



Decision Maker:	Director of Environment & Highways
Decision Title:	Quiet Lanes Pilot Programme: Shepherd's Pit Lane ETRO
Decision date:	04 August 2026
Source of delegation:	Express delegation under resolution (d) of the May 2026 Cabinet decision on the Quiet Lanes policy and programme.
What decision was made?:	Instruct the making of the Experimental Traffic Regulation Order which will create a quiet lane on Shepherd's Pit Lane in Stanton St John, as per the Quiet Lanes Policy and pilot programme. This covers the closure of Shepherd's Pit Lane at the southern end (the junction with Bayswater Road) to all motorised traffic except for access, whilst maintaining use for people walking, wheeling, cycling and horse riding. This is to be enforced by installing a gate, highway verge protection, and updating the signage in the vicinity of the area to alert other road users of the change. This derives from the recently approved policy and programme, This includes the approval of the following: a) The Quiet Lanes Policy statement b) The assessment criteria for consideration of Quiet Lanes and the implementation toolkit c) Endorsement of the proposed approach to implementing, and testing, the Quiet Lanes Policy across Oxfordshire through a programme of pilot schemes (to be identified with local county councillors and parish/town councils) d) Delegate authority to the Director of Environment and Highways in consultation with the Cabinet Member for Transport Management, to bring into operation Traffic Regulation Orders (both permanent and experimental) for the pilot schemes.
Purpose:	Delivers on the targets set out in the Local Transport and Connectivity Plan to increase trips made by walking and cycling, whilst reducing private vehicle trips. This is done by providing a safe and inclusive transport network, giving opportunities to parishes and residents to have a say in how this is achieved.



Reasons:	The delegated decision approach is to ensure that the Quiet Lanes are delivered quickly and efficiently to keep the momentum going with the support for the schemes. Delays to implementation may result in parish councils changing their minds due to the press and attention brought about by public meetings. The aim of the pilot programme is to give autonomy to the parish councils – if their quiet lane application meets the criteria as agreed with Full Cabinet, then it should be implemented to maintain the sense of ownership of the scheme and thus help with a positive reception and build trust in the council.
Other options considered:	Regarding the quiet lane itself, it was briefly considered that the scheme be implemented under a TRO, however, it was decided to go for an ETRO due to the flexibility this brings with potentially making alterations to the scheme based on its performance. By making the quiet lane a TRO, there is no allowance for the parish or residents to feedback and make a change which may better suit the needs of the residents. With this being a pilot scheme, the ETRO option was the best fit.