

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 13 November 2025 commencing at 10.00 am and finishing at 12.25 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Izzy Creed (Agenda Item 8 & 12)
Councillor Lee Evans (Agenda Item 10)
Councillor Brad Baines (Agenda Item 11)

Officers: Jack Ahier (Senior Democratic Services Officer), Stephen Axtell (Senior Officer – Traffic and Road Safety), Jodie Clarke (Senior Project Manager), William Evans (Senior Officer – Traffic and Road Safety), Paul Fermer (Director of Environment and Highways), Mike Horton (Senior Officer – Civil Enforcement Scheme), Manjinder Jutla (Senior Officer – Parking), Anthony Kirkwood (Vision Zero Team Leader), Aaron Morton (Senior Engineer), Roger Plater (Senior Officer – Vision Zero), James Whiting (Team Leader – TRO's and Schemes)

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.

86/25 DECLARATIONS OF INTEREST (Agenda No. 1)

There were none.

87/25 QUESTIONS FROM COUNTY COUNCILLORS (Agenda No. 2)

There were none.

88/25 PETITIONS AND PUBLIC ADDRESS (Agenda No. 3)

There were 13 requests to address the meeting, with some speakers speaking on multiple items. A list of speakers can be seen below:

Item 5: Didcot Centre South – Proposed Permit Parking Area

- Carole Merrison

Item 6: Faringdon Parking Review 2025/26

- Antony Hinkes

Item 7: Proposed Waiting Restrictions – Various Locations, Oxford City

- Danny Yee
- Melissa Gilani

Item 8: Proposed 30 Minute Bays – Tramway, Banbury

- Cllr Izzy Creed
- Cllr Kieron Mallon

Item 10: A420 & Side Roads (Longworth/Southmoor) – Proposed 50mph & 40mph Speed Limits

- Cllr Lee Evans

Item 11: Oxford City – Formalisation of Prohibition of Driving Restrictions

- Cllr Brad Baines

Item 12: Banbury, A361: North Bar & South Bar – Proposed 20mph Speed Limit

- Cllr Izzy Creed
- Cllr Kieron Mallon
- Danny Yee

Item 14: Proposed No Waiting Restrictions – Various Locations, Bicester

- District Cllr Les Sibley

89/25 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The Chair deferred the approval of the minutes of the meeting held on 11 October 2025 as an amendment needed to be made to paragraph 72/25. The minutes would be brought to the next meeting for approval.

90/25 DIDCOT CENTRE SOUTH – PROPOSED PERMIT PARKING AREA

(Agenda No. 5)

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

Officers clarified that regulations for permits were consistent across Oxfordshire and stated there were no provisions for ‘floating’ permits not affixed to one vehicle as it could lead to misuse. It was confirmed that monitoring of the scheme could lead to tweaks being made, should the decision be made to approve.

Officers committed to working with residents and local businesses to support them if they required help.

The Chair highlighted the links of how the scheme fit with the Local Transport and Connectivity Plan 5 (LTCP5).

The Chair referenced the issue of parking permits being in use for funerals, for which officers confirmed there are normally exemptions for. It was also confirmed that the Broadway was added into the proposed scheme as a result of the consultation.

The Chair noted that the scheme safeguards amenities for residents, and that it was not a revenue-raiser for the County Council because the schemes have to be self-supporting.

The Chair noted a response from Didcot Police station, making a distinction between operational police needs and commuting. Officers reinforced the necessity in being consistent in the application of the scheme, but welcomed any contact from the Police to discuss the proposed scheme.

The Chair referred to several consultation responses.

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

RESOLVED to:

Approve the following proposals as advertised:

(a) To introduce 'Residents permit holders parking only' areas (DS prefix - Monday to Saturday, 8am- 6pm) on lengths of Bourne Street, Church Street, East Street, Hagbourne Road (between its junctions with Broadway & Kynaston Road), High Street, Kynaston Road, Mereland Road (between its junctions with Broadway & Kynaston Road), Newlands Avenue (between its junctions with Broadway & Kynaston Road), St Andrews Road, St Peters Road, Vicarage Road, and Wessex Road.

(b) To introduce double yellow line restrictions on the east side Hagbourne Road East for approximately 7.5m adjacent to No.5.

(c) To allow residents of specified properties within Bourne Street, Church Street, East Street, Hagbourne Road (between its junctions with Broadway & Kynaston Road), High Street, Kynaston Road, Mereland Road (between its junctions with Broadway & Kynaston Road), Newlands Avenue (between its junctions with Broadway & Kynaston Road), St Andrews Road, St Peters Road, The Broadway, Vicarage Road, and Wessex Road to apply for annual Residents and Visitors` Parking Permits.

Approve the following revised proposals (as shown in Annex 6):

(d) To introduce 'Limited Waiting Monday to Saturday, 8am-6pm, 30 mins, no return within 1 hour' parking bays on sections of St Andrews Road, Peters Road and Vicarage Road.

(e) The introduction of double yellow lines on sections of East Street, Hagbourne Road, High Street, Kynaston Road, Newlands Road and Wessex Road.

(f) To remove the existing no waiting restriction (Monday – Saturday 8am-6pm) from sections of High Street.

Withdraw the following proposals:

(g) To remove existing double yellow line restrictions on parts of St Andrews Way and Wessex Road.

(h) To introduce double yellow line restrictions on the east side Hagbourne Road East for approximately 13m adjacent to No.5.

91/25 FARINGDON PARKING REVIEW 2025/26

(Agenda No. 6)

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

The Chair confirmed that recommendation e) captured the requests from Faringdon Market to extend the hours of operation from ending at 1pm to ending at 3pm to support the market.

It was clarified that recommendation f) was a deferral to allow further engagement with bus operators and Faringdon Town Council.

The Chair commented that this was a review of double-yellow lines within Faringdon. Regarding zig-zag lines outside of the school, it was stated that there was a difference of opinion as to whether the entrance was used. It was confirmed by officers that this was actively under review and that they would engage further with the school.

The Chair referred to several consultation responses.

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

RESOLVED to:

Approve the following proposals as advertised:

(a) New 'No Loading at Any Time' restrictions:

(i) 'Triangle' junction at Gloucester Street & Marlborough Street,

(ii) Gloucester Street (north side),

(iii) Marlborough Street (southeast side).

(b) Amend the existing 'unrestricted' Loading-bay on Gloucester Street (south side) adjacent to the Corn Exchange, to 'Loading bay subject to 30mins waiting Monday to Saturday 8am-6pm No return for 1 hour'.

(c) New 'No Waiting at Any Time' (double yellow lines) restrictions:

(i) 'Triangle' junction Gloucester Street & Marlborough Street,

(ii) Marlborough Street (southeast side) outside the Old Post Office – upgrade the existing single yellow line ('No waiting Mon-Sat 8am-6pm'), (iii) Marlborough Street (northwest side) – upgrade the existing single yellow line ('No waiting Mon-Sat 8am-6pm'),

(iv) Radcot Road (A4095) – extend the existing double yellow lines further north of its junction with Church Street.

(d) Amend the existing 'Time limited waiting' restrictions:

(i) Marlborough Street (southeast side) – introduce two new '2-hour time limited waiting 'Mon to Sat 8am-6pm' parking bays, between No.1 & the existing DPPP (disabled parking) adjacent to No.7, and between the existing DPPP adjacent to No.7 & No.11,

(ii) Marlborough Street (southeast side) – remove the existing '1-hour Limited waiting Mon-Sat 8am-6pm' parking provision between Nos.11 & 23,

(iii) Market Place – amend the existing time limited bays to allow for '2-hours parking with no return in 2-hours Mon-Sat 8am-6pm', except for the bay on the east side, south of the Tourist Information Centre, which would not include Tuesdays due to the market.

Approve the following revised proposals:

(e) Change the existing single yellow line restriction in Market Place (east side, south of the Tourist Information Centre) from 'No Waiting 7am-6pm on Tuesdays only', to 'No Waiting 7am-3pm on Tuesdays only'

Defer a decision on the following proposals:

(f) All proposals for Coxwell Street (including Coxwell Gardens), pending further discussions with the Town Council & local bus operators, as part of a future review of the other changes (if approved) in this report.

92/25 PROPOSED WAITING RESTRICTIONS - VARIOUS LOCATIONS, OXFORD CITY

(Agenda No. 7)

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

The Chair asked officers specifically about parking spaces on Frenchay Rd and their impact on safety. Officers noted that parked cars could slow vehicles down but also had other safety concerns, such as visibility.

The Chair noted comments from the Fire & Rescue Service about the width of the road needed (3m). Officers clarified that the road was currently 2.8m wide due to

Frenchay Rd being a cul-de-sac previously, but now it was a through-road, the only way to ensure 3m width was to remove the parking spaces.

The Chair asked officers to investigate whether the space that would become free if the car parking spaces were removed, could have some other form of physical infrastructure, such as cycle parking, bollards or planters, to allow the required width and safety considerations.

The Chair noted that most of the sites in question were at junctions with limited visibility.

The Chair asked specifically about Grenoble Rd. Officers confirmed that there was an island in the middle of the road, which was causing lorries stopping to infringe on parking bays with a weight limit, so double yellow lines were proposed to resolve this issue.

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

RESOLVED to:

Approve the introduction of new ‘No Waiting at Any Time’ (Double Yellow Lines) & amendment of existing parking restrictions, at the following locations as advertised:

- (a) Alice Smith Square,
- (b) Ashmole Place,
- (c) Balfour Road,
- (d) Bampton Close,
- (e) Brake Hill,
- (f) Brampton Road,
- (g) Chapel Lane,
- (h) Columbine Gardens,
- (i) Druce Way,
- (j) Field Avenue,
- (k) Frenchay Road,
- (l) Grenoble Road,
- (m) Harebell Road,
- (n) Jack Argent Close,
- (o) Jordan Hill,
- (p) Jowett Walk,
- (q) Moorbank,
- (r) Norman Smith Road,
- (s) Park Town,
- (t) Partridge Walk,
- (u) Railway Lane,
- (v) Sandford Road,
- (w) Warburg Crescent,
- (x) Wilcote Road, and
- (y) Wilcote Road link road.

93/25 PROPOSED 30 MINUTE BAYS - TRAMWAY, BANBURY

(Agenda No. 8)

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

The Senior Democratic Services Officer read out a written statement from one of the local County Councillors.

The Chair asked officers to address concerns about the distance of the parking bay from the train station and drop-offs happening on the roundabout. Officers confirmed the original design was amended due to land availability, but further work was underway to look at more drop-off provision on the south side of the station, to complement existing provision on the north side.

Officers committed to look at the behaviour of drop-offs on the roundabout, through signage, for example, as mitigation before the car park was opened and commented that this was part of a scheme, which contained other elements that were not for decision at this meeting.

The Chair noted that Thames Valley Police had no objection to this scheme.

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 a new short-stay/drop-off parking bay with accompanying '30-minute parking restriction - all days - No return within 1 hour' to be located on the southeast side of Tramway Road, as advertised.**

94/25 OXFORD: VARIOUS CPZS - PROPOSED PERMIT PARKING ELIGIBILITY AMENDMENTS

(Agenda No. 9)

The Chair introduced the item to the meeting.

The Chair noted that most of the properties identified were as a result of planning consent.

The Chair asked about the informal white access protection markings, which officers noted were a quirk to Oxford to protect access to properties and to avoid administrative issues for future schemes.

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

- (a) Approve the following amendments to eligibility for properties to apply for Residents & Visitors parking permits, as advertised,**

- (i) Magdalen North – exclude No.55 Randolph Street from eligibility for resident's & visitors parking permits,
- (ii) Cowley East – exclude No.13 Cleveland Drive from eligibility for resident's & visitors parking permits,
- (iii) Walton Manor – exclude No.179 Kingston Road from eligibility for resident's & visitors parking permits,
- (iv) Central Area (B) – exclude Flat Nos.1-7 at No.46 Hythe Bridge Street from eligibility for resident's & visitors parking permits, and
- (v) Cowley West – exclude No.5 Bartholomew Road & No.16 Crowell Road from eligibility for resident's & visitors parking permits.

(b) Approve the following amendments to parking provision in Wharton Road (Headington Northeast CPZ), as advertised

- (i) replace the existing 'Two-hour shared-use 8am-6.30pm Monday to Friday' parking bay north of the common boundary of Nos.21a & 21b with new 'No Waiting at Any Time' (double yellow lines) parking restrictions, and
- (ii) include the three new properties at No.5 St Leonards Road/No.19 Wharton Road for eligibility to apply for residents' parking permits & resident visitors parking permits.

(c) Approve the following Traffic Regulation Order (TRO) administrative amendments, as advertised:

- (i) Marston North – confirm that even Nos.26-38 Park Way are eligible to apply for both resident's parking permits & residents' visitors' parking permits,
- (ii) Magdalen Road South – insert the existing 'Permit Holders Only' parking place on Hertford Street, adjacent to Nos.40-56 into the relevant schedule, and
- (iii) Jericho – exclude Nos.56A, 76A, 82A, 83A, 86, 87, & 88 Castle Mill House, Juxon Street, from eligibility to apply for residents' parking permits & resident visitors parking permits.

95/25 A420 & SIDE ROADS (LONGWORTH/SOUTHMOOR): PROPOSED 50MPH AND 40MPH SPEED LIMITS

(Agenda No. 10)

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

The Chair thanked officers and local residents for their engagement with the scheme, noting that objections to the scheme were disproportionate to the views of the people living in the area.

Officers noted that further design of the A420 junction by Southmoor and Longworth was still underway, with road safety audits to try and address safety concerns rather than capacity issues.

The Chair noted that more enforcement from Thames Valley Police (TVP) would be welcome, but that drivers should follow speed limits as they are the law, as well as being safer for all road users.

Officers reflected upon the fact that the junction had a high collision history, which the speed limit and junction re-design proposals were intended to reduce.

The Chair noted support from the local parish council.

The Chair referenced several consultation responses.

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

RESOLVED to:

(a) Approve the extension of the existing 50mph speed limit on the A420 Oxford to Swindon Road eastwards to points beyond the central reservation pedestrian crossing point of the A420 at Kingston Bagpuize/Longworth, as advertised,

(b) Approve the following 40mph speed limits in place of the existing national speed limit, as advertised:

(i) Charney Road

(ii) Faringdon Road

(iii) Spring Hill

(iv) the Unnamed A420 link road from Spring Hill, and

(v) Pine Woods Road

96/25 OXFORD CITY - FORMALISATION OF PROHIBITION OF DRIVING RESTRICTIONS

(Agenda No. 11)

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

The Chair noted the difficulty in prohibiting motorbikes and e-bikes as they could still physically bypass restrictions meant for all motor vehicles.

Officers confirmed that this was a formalisation of restrictions already in place, so nothing would change on the ground.

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

RESOLVED to:

Approve the formalisation of existing physical vehicle closure points that are already in place throughout Oxford via 'Prohibition of Motor Vehicles' restrictions, at the following locations as advertised:

- (a) Eastchurch – at a point 2 metres east of the eastern property boundary of No.89 Nowell Road,
- (b) Ellesmere Road – at its junction with Tree Lane,
- (c) Faulkner Street – from the common property boundary of Nos.3 & 4 Faulkner Street, southwards to its junction with Speedwell Street,
- (d) Meadow Lane – from the southern property boundary of No.379 Meadow Lane, southwards for approx.109 metres,
- (e) Tern Walk – at the southern property boundary of Nos.1-12 Robin Place,
- (f) Tree Lane – at its junctions with Ellesmere Road, & Woodhouse Way,
- (g) Tree Lane – at the western section, where it forms a junction with Woodhouse Way.

97/25 BANBURY, A361: NORTH BAR AND SOUTH BAR - PROPOSED 20MPH SPEED LIMIT
(Agenda No. 12)

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

The Senior Democratic Services Officer read out a written statement from one of the local County Councillors.

Officers noted that the corridor needed further attention but that the rephasing of lights was outside the scope of this scheme.

The Chair asked officers to ensure workstreams to produce the best outcomes were aligned, noting funding challenges.

The Chair referenced that this recommendation came from a coroner's report following a tragic fatality in 2023.

The Chair noted that the wider 20mph scheme for Banbury was approved recently, but that the specific road in the report was omitted at the time due to objections.

The Chair noted the high level of objections to the scheme, but that the responsibility of decision-makers was to read responses and test them against policies. The Chair stated that 84% objected to the scheme, but that 2 local County Councillors and a report of the coroner supported the introduction of the 20mph speed limit.

The Chair referred to several consultation responses.

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

RESOLVED to:

Approve the new 20mph speed limits on the following roads in Banbury, as advertised:

- (a) A361 Southam Road,

- (b) A361 North Bar/Horsefair/South Bar,**
- (c) B4100 Oxford Road, and**
- (d) A361 Bloxham Road.**

98/25 PROPOSED 20MPH ZONE - LAND OF WALLINGFORD ROAD, CHOLSEY
(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair noted that this was to formalise an existing 20mph speed limit on a new estate. Officers confirmed that it had been funded by the developer.

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

RESOLVED to:

- a) Approve the formalisation of the existing 20mph speed limit within the 'Bellway' residential estate at the north-eastern end of Cholsey, south of Wallingford Road, as advertised.**

99/25 PROPOSED NO WAITING RESTRICTIONS - VARIOUS LOCATIONS, BICESTER
(Agenda No. 14)

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

The Chair welcomed the support of a local District Councillor.

Officers stated that they would take away requests for a crossing outside Brookside School.

The Chair stated that the scheme would be kept under review.

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 new 'No Waiting at Any Time' (Double Yellow Lines) & amendment of existing parking restrictions at the following locations in Bicester, as advertised:

- (i) Barry Avenue,**
- (ii) Bucknell Road,**
- (iii) Ewart Close,**
- (iv) Graham Road,**
- (v) Hudson Street,**
- (vi) Kennedy Road,**
- (vii) Shakespeare Drive,**

- (viii) St Marys Close,
- (ix) Villiers Road,
- (x) Wansbeck Drive,
- (xi) Wellend Croft, and
- (xii) Wensum Crescent.

(b) Approve the introduction of new Bus stop clearways (with associated 'No Stopping except local buses' restrictions) at the following locations in Bicester, as advertised:

- (i) Bucknell Road, and**
- (ii) Shakespeare Drive.**

..... in the Chair

Date of signing