

These notes indicate the decisions taken at this meeting and the officers responsible for taking the agreed action. For background documentation please refer to the agenda and supporting papers available on the Council's web site ([www.oxfordshire.gov.uk](http://www.oxfordshire.gov.uk).)

If you have a query, please contact Cameron MacLean (Tel: 07526 985 978; E-Mail: [cameron.macleam@oxfordshire.gov.uk](mailto:cameron.macleam@oxfordshire.gov.uk))

**DELEGATED DECISIONS BY CABINET MEMBER FOR HIGHWAY  
MANAGEMENT - THURSDAY, 24 FEBRUARY 2022**

<i>RECOMMENDATIONS FROM THE AGENDA</i>	<i>DECISIONS</i>	<i>ACTION</i>
<b>1. Declaration of Interest</b>	There were none.	
<b>Questions from County Councillors</b>		
<p><b>Councillor Dan Levy</b></p> <p><u>Question</u></p> <p>Oxfordshire County Council is considering the termination of its contract with West Oxfordshire District Council for on-street parking enforcement in West Oxfordshire. Can Cllr Bearder please detail when this notice is likely to be given and when it will come into force, outline how it will ensure that on-street enforcement in the future is much better than it currently is in places where it is required like Eynsham and Woodstock, and confirm that WODC will continue to control pricing and enforcement in its off-street car parks, such as the ones in Witney.</p> <p><u>Response from Cabinet Member for Highway Management</u></p> <p>A decision to end the agency arrangement with West Oxfordshire will be made by Cabinet in March 2022. If approved, notice will be given to West Oxfordshire District Council providing the 12 months' notice required by the agency agreement. Oxfordshire County Council would then take over the enforcement of on-street parking on 1 April 2023.</p> <p>Members may recall that the County Council successfully applied to the Department for Transport to extend the existing civil parking enforcement arrangements to encompass Cherwell, South and Vale District Councils in 2021, and this came into operation on 1 November 2021. As a result, we have civil parking enforcement powers across the whole of the County together with a single service provider, Conduent Public Sector Services Limited, providing feet on the ground enforcement in all areas except West Oxfordshire. Officers consider the benefits of ending the agency agreement to be:</p> <ul style="list-style-type: none"> <li>• Clarity and single organisation for members of the public and users of the network to contact about on-street parking within Oxfordshire.</li> <li>• Consistency of approach, resilience, and coverage in terms of enforcement levels and deployment.</li> </ul>		CDE&P

...Decisions... Decisions...

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<ul style="list-style-type: none"> <li>• A single back-office system serving all areas of the county providing economies of scale and resilience to deal with varying workload demands.</li> <li>• Implement intelligent deployment via data driven deployment plans and introduce new technologies to enhance the on-street and back-office service.</li> <li>• An additional benefit would be the alignment and operation as a single enforcement service, if the application to enforce moving traffic offences is approved.</li> </ul> <p>I can confirm that these changes only effect on-street (highway) parking and do not affect off-street parking or pricing of public car parks operated by West Oxfordshire District Council (or any of the public car parks in any of the other district areas).</p> <p>Cllr Levy mentions Woodstock and Eynsham in particular. I can confirm that Officers have been working with Woodstock Town Council, West Oxfordshire District Council, Councillor Andy Graham and other interested parties to bring in a scheme to better manage the parking situation in Woodstock. This scheme involves introducing controlled parking zones (resident parking) combined with joint usage for on-street visitor parking and resident parking in the centre of the town together with an element of on-street pay and display parking to support the turnover of parking spaces which supports the local economy. Informal consultation on the scheme has proved positive and the scheme will go forward for full public consultation in the near future.</p> <p>Should Cabinet approve the ending of the agency agreement with WODC, Officers will use the 12-month notice period to prepare intelligent data led deployment plans with Conduent to ensure that parking enforcement continues to support the overall objectives of the County Council both in terms of thriving communities and managing the network, creating the correct balance of resident, visitor and commercial parking to maximise the benefits to local communities and the travelling public.</p> <p><u>Supplementary Question</u></p> <p>In response to a supplementary question about suggestions that the proposal to terminate the on-street parking enforcement contract with West Oxford District Council was an attack on the free parking in car parks in Witney and other locations in West Oxfordshire, Councillor Bearder stated that he was aware that there was a petition relating to this proposal which, given that there were local elections pending, he believed politically motivated and an attempt to deflect attention from the poor performance in relation to parking enforcement.</p> <p>Councillor Bearder went on to say that he had no power to change the rules relating to car parks in West Oxfordshire and any decision to end the current on-street car parking enforcement contract would only be taken with the consent of the local community.</p>		
<b>3. Petitions and Public Address</b>		

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<p><u>Item 4 Cowley LTNs – Experimental Traffic Regulation Order</u></p> <ol style="list-style-type: none"> <li>1. Cllr Saj Malik, Lye Valley Ward</li> <li>2. Judith Hartley</li> <li>3. Marko Jung, Lewis Close Owner’s Association</li> <li>4. Danny Yee</li> <li>5. John Skinner</li> <li>6. Mazhar Dogar</li> <li>7. Chloe Clark</li> <li>8. David Henwood</li> <li>9. Cllr Charlie Hicks</li> <li>10. Sadiea Mustafa-Awan</li> <li>11. Steve Greenwood &amp; Alan Davey, Oxford Golf Club Ltd</li> <li>12. Emily Kerr</li> <li>13. Robin Tucker, Chair, Oxfordshire Cycling Network</li> <li>14. Hannah Rhodes</li> <li>15. Catherine McCosker</li> <li>16. Edward Glover, Friends of Henley Av.</li> <li>17. Oliver Shipp</li> <li>18. Duncan Parkes</li> <li>19. Sheila Lloyd Lyons</li> <li>20. City Cllr Lubna Arshad</li> <li>21. Richard Parnham</li> <li>22. Hannah Cole</li> <li>23. Sarah Lockyer</li> <li>24. Chris Heron</li> <li>25. Claire Boyns</li> <li>26. Scott Urban</li> <li>27. Georgina Gibbs &amp; Susan Allport</li> <li>28. Ruth McNamara</li> <li>29. Michael Evans</li> <li>30. Joyce Milligan</li> <li>31. Paul Brooks</li> <li>32. Buffy McClelland</li> <li>33. Nicola Carron</li> <li>34. Peter White</li> <li>35. Cllr Tiago Corais, Oxford City Councillor for Littlemore</li> </ol> <p><u>Item 5 Kirklington Village: Proposed 20 Mph Speed Limit</u></p> <p>Councillor Jean Conway</p> <p><u>Item 7 Harwell: B4493 &amp; Village Roads – 20 Mph &amp; Traffic Calming Measures</u></p> <ol style="list-style-type: none"> <li>1. Alan Brunstrom</li> <li>2. Councillor Sally Povolotsky</li> </ol>		

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<p><b>4. Cowley LTNs - Experimental Traffic Regulation Order</b></p> <p>The Cabinet Member for Highway Management is RECOMMENDED to:</p> <ul style="list-style-type: none"> <li>• Make permanent the provisions of the current Experimental Traffic Regulation Orders for the Church Cowley, Florence Park and Temple Cowley area Low Traffic Neighbourhoods.</li> <li>• Instruct officers to investigate options to mitigate issues identified in Paragraph 33 and, where necessary, submit schemes for future funding.</li> </ul>	<p>The Director of Growth and Economy had submitted a report making recommendations in relation to the Church Cowley, Temple Cowley, and Florence Park Areas Low Traffic Neighbourhoods Experimental Traffic Regulation Order (ETRO).</p> <p>Councillor Bearder, Cabinet Member for Highway Management, stated that, in response to the number of emails that had been received in response to this Item, and the strength of feeling that the report's recommendations had engendered, it had been proposed that it was not appropriate for a single Cabinet Member to decide on the report's recommendations. Therefore, it had been agreed late last night that the report should be referred to the Council's Cabinet for consideration.</p> <p>Councillor Bearder went on to say it was his view that the matter should be debated before the Council's Cabinet and for Cabinet to decide on the report's recommendations. Therefore, it was his decision to extend the Experimental Traffic Regulation Order (ETRO) until such time as Cabinet could consider the report.</p> <p>Councillor Bearder went on to note that the March meeting of the Council's Cabinet has a very full agenda and, therefore, it was unlikely that the matter would be considered would be considered at that meeting.</p> <p>In conclusion, Councillor Bearder apologised to any persons who had made plans to attend today's meeting specifically for this item and for the</p>	

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<i>RECOMMENDATIONS FROM THE AGENDA</i>	<i>DECISIONS</i>	<i>ACTION</i>
	late notification that the item would be referred to the Council's Cabinet. <sup>1</sup>  <b>NOTED</b>	
<b>5. Kirtlington Village: Proposed 20 mph Speed Limit</b>	It was RECOMMENDED that the Cabinet Member for Highway Management approve the proposed introduction of 20 mph and 40 mph speed limits as advertised.  <b>DECISION:</b> to approve the proposed introduction of 20 mph and 40 mph speed limits as advertised.	
<b>6. Oxford: Cutteslowe Controlled Parking Zone - Proposed Inclusion of Bourne Close and David Walter Close</b>	The Cabinet Member for Highway Management was RECOMMENDED: a) Not to approve at present the proposed inclusion of Bourne Close and David Walter Close within the Cutteslowe Controlled Parking Zone, as advertised; and b) To keep under review the parking pressures in these roads to identify if measures may be required at a later date.  <b>DECISION:</b> To approve the report's recommendations.	
<b>7. Harwell: B4493 and Village Roads - 20 mph and Traffic Calming Measures</b>	The Cabinet Member for Highway Management was RECOMMENDED to approve as advertised:  a) The introduction of a 20mph speed limit zone a <b>20mph speed limit zone</b> in Harwell. The proposals will replace the existing 30mph speed limit with a 20mph speed limit zone on all roads within Harwell village, leading out to the following points:  <ul style="list-style-type: none"> <li>• Blenheim Hill/Didcot Road - a point 40 metres east of its</li> </ul>	

<sup>1</sup> At the end of the meeting, Councillor Bearder confirmed that it was not necessary for those persons who had made written representations and those persons who had submitted summaries of their intended presentation to resubmit their written submissions as these would be forwarded to the Cabinet for its consideration.

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	<p>junction with Teasel Bank</p> <ul style="list-style-type: none"> <li>• Grove Road - a point 410 metres west of its junction with Drewitts Corner</li> <li>• Townsend - its junction with Barrow Lane</li> <li>• Wantage Road - its junction with Reading Road</li> </ul> <p>b) Traffic calming measures within the 20mph zone comprising:</p> <ul style="list-style-type: none"> <li>• Raised tables to be located on: <ul style="list-style-type: none"> <li>○ Wantage Road - with its junction Tyrrells Close,</li> <li>○ High Street - outside Wellow House,</li> <li>○ Blenheim Hill - outside Hill Orchard.</li> </ul> </li> <li>• One sided 'build-out' feature on the High Street (near the War Memorial) on the northbound lane, with priority given to traffic travelling southwards,</li> <li>• Centre line road markings will be removed on High Street &amp; Wantage Road &amp; 1.5m wide advisory cycle lanes in each lane will be provided,</li> <li>• '20' roundel road markings on the carriageway &amp; '20 mph' repeater signs will be installed at various locations within the zone.</li> </ul> <p><b>DECISION:</b> To –</p> <p>1. <b>Approve:</b></p> <p>a) The introduction of a 20mph speed limit zone a <b>20mph speed limit zone</b> in Harwell. The proposals will</p>	

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	<p>replace the existing 30mph speed limit with a 20mph speed limit zone on all roads within Harwell village, leading out to the following points:</p> <ul style="list-style-type: none"> <li>• Blenheim Hill/Didcot Road - a point 40 metres east of its junction with Teasel Bank</li> <li>• Grove Road - a point 410 metres west of its junction with Drewitts Corner</li> <li>• Townsend - its junction with Barrow Lane</li> <li>• Wantage Road - its junction with Reading Road</li> </ul> <p><b>2. Refuse:</b></p> <p>b) Traffic calming measures within the 20mph zone comprising:</p> <ul style="list-style-type: none"> <li>• Raised tables to be located on: <ul style="list-style-type: none"> <li>○ Wantage Road - with its junction Tyrrells Close,</li> <li>○ High Street - outside Wellow House,</li> <li>○ Blenheim Hill - outside Hill Orchard.</li> </ul> </li> <li>• One sided 'build-out' feature on the High Street (near the War Memorial) on the northbound lane, with priority given to traffic travelling southwards,</li> <li>• Centre line road</li> </ul>	

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	<p>markings will be removed on High Street &amp; Wantage Road &amp; 1.5m wide advisory cycle lanes in each lane will be provided,</p> <ul style="list-style-type: none"> <li>• '20' roundel road markings on the carriageway &amp; '20 mph' repeater signs will be installed at various locations within the zone.</li> </ul>	
<p><b>8. Cherwell and West Oxfordshire Districts - Proposed New and Deleted Disabled Persons Parking Places</b></p>	<p>The report recommended that the Cabinet Member for [Highway Management] approve the proposed provision of Disabled Persons Parking Places (DPPP) at:</p> <ul style="list-style-type: none"> <li>• Cheviot Way, Banbury;</li> <li>• Edinburgh Way, Banbury;</li> <li>• Margaret Close, Banbury;</li> <li>• Dryden Avenue, Bicester;</li> <li>• Tadmarton Road, Bloxham; and</li> <li>• High Street, Hook Norton.</li> </ul> <p>But to defer approval of the proposals at the following locations pending further investigations:</p> <ul style="list-style-type: none"> <li>• Angus Close, Banbury;</li> <li>• Sussex Drive, Banbury;</li> <li>• Brickle Lane, Bloxham;</li> <li>• Brandon Close, Kidlington;</li> <li>• Windrush, Banbury;</li> <li>• Fairfax Road, Banbury;</li> <li>• The Crofts, Witney; and</li> <li>• The Leys, Chipping Norton.</li> </ul> <p><b>DECISION:</b> To approve the report's recommendations.</p>	