

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 17 July 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 Gareth Epps (Agenda Item 11)

Officers: Jack Ahier (Senior Democratic Services Officer), Sharaz Arif (Project Manager), Dave Catling (Technical Officer), Bryan Evans (Senior Transport Planner), Paul Fermer (Director of Environment and Highways), Mark Francis (Senior Officer – Traffic and Road Safety), Chloe Kirby (Senior Engineer – Central), Jacob Mowlem (Engineer), Andy Sweeney (Team Leader – Place Planning & Coordination), James Whiting (Team Leader – TRO's and Schemes), James Wright (Senior Officer – Traffic and Road Safety).

Agenda Item	Officer Attending
5	Bryan Evans (Senior Transport Planner)
6	Andy Sweeney (Team Leader – Place Planning & Coordination), James Whiting (Team Leader – TRO's and Schemes).
7	Jacob Mowlem (Engineer)
8	James Wright (Senior Officer – Traffic and Road Safety).
9	Sharaz Arif (Project Manager)
10	Chloe Kirby (Senior Engineer – Central), James Whiting (Team Leader – TRO's and Schemes)
11	Dave Catling (Technical Officer),
12	James Whiting (Team Leader – TRO's and Schemes)
13	Mark Francis (Senior Officer – Traffic and Road Safety)
14	Paul Fermer (Director of Environment and Highways), Chloe Kirby (Senior Engineer – Central).

The Cabinet Member considered the matters, reports and recommendations contained or referred to in the agenda for the meeting and agreed as set out below. Copies of the agenda and reports [agenda, reports and schedule/additional documents] are attached to the signed Minutes.

39/25 DECLARATIONS OF INTEREST

(Agenda No. 1)

The Chair, Cllr Andrew Gant, declared an interest in respect of item 2, Questions from County Councillors, and item 5, Oxford ZEZ Pilot Scheme Amendments, as he was an employee of St Peter's College, though not in any decision-making capacity. He had been advised by the Monitoring Officer that this did not preclude him from making a decision on item 5.

40/25 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

Two questions were received from Cllr James Fry. The questions and answers can be seen in the Addenda.

41/25 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

Thirteen requests to speak had been received with some speakers speaking on multiple items. The list of speakers can be seen below:

Item 5: Oxford ZEZ Pilot Scheme Amendments

- Danny Yee

Item 6: Market Place, Wantage – Traffic Management Restrictions

- Jason Atherton
- Raleigh Hullock
- John Tranter

Item 7: Proposed Shared Use Cycleway/Footway – Grove Rd, Wantage

- John Tranter

Item 9: Proposed 40mph Speed Limit – Oxford Road, Kennington

- Danny Yee

Item 11: B4031, Hempton – Proposed New Traffic Calming Features

- Cllr Gareth Epps
- Parish Cllr Helen Oldfield (Deddington PC)
- Cara Hedges

Item 12: Thame Road, Chinnor – Proposed Waiting Restrictions

- Parish Cllr Maggie Mackenzie (Chinnor PC)

Item 14: Proposed Parallel Crossing – Blackthorn Rd, Ambrosden

- Danny Yee
- Peter Barnett

42/25 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 24 June were approved and signed by the Chair as a correct record.

43/25 OXFORD ZEZ PILOT SCHEME AMENDMENTS

(Agenda No. 5)

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

Officers pointed out that the intention of the ZEZ pilot scheme was to inform the development of the permanent scheme.

Officers noted that discounts for businesses, taxis, and private homes are scheduled to end by August 2025, with residents' discounts ending by August 2030. It was noted that consultation on Blue Badge holder discounts is planned.

Officers confirmed that the pilot scheme has shown a 25% reduction in motor vehicle movements and a 15% reduction in nitrogen dioxide, outperforming expectations, across the boundary of the scheme.

On the question of timing, officers confirmed that the wider ZEZ is expected to be introduced late 2027 or early 2028, if approved, following the completion of the works on the Botley Road and subsequent traffic filter scheme monitoring.

The Chair noted that the scheme reduces potential income to the County Council, taking into account the cost-of-living crisis, whilst still delivering improvements in air quality and reducing vehicle movements in the city as the scheme set out to do.

The Chair stated that the scheme still recognised the need of residents who need to use the streets, such as blue badge holders and public transport.

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

RESOLVED to:

Instruct officers to amend the ZEZ pilot charging order to:

a) Remove the discount end date for Blue Badge holders and disabled tax class vehicles;

b) Remove the discount end date for ZEZ businesses' vehicles;

c) Remove the discount end date for ZEZ residents' vehicles;

d) Remove the end date for the hybrid taxis and hybrid private hire vehicles transitional period, and

e) Continue the current ZEZ charges indefinitely, instead of doubling the charges in August 2025 as previously planned.

44/25 MARKET PLACE, WANTAGE - TRAFFIC MANAGEMENT RESTRICTIONS (Agenda No. 6)

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

The Chair noted concerns raised by speakers and officers regarding the actions of motorists not using the available space in a desirable way, but stated that that was the responsibility of each motorist and not either, the Council or the taxi trade.

Officers committed to further data collection and working with the taxi trade about how the space is used in the current taxi rank, as well as the need of the taxi trades.

The Chair noted that the report stated that the taxi rank will be reduced from 7 to 4 spaces, with potential relocation to Newbury Street if needed.

Officers confirmed the design passed safety audits and committed to ongoing engagement with the taxi trade and local businesses.

The Chair made the point if these schemes were helping businesses, then the possibility of extending it should be looked into.

The Chair noted the consultation in 2023, which changed several elements of the proposed scheme, demonstrated the usefulness of consultations in engaging with and shaping proposals in local areas.

Officers committed to engaging with local businesses, taxi trades and accessibility groups over formalising a loading bay

The Chamber of Commerce gave conditional approval to this scheme, on the basis that the road closure will not extend beyond the current barriers or include the loading areas or taxi rank up to the Triangle and that it would remain open for deliveries, taxis and customer access. Officers gave assurance that their request would be the case.

The Chair referred to several of the 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 making permanent of the existing prohibition of driving & waiting measures for:
 - i) the western section of Market Place (reduced from original proposal to a point 17 metres southeast of its junction with Alfred Street,
 - ii) the southern section of Alfred Street (as advertised),
 - iii) the northern section of Church Street (as advertised).
- b) Approve the making permanent of the removal of 30-minute time limited spaces (Mon-Sat 8am-6pm) on the west side of Alfred Street (approx. 3 spaces), and the southern side of Market Square (approx.1 space),
- c) Approve the making permanent of the relocation of two existing Disabled Persons Parking Places on the south side of Market Square further eastwards,
- d) Approve the permanent removal of existing motorcycle parking placed from the west side of Alfred Street,
- e) Approve the retention of the taxi rank on its current alignment and not to proceed with proposals to relocate spaces further eastwards to sit adjacent to a proposed 'horseshoe' arrangement,
- f) Approve the retention of the 30-minute time limited spaces (Mon-Sat 8am-6pm) on the southern side of Market Square (approx.2 spaces), and
- g) Approve the continuing use of temporary planters and barriers, pending further design work being undertaken by the Wantage Market Place Regeneration (2025) project for a permanent scheme design and subsequent construction works.

45/25 PROPOSED SHARED USE CYCLEWAY/FOOTWAY - GROVE ROAD, WANTAGE
(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 noted that this proposed scheme was compliant with LTN1/20.

Officers confirmed that no concerns were raised from the Road Safety Audit.

Officers noted that the road markings were as tight as they could be whilst still allowing HGVs to pass through.

The Chair noted a response by the bus companies relating to a bus stop they felt was not compliant with the Equalities Act (2010). Officers noted that there was no change in the bus stop size and it was being relocated. The Chair asked officers to provide a written response on this particular point.

The Chair referred to several of the 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 introduction of a Shared-Use foot & cycle path on the east side of the A338 Grove Road, as advertised.

46/25 B4047 MINSTER LOVELL – PROPOSED CONVERSION OF 40MPH SPEED LIMIT TO 30MPH SPEED LIMIT
(Agenda No. 8)

The Chair introduced the item to the meeting.

Officers noted the support from the parish council, County Councillors and respondents to the consultation, and noted that the local County Councillor contributed to the costs of the consultation through the Councillor Priority Fund, which was welcomed.

The Chair noted an objection from Thames Valley Police, but following discussion with officers, felt it would be important to take the steps available now and if budget allowed at a later date, undertake further measures.

The Chair referred to several consultation responses.

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

RESOLVED to:

a) Approve the introduction of the following 30mph speed limits in Minster Lovell, as advertised:

- i. B4047 Burford Road, and**
- ii. School Lane.**

47/25 PROPOSED 40MPH SPEED LIMIT - OXFORD ROAD, KENNINGTON
(Agenda No. 9)

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

Officers noted this was related to the A34 Lodge Hill scheme and that the speed surveys related to DfT guidance. Officers confirmed that the proposed reduction was anticipatory as usage was expected to rise once the new junction was in place.

The Chair noted concerns from TVP but referenced that the speed limit reduction met DfT guidance, even without road layout changes in regards to the Lodge Hill slip roads. It was confirmed that is how the changes were designed.

The Chair referred to several consultation responses.

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

RESOLVED to:

a) Approve the introduction of a 40mph speed limit on the A4183/Oxford Road, as advertised.

48/25 OXFORD AIRPORT – LANGFORD LANE TOUCAN CROSSING AND THE BOULEVARD ACCESS REMOVAL
(Agenda No. 10)

The Chair introduced the item to the meeting.

It was noted that the changes were relatively minor and was connected with granted planning consent.

The Chair confirmed this proposal was aligned with the Kidlington LCWIP and noted support from one of the local District Councillors.

Officers confirmed that double yellow lines were need to ensure clarity and the ability of the Council to enforce these measures.

The Chair asked for the design agreed is consistent with the implementation of the scheme. Officers confirmed that engagement with designers to ensure the implementation of schemes are in line with design. The Chair asked for this process to continue to be robust and for detailed points to be shared if required.

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

RESOLVED to:

a) Approve the introduction of ‘No Waiting at Any Time’ prohibition (double yellow lines) on: i. the western side of The Boulevard, ii. on the northern side of Langford Lane,

b) Approve the introduction of ‘Time Limited 1hr No return within 2 hours’ parking provision on the western side of The Boulevard,

c) Approve the construction of a ‘Parallel signal-controlled’ crossing on Langford Lane, and

d) Approve the introduction of ‘Shared-Use foot & cycleway’ on the north side of Langford Lane & the western side of The Boulevard, as advertised.

49/25 B4031, HEMPTON - PROPOSED NEW TRAFFIC CALMING FEATURES
(Agenda No. 11)

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

Officers confirmed that the trials of these schemes were deemed to work well, but it was acknowledged that outgoing traffic was not as effectively slowed as incoming traffic.

It was noted that speeds would continue to be monitored. The Chair noted that this scheme was being brought forward now but it did not preclude further measures if they were needed.

The Chair referred to the funding arrangements for the scheme, the United States Visiting Forces Scheme, which was as a result of a fatality on the roads in 2019.

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:

a) Approve the construction of two kerbed build-outs on the B4031 Hempton Road in Hempton, as advertised.

50/25 THAME ROAD, CHINNOR - PROPOSED WAITING RESTRICTIONS
(Agenda No. 12)

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

Officers confirmed that the moving traffic enforcement powers that the Council took on in 2022 does not extend to parking on footways currently. The Chair acknowledged that this could form part of the ask to government, or as monitoring of the scheme.

Officers noted that preventive measures were constrained by size and utilities but committed to working with other Council teams to explore solutions, such as the use of trees.

The Chair referred to several consultation responses.

The Chair noted support from local businesses and a local Councillor.

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 'No Waiting at Any Time' restrictions on sections of Thame Road and Mill Lane, and b) Approve the introduction of a

‘No Waiting on Verge & Footway’ restriction on Thame Road in Chinnor, as advertised.

51/25 ROAD SAFETY & PEDESTRIAN IMPROVEMENT SCHEME – CHILTON LOWER ROAD
(Agenda No. 13)

The Chair introduced the item to the meeting.

Officers explained the benefits of the scheme, noting that it was in the interests of safety for vulnerable road users across the link between Chilton Primary School and the local playground.

The Chair noted that the speed limits were an anomaly left over from when the slip road were built.

The Chair noted the support from the local Parish Council.

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

RESOLVED to:

- a) Approve the introduction of a 30mph speed limit on Lower Road in Chilton, as advertised.**

52/25 PROPOSED PARALLEL CROSSING - BLACKTHORN ROAD, AMBROSDEN
(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 asked about recommendation dimensions and why the design has adopted the minimum size in each case. Officers confirmed that in the technical audit, it was deemed to not need larger sizes, with the exception of the cycling crossing point.

Officers noted that the regulations had minimum and maximum sizes but that each individual case was judged individually on what was appropriate, within those guidelines. Officers also confirmed that this could be incorporated into ongoing work around design guidance.

Officers stated that the crossing point needed to be widened, as well as the northern cycle route.

An ongoing commitment to working with relevant stakeholders and organisations on the design of the scheme was confirmed by officers and the Chair.

An amendment was proposed by the Chair and officers to reflect the particular design elements, so that it would read to:

‘Approve the introduction of a parallel crossing on Blackthorn Rd in Ambrosden, as amended, specifically related to tactile paving and the widening of the cycling route’.

The Chair asked to be kept informed of discussions.

The Chair referred to several consultation responses and noted the support from the local Parish Council.

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

RESOLVED to:

- a) Approve the introduction of a parallel crossing on Blackthorn Rd in Ambrosden, as amended, specifically related to tactile paving and the widening of the cycling route.**

..... in the Chair

Date of signing 200