 2020, 9 incidents, 2 serious. In 2019, 5 serious and 18 slight. In 2018, 2 serious and 12 slight.

In Littlehay road, data from 2018-April 2023, showed 10 recorded collisions, 2 serious and 8 slight. Of the serious incidents, one was a two-wheeler going through bollards, the other involved a car shunting another car into a cyclist.

The Chair asked Officers whether there was any additional danger if ANPR were introduced. Officers responded that there is an increased risk with taxi exemption, but it was an acceptable one and ANPR should reduce any risk.

The Chair commented that Blue Badge holders were not part of the consultation, but traffic policy generally was designed to make things better for Blue Badge holders. This would be kept under review.

In terms of NHS workers, the Chair asked officers to comment on care workers not being included in the recommendation and the feasibility of the impact on care workers being assessed. Officers said that they could contact the NHS and various bodies that represented care workers. The issue would be assessing numbers and obtaining data in order to understand the impact on journey times but they would consider how to do that and report back.

The Chair wanted to make it clear that all input and matters of discussion were read and noted.

The Cabinet Member for Highway Management **APPROVED:**

- a. The use of Automatic Number Plate recognition (ANPR) camera enforcement of moving traffic contraventions to include the existing exemptions and to permit extending these such that they include emergency services, buses, taxis, private hire vehicles and universal service providers (postal service) vehicles on Littlemore Road at a point approximately 10 metres north of junction with Compass Close within Cowley Low Traffic Neighbourhood.
- b. The use of Automatic Number Plate Recognition (ANPR) camera enforcement of moving traffic contraventions to include the existing contraventions and to permit extending these such that they include emergency services, taxis, private hire vehicles and universal service providers (postal service) vehicles within the Cowley Low Traffic Neighbourhood at the following locations:
 - i. Littlehay Road – at a point approximately 15 metres east of the junction with Rymers Lane, and
 - ii. Crescent Road – at a point approximately 30 metres west of the junction with Junction Road.

110/22 WOOTTON (ABINGDON) - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 6)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Wootton (Abingdon) and associated speed limit buffers.

The Chair commented that it was part of a scheme approved at the last meeting.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph and associated speed limit buffers in Wootton (near Abingdon).

111/22 ADDERBURY - PROPOSED 20 MPH SPEED LIMIT

(Agenda No. 7)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Adderbury.

The Chair noted the large number of consultation responses and thanked everybody who had responded.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Adderbury.

112/22 BODICOTE - PROPOSED 20 MPH SPEED LIMIT

(Agenda No. 8)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Bodicote.

The Chair noted that some responses had made points regarding the precise location of the scheme. Officers commented that they were mainly led by the Parish Council in regard to location and speed limit.

The Chair repeated that all schemes would be kept under review.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Bodicote.

113/22 BOURTONS (BANBURY) - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 9)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits and associated speed limit buffers in Bourtons.

The Chair commented that this was straightforward application of policy in residential areas and noted that there were two online responses.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits and associated speed limit buffers in Great Bourton and Little Bourton as advertised.

114/22 CHIPPING NORTON: RESIDENTIAL DEVELOPMENT OFF A361 BANBURY ROAD : PROPOSED 20MPH SPEED LIMIT

(Agenda No. 10)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in off A361 Banbury Road.

The Cabinet Member for Highway Management **APPROVED** as advertised the 20 mph speed limit in Chipping Norton.

115/22 DEDDINGTON - PROPOSED 20 MPH AND 50 MPH SPEED LIMITS

(Agenda No. 11)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits and 50 mph speed limits in Deddington.

Officers assured the Chair that all responses had been considered, the scheme met the Council's criteria and was approved by the bus companies.

The Cabinet Member for Highway Management **APPROVED** the introduction of 20 mph, 30 mph, and 50 mph speed limits in Deddington, Hempton and Clifton, all in the parish of Deddington, as advertised.

116/22 EPWELL - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 12)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits and associated speed limit buffers in Epwell.

The Chair commented that the proposals were a clear application of policy.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits and associated speed limit buffers in Epwell as advertised.

117/22 HANWELL - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 13)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits and associated speed limit buffers in Hanwell.

The Chair noted that there were 37 online responses which was extremely welcome.

The Cabinet Member for Highway Management **APPROVED** the proposed 20 mph speed limits and associated speed limit buffers in Hanwell.

118/22 MILCOMBE - PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 14)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Milcombe.

The Chair noted concerns regarding lorries speeding through the area and suggested that traffic calming measures might be appropriate. Officers responded that it could be kept under review.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Milcombe.

119/22 MILTON (BANBURY) - PROPOSED 20 MPH SPEED LIMITS

(Agenda No. 15)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Milton (Banbury).

The Chair noted that there were concerns regarding the number of road signs. Officers explained that they would erect signs on existing posts wherever possible.

The Chair asked officers to comment on a response requesting a speed limit reduction to 30 mph on Milton Road, through Milton, with 40 mph limits at either end. Officers explained that they had considered a more extensive use of buffer limits, but they would add unnecessary clutter and expense. This part of the road was not considered dangerous so would remain at 40 mph.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Milton as advertised.

120/22 MOLLINGTON - PROPOSED 20 MPH SPEED LIMITS AND ASSOCIATED SPEED LIMIT BUFFERS

(Agenda No. 16)

The report presented the consultation responses to the proposed introduction of 20 mph speed limits in Mollington and associated speed limit buffers.

The Chair commented that improved safety was the reason for the proposed speed limit changes.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of 20 mph speed limits in Mollington as advertised.

121/22 CUMNOR: CUMNOR HILL - PROPOSED PUFFIN CROSSING

(Agenda No. 17)

The report presented the consultation responses to the advertised proposal of a puffin crossing on Cumnor Hill by Arnolds Way.

The Chair invited the speaker to address the meeting and responded to the points made.

The Chair commented that this was a straightforward good idea making it safer for children to cross a busy road on the way to school.

The Cabinet Member for Highway Management **APPROVED** as advertised a puffin crossing on Cumnor Hill by Arnolds Way.

122/22 EAST HANNEY - SCHOOL ROAD - PROPOSED WAITING RESTRICTIONS

(Agenda No. 18)

The report presented the consultation responses to the proposed waiting restrictions.

East Hanney Parish Council submitted a written statement.

The Chair noted that this scheme had been requested and funded by the Parish Council and aligned with the Parish Council having increased off street provision.

The Chair asked officers to comment on several responses that suggested residents had a right to residential parking. Officers confirmed that there was no legal right and safety outside schools was the priority.

The Cabinet Member for Highway Management **APPROVED** the following restrictions, as advertised:

- a) 'No Waiting at Any Time' (double yellow lines) parking prohibitions on Brookside, School Road, and The Causeway,
- b) 'No Waiting Mon-Fri 8.30am to 9.15am & 3pm to 4pm' (single yellow lines) parking restrictions on The Causeway, and
- c) No Stopping on School 'Keep Clear' Markings (Mon-Fri 8.30am to 9.15am and 3pm to 4pm) on The Causeway.

123/22 OXFORD: BARNES ROAD & OTHER LOCATIONS - PROPOSED PARKING PERMIT ELIGIBILITY AMENDMENTS

(Agenda No. 19)

Item 19 was deferred to the next meeting.

124/22 OXFORD: A420 ST CLEMENTS - HEADINGTON HILL - PROPOSED EXPERIMENTAL BUS LANE

(Agenda No. 20)

The report set out the proposed introduction of an experimental bus lane for westbound buses, with pedal cyclists, e-scooters, taxis and private hire vehicles also permitted.

The Chair read out a written submission from Robin Tucker and invited speakers to address the meeting. The Chair thanked them for their contributions and responded to the points made.

The scheme was designed to improve the area and the Chair referred to paragraph 20 in the officer's report which stated that the need for the bus lane would be reviewed once the trial traffic filters had been implemented.

Officers responded to questions from the Chair regarding input from the bus companies and stated that the suggestion was to extend the lane slightly westward.

The Chair read out the proposed additional recommendation b) and referred to officers regarding the additional recommendation. Officers explained that it was in response to comments from the consultation and for authorisation before the schemes came into force.

The Cabinet Member for Highway Management **APPROVED** the following:

- a. The introduction of an experimental bus lane for westbound buses on St Clements Street, London Place and Headington Hill along with necessary supplementary measures, including:
 - i. removal of the on-street parking bay between Caroline Street and Boulter Street,
 - ii. conversion of parts of the existing eastbound cycle lane from 'mandatory' (solid white road marking) to 'advisory' (dotted white road marking),
 - iii. removal of a short section of eastbound cycle lane between Boulter Street and Bath Street, and
 - iv. extension of existing cycle lanes in both directions at the signalled crossing west of Caroline Street by relocating the crossing zig zag markings.
- b. Noting that an Experimental Traffic Regulation Order allows the Council to adjust the scheme once it is in force, authorise the Corporate Director for Environment and Place in consultation with the Cabinet Member for Highway Management to make changes to the experimental scheme before it comes into force.

125/22 SOUTH & VALE OF WHITE HORSE VARIOUS LOCATIONS - PROPOSED DISABLED PERSONS PARKING PLACES (NEW PROVISION & REMOVALS)

(Agenda No. 21)

The report presented the consultation responses to the proposed disabled persons parking spaces in the South & Vale districts.

The Chair remarked that the officer's recommendations clearly reflect that the concerns raised during the consultation had been addressed

The Cabinet Member for Highway Management **APPROVED**:

- a) the proposed provision of Disabled Persons Parking Places (DPPP) at: Brasenose Road (Didcot), Canada Lane (Faringdon), Westbrook (Faringdon), Gainsborough Crescent (Henley-on-Thames), Luker Avenue (Henley-on-Thames), Thameside (Henley-on-Thames), Trust Corner (Henley-on-Thames), Chinnor Road (Thame), Simmons Way (Thame), Radnor Road (Wallingford) and St. Nicholas Road (Wallingford),
- b) the proposed removal of DPPP's at: Pound Piece (Ashbury), High Street (Dorchester-on-Thames),
- c) the proposed formalisation of the DPPP at Wey Road (Berinsfield),
- d) to defer approval of the proposals at the following locations: Appleford Drive (Abingdon), Hadland Road (Abingdon), Sherwood Avenue (Abingdon), Emmens Close (Checkendon), Ashford Avenue (Sonning Common) and
- e) to defer approval of the proposals to remove two DPPP's at: New Street (Henley-on-Thames).

126/22 WANTAGE: A417 READING ROAD: PROPOSED EXTENSION OF PERMANENT 40MPH SPEED LIMIT

(Agenda No. 22)

The report presented the consultation responses to the proposed extension of a permanent 40 mph speed limits on A417 Reading Road, Wantage.

The Chair referred to paragraph 10 in the report which showed that the change was a recommendation from a road safety audit.

The Cabinet Member for Highway Management **APPROVED** the proposed introduction of the extended 40mph speed limit east of the new roundabout junction on the A417 Reading Road as advertised.

..... in the Chair

Date of signing