

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 4 September 2025 commencing at 10.00 am and finishing at 2.05 pm

Present:

Voting Members: Councillor Andrew Gant – in the Chair

Other Members in Attendance: Councillor Kieron Mallon (Agenda Item 5 & 6)
Councillor Gareth Epps (Agenda Item 10)

Officers: Jack Ahier (Senior Democratic Services Officer), Dave Catling (Technical Officer), Jacqui Cox (Place Planning Manager – North), Paul Fermer (Director of Environment and Highways), Mohamed Gulamhussein (Project Manager), Manjinder Jutla (Senior Officer – Parking), Anthony Kirkwood (Vision Zero Team Leader), Colm Mcallister (Senior Transport Planner), Ryan Moore (Technical Lead Engineer), Emma Palmer (Senior Officer – Civil Enforcement Scheme), Roger Plater (Senior Officer – Vision Zero), Julian Richardson (Lead Engineer – Central), Craig Rossington (Technical Lead – Transport Planning), Mike Smith (Team Leader - Highway Agreements North), 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.

53/25 DECLARATIONS OF INTEREST

(Agenda No. 1)

The Chair, Cllr Andrew Gant, declared an interest in respect of agenda item 15 as the decision was in his division. As advised by the Monitoring Officer, he deferred the decision and would ask the Leader of the Council to appoint another Cabinet Member to take the decision on his behalf.

54/25 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2)

Two questions were received from Cllr Fry. The questions and responses can be seen in Addenda 2 on the meeting page on the website.

55/25 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

There were 16 requests to speak, with some speakers speaking on multiple items. A list of speakers can be seen below:

Item 5 – Cherwell Street Bus Service Improvement Scheme – Detailed Design:

- Cllr Kieron Mallon
- Danny Yee (5&6)

Item 7: Abingdon Centre North – Proposed Permit Parking Area:

- District Cllr Rob Maddison (7&8)
- Pete Edwards
- Mark Gyde
- Paul Brombley

Item 8: Proposed Permit Parking Zone – Ock St Area, Abingdon:

- Serge Sergiou
- Alastair Fear

Item 9: Banbury Centre South – Proposed Permit Parking Area:

- Alice Baxter

Item 10: Kidlington to Banbury: A4260 Corridor – Proposed Speed Limits:

- Cllr Gareth Epps
- Danny Yee

Item 13: Oxford, Market Street – Proposed Permanent Pedestrian and Pedal Cycle Zone:

- Danny Yee

Item 17: Bicester, Charlotte Avenue & Elmsbrook Estate – Proposed Bus Lane, Goods Vehicle Loading Bay & 20mph Speed Limit:

- Peter Turner
- Danny Yee
- Kevin Hickman

Item 19: Oxford, Railway Lane (Littlemore) – Proposed 20mph Speed Limits & Traffic Calming Features:

- Danny Yee

56/25 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4)

The minutes of the meeting held on 17 July 2025 were approved and signed by the Chair as a correct record.

**57/25 CHERWELL STREET BUS SERVICE IMPROVEMENT SCHEME -
DETAILED DESIGN**
(Agenda No. 5)

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

It was noted that the scheme provided a lack of cyclist provision, as described in the report, due to a lack of space. Officers undertook to look into cyclist sign provision and on-carriage markings, such as advanced stop lines, as part of the delivery of the scheme.

The Chair commented that route 10 of the Banbury Local Cycling and Walking Infrastructure Plan (LCWIP) was being designed and could act as some mitigation to the lack of provision for cyclists in this proposal. It was also stated that the point of LCWIP's was to enable for transport planning and schemes to fit into a wider framework.

Officers noted that when Bus Service Improvement Plans (BSIP) were discussed with operators, it was made clear that Banbury needed improvements to their bus services, in terms of timings and access to the town centre.

Concerns were noted about the relatively small time savings on bus journeys, but it was felt that time savings added up were cumulative and would help residents throughout the day. Officers confirmed they understood that other areas in Banbury needed to be looked at to improve services further.

The Chair thanked officers for their engagement with local Councillors and the local community in addressing problems from the original consultation.

Officers confirmed that there was engagement with Banbury councillors, through the Banbury Traffic Advisory Committee, pre and post-election, which led to amendments from the original 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 Final scheme design for progression to construction.**

**58/25 CHERWELL STREET BUS SERVICE IMPROVEMENT SCHEME -
CONSTRUCTION**
(Agenda No. 6)

The Chair introduced the item to the meeting.

The Chair noted that this related to Cherwell Street Bus Service Improvement Scheme and came for decision as it was a key decision due to the value of the contract. The value of the contract was £2.8m.

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

RESOLVED to:

a) Delegate authority to the Director of Environment and Highways in consultation with the Head of Legal and Governance (Deputy Monitoring Officer) to:

(i) finalise the target cost and programme for the construction of the Cherwell Street Improvement Scheme; and

(ii) to award the NEC 4 Engineering and Construction Contract for the Cherwell Street Improvement Scheme to M Group Limited, pursuant to the Pagabo Civils and Infrastructure Framework (Lot 1).

59/25 ABINGDON CENTRE NORTH - PROPOSED PERMIT PARKING AREA
(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 made several comments about Controlled Parking Zone's (CPZ's) more generally and also made some points about items 7 & 8 together as the schemes were both based in Abingdon, and the wider themes interlinked.

The Chair referred to several written responses that were submitted.

The Chair stated that CPZ's are not 'one size fits all' but where there are appropriate, they work well to safeguard the amenity of residents.

Officers commented that CPZ's were the policy of the County Council and were shown in the Local Transport and Connectivity Plan 5 (LTCP5).

The Chair noted issues around timing in terms of being proactive to avoid issues becoming such, and waiting until an issue arises before trying to put in measures to solve it. It was also noted that the advantage of CPZ's was its flexibility as parking bays could do whatever the Council wished, such as who could use them and when, in order to help residents and meet local needs.

The Chair asked why officers were recommending withdrawal on both schemes rather than deferral, as had happened previously in other CPZ schemes. Officers stated that if a scheme was deferred, further investigation and work would be undertaken. If changes were brought back to this scheme, it was stated they would be more substantial and thus re-consultation would be needed.

The Chair noted that CPZ's are self-financing and not a revenue generator for the County Council as there is strict legislation preventing that.

The Chair stated that the consultation was not a referendum, but it was important to read responses individually, highlighting 495 responses sent by the same IP address within a short timeframe with identical quantitative and similar qualitative responses. The Chair thanked officers for identifying this and detailing in within the report.

The Chair stated that the consultation responses stated that there was not a parking problem to fix.

The Chair specifically referenced the recommended approval of double yellow lines on Thesiger Road. Officers confirmed it was recommended to try and discourage parking in Thesiger Road and on the junction with Abbott Road.

The Chair asked officers to continue their work with local communities on what works well for them and what does not, as well as to monitor changes after implementation.

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

RESOLVED to:

Approve the following measures:

- a) The introduction of dual purpose bays for paid parking and permit holder (AN prefix) in Withington Court (as advertised) and to retain the existing single yellow line restrictions.**
- b) The introduction of double yellow lines sections of Thesiger Road and Abbott Road and Oxford Road as shown on plans in Annex 6.**

Withdraw the following measures:

- c) To withdraw proposals for the introduction of resident permit holder parking areas bays on Abbott Road, Aston Close, Bath Street (service road), Clifton Drive, Fitzharry's Road, Kingston Close, Letcombe Avenue, Nuneham Square, Stanford Drive, Sutton Close, The Holt, The Motte, and Thesiger Road.**
- d) To withdraw proposals for the introduction of shared-use permit holders or 2 hour parking bays on Clifton Drive, Fitzharry's Road, Nuneham Square and Stamford Drive.**
- e) To withdraw proposals for the introduction of double yellow lines on parts of Boxhill Walk, Clifton Drive, Oxford Road, Oxford Service Road and Withington Court.**
- f) To withdraw proposals to change of operating hours for single yellow lines on Fitzharry's Road and The Motte.**

- g) To withdraw proposals to remove existing single yellow line restrictions (Monday to Friday, 8am to 4pm) on Aston Close, Clifton Drive, Fitzharry's Road, Kingston Close, Letcome Avenue, Nuneham Square, Standford Drive, Sutton Close, The Holt and The Motte.**

60/25 PROPOSED PERMIT PARKING ZONE - OCK ST AREA, ABINGDON

(Agenda No. 8)

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

As referenced previously, the Chair decided to deliberate on points relating to items 7 & 8 together as they had overarchingly similar points due to their nature and being in the same town, Abingdon, and can be seen under agenda item 7.

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

RESOLVED to:

Approve the following measures:

- a) The introduction of double yellow lines in Victoria Road and Exbourne Road (as advertised)**
- b) The introduction of double yellow lines at the crossroads of Bostock Road and Mullard Way / Saint Michael's Avenue as shown on plan in Annex 7.**

Withdraw the following measures:

- c) To withdraw proposals for the introduction of shared-use permit holders or 2 hour parking areas or bays on lengths of Bostock Road, Conduit Road, Edward Street, Exbourne Road, Mayotts Road, Meadowside, Mullard Way, Ock Street, Saint Michaels Avenue, Tower Close and Victoria Road.**
- d) To withdraw proposals for the introduction of 4 hour time limited bays on sections of Conduit Road and Edward Street.**
- e) To withdraw proposals for the introduction of no waiting at any time (double yellow lines) restrictions on Meadowside, Mayott's Road and Mullard Way (part).**
- f) To withdraw proposals to change existing single yellow line restrictions to apply Monday to Saturday, 8am to 6pm on Bostock Road and Saint Michael's Avenue.**

g) To withdraw proposals to remove existing No waiting, Monday to Saturday, 8am to 6pm on Conduit Road.

h) To withdraw proposals to remove existing 2 hour bays (Monday to Saturday, 8am to 6pm) on Conduit Road.

61/25 BANBURY CENTRE SOUTH - PROPOSED PERMIT PARKING AREA
(Agenda No. 9)

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

The Democratic Services Officer read out a written statement submitted.

The Chair asked officers about the availability of parking on Old Parr Close if the scheme was to be approved. Officers confirmed there are no restrictions currently on Old Parr Close, so it was open for anyone to park there. The Chair commented that this was a good example of a CPZ working to safeguard amenities for residents.

Following a question from the Chair, officers stated that there is national legislation regarding consultation periods, which is a standard 3 week-period, and that the County Council highways team runs consultations for 4 weeks to allow for extra time for responses.

The Chair referenced correspondence with the local County Councillor.

The Chair noted that amendments to the scheme were made after analysis of the consultation responses.

The Chair referenced the impact of the scheme on businesses. It was confirmed that multiple car parks were nearby the scheme and could be used by businesses who required to travel, such as estate agents. The Chair commented that there were several estate agents who worked within current CPZ's, which was worked out between tenants and estate agents.

The Chair referenced the embargo on enforcement currently in place on Marlborough Place and asked officers to comment it. Officers noted that this arrangement went back to when civil enforcement moved from the Police to the County Council and that new proposals would allow enforcement.

The Chair reiterated the need to engage with each consultation response individually to tease out local insight and reflected that consultations were one part of an evidence base for schemes being brought forward.

The Chair made a small amendment to recommendation (I), replacing the comma with the word 'on' so it read: *'The inclusion of St John's Place **on** South Bar Street and Nos.1 to 49A Oxford Road for eligibility to apply for Residents & Visitors Parking Permits within the 'Banbury Centre South' zone as detailed in Annexe 5.'*

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

RESOLVED to:

Approve the introduction of parking controls in Banbury as follows:

- a) The introduction of 'Residents permit holders parking only' on all days at all times to be introduced in Britannia Road, Grove Street, Newland Place, Prospect Road, and Old Parr Road (between its junctions with Fairview Road & Calthorpe Road) as advertised.**
- b) The introduction of 'Residents permit holders parking only bays' on all days at all times on: Albert Street, Calthorpe Road, Old Parr Road, Broad Street, Marlborough Road, Marlborough Street, Dashwood Road, St John's Road, Newland Road and Britannia Road as advertised.**
- c) The introduction of 'Shared-use Permit holders or general 2 hours waiting No return within 1 hour' (Monday to Saturday, 8am-6pm) on: Broad Street, Dashwood Road, St John's Road, Britannia Road as advertised.**
- d) The introduction of 'Pay & Display Maximum stay 2 hours, no return within 1 hour' (Monday to Saturday, 8am-6pm) on: George Street, High Street and Calthorpe Street as advertised.**
- e) The amendment of 'Disabled Persons Parking Places' (DPPPs) on: Albert Street and West Bar Street as advertised.**
- f) The introduction of 'No Waiting at Any Time' restriction (Double Yellow Lines) on: Albert Street, Bolton Road, Beargarden Road, West Bar Street, Calthorpe Road, Old Parr Road, Prospect Road, St John's Road, Broad Street, Marlborough Road, Marlborough Place, Newland Road, Dashwood Road and Britannia Road as advertised.**
- g) The introduction of 'Residents permit holders parking only' on all days at all times with an amendment to include a reduction to proposed 'No Waiting at Any Time' restriction (Double Yellow Lines) and introduction of Shared-use Permit holders or general 2 hours waiting No return within 1 hour' bays outside no's 22-31 as detailed in Annex 5 on: Amos Court.**
- h) The approval of 'Residents permit holders parking only' on all days at all times with an amendment to include Shared-use Permit holders or general 1 hour waiting No return within 1 hour' bays outside the rear of The Close Nursery as detailed in Annex 5 on: Old Parr Close.**
- i) The introduction of 'Residents permit holders parking only' on all days at all times with an amendment to retain existing No Waiting at Any Time restrictions (Double Yellow Lines) as detailed in Annex 5 on: Grosvenor Road and Ashby Court.**

- j) **The removal of Fairview Road from the proposals.**
- k) **The inclusion of Nos.1-24 Milton Street, and Alms House Nos.1-4 New Road for eligibility to apply for Residents & Visitors Parking Permits within the 'Banbury Centre West' zone.**
- l) **The inclusion of St John's Place on South Bar Street and Nos.1 to 49A Oxford Road for eligibility to apply for Residents & Visitors Parking Permits within the 'Banbury Centre South' zone as detailed in Annexe 5.**

62/25 KIDLINGTON TO BANBURY: A4260 CORRIDOR - PROPOSED SPEED LIMITS

(Agenda No. 10)

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 consultation responses from parish councils. Officers confirmed that all of the responses were outlined in the documents and that as a statutory consultee, parish councils would have been informed and given a chance to respond to the proposal. Officers further pointed out that during informal consultation, parish councils responded but they did not during the statutory consultation.

Officers confirmed that the collision data in the report was as reported by the national reporting system and that the collision data was for areas that the speed limit changes were proposed.

Officers stated, as part of the Vision Zero review, that all A & B roads outside the scope of the 20mph project were being systematically reviewed in line with the Department for Transport (DfT) guidelines, and the Council's own policies, which had changed since the last review around 15 years ago.

Officers noted that the proposed speed limits were in line with national guidance and the significant proportion of rural A & B roads in Oxfordshire.

The Chair noted the response from Thames Valley Police and officers confirmed they felt the proposals were in accordance with national guidance.

The Chair noted concerns raised by bus companies about the cumulative impact of reductions in speed limits on their services, and officers felt that this had been safeguarded within the proposals, and the impact would be small.

The Director of Environment and Highways noted that officers had to make judgments between competing objectives and balances were struck to ensure objectives can be met. It was further stated that in this instance, officers felt the proposals would introduce speed limits appropriate for the roads and that work would be undertaken to manage congestion and impacts on services with the bus companies to meet competing objectives.

The Chair referenced several consultation responses, including from two local Cherwell District Councillors.

The Chair stated that the DfT guidance had been followed and that the proposal was consistent with County Council policy.

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 the 30mph speed limit on the A4260 Oxford Road at Bodicote/Banbury, as advertised.**
- b) Approve the introduction of the following 40mph speed limits, as advertised:**
 - i. A4260 Oxford/Banbury Road at Hopcrofts Holt,**
 - ii. B4030 at Hopcrofts Holt,**
 - iii. A4260 Banbury Road at Shipton-on-Cherwell,**
 - iv. A4095 Bunkers Hill at Shipton-on-Cherwell, and**
 - v. A4095 Upper Campsfield Road at Shipton-on-Cherwell.**
- c) Approve the introduction of the following 50mph speed limits, as advertised:**
 - i. A4260 Banbury Road at Shipton-on-Cherwell,**
 - ii. A4260 Banbury Road at Rousham,**
 - iii. A4260 Oxford Road at Steeple Aston,**
 - iv. A4260 Oxford Road at North Aston,**
 - v. A4260 Banbury Road at Deddington, and vi. B4027 at Tackley.**
- d) Approve the introduction of the 60mph speed limit on the A4260 Oxford Road Northbound carriageway at Middle Aston, as advertised.**

63/25 PROPOSED MARKET TRADERS PERMITS - MARKET SQ, CHIPPING NORTON

(Agenda No. 11)

The Chair introduced the item to the meeting.

The Chair stated that the County Council had been approached by West Oxfordshire District Council to create some spaces for market traders on Wednesdays for market day.

Officers confirmed there was existing signage but not with regulatory powers, which hampered the ability to enforce these measures.

Following a question from the Chair regarding the provision of disabled bays, officers stated there were no disabled bays being changed within the scope of this scheme.

Officers confirmed that the permits were for 24 hour use on Wednesdays.

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

RESOLVED to:

- a) Approve the introduction of 'No Waiting at Any Time' restrictions on sections of Market Place, and**
- b) Approve a change to the current 2-hour restrictions on Market Place, to restrict parking on Wednesdays to Market Traders only (MT prefix), as advertised.**

64/25 PROPOSED 'NO WAITING AT ANYTIME' WAITING RESTRICTIONS - WATER EATON LANE, GOSFORD
(Agenda No. 12)

The Chair introduced the item to the meeting.

The Chair referenced the majority of support for the scheme in the consultation, as well as several of the responses.

Officers stated that the proposals were a compromise and that they had to strike a balance between on-road parking and usage of the footpath.

The Chair noted support for the scheme from the local farm, who required access over Water Eaton Lane.

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

RESOLVED to:

- a) Approve the introduction of the following new 'No Waiting at Any Time' (double yellow lines), as advertised:**
 - i. Water Eaton Lane – east side, extend the existing DYLS east of the junction with Bicester Road, southwards to its junction with the access to 'Northfield Farm', and west Side, from the southern kerb line of Beagles Close, southwards for approx. 200 metres,**
 - ii. Beagles Close – both sides, from its junction with Water Eaton Lane, westwards for 15 metres, and**
 - iii. Access to 'Northfield Farm' – both sides, from its junction with Water Eaton Lane, eastwards for 2 metres.**

65/25 OXFORD, MARKET STREET - PROPOSED PERMANENT PEDESTRIAN & PEDAL CYCLE ZONE
(Agenda No. 13)

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

Officers stated that the boundary point was moved to prevent cars parking too far along Market Street towards Cornmarket Street, which officers felt would be unsafe and create unattractive conditions for walking and cycling. Cycle parking outside Boots had also been provided as mitigation.

The Chair noted that there was competition for limited cycling parking spaces within Oxford.

The Chair commented that this was an example of an ETRO working well, in which an experiment was tried out in real time before modifications were made after gathering feedback, before deciding whether to make the changes permanent.

Officers stated that amendments to signage and bollards were being actively looked into.

Following a question from the Chair, officers stated that they were unsure of the reasons why cars sometimes ended up on Cornmarket Street but confirmed that enforcement would be helped by signage and bollards.

The Chair thanked officers from the City Council for their work on 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 making permanent of the removal/relocation of the existing restrictions as part of the Experimental Traffic Regulation Order (ETRO), as advertised:

- i. 24hr loading bays outside the entrances to the covered market – split into 3 sections on the south side of the road, realigned for parking parallel to the kerb, and**
- ii. change the existing ‘No loading from 10am to 6pm’ restriction within the pedestrian zone to prohibit loading outside of marked bays provided ‘At all times’.**

b) Approve the making permanent of the new restrictions/relocations as part of the ETRO, as advertised:

- i. Prohibition of Motor Vehicles (i.e. the ‘Pedestrian and Cycle Zone’) for Market Street, to be in operation at all times,**
- ii. exemptions for Taxis, Private Hire Vehicles, Blue Badge Holders requiring to drop-off/collection only, street legal E-scooters, vehicles for loading in marked bays, and where access is required to off-street premises, and**
- iii. relocate the entry point from Market Street into the existing pedestrian zone on Cornmarket 23 metres east, to align with the end of the new zone.**

c) Approve the making permanent of the modifications made to the ETRO in January 2025, as advertised:

- i. an exemption for Drivers of patients visiting the 'Northgate Health Centre' so they can be dropped off and picked up, and**
- ii. changing the loading bay outside 'Wagamamas restaurant' to allow Blue Badge holders to park from 12pm until 12am (loading at all other times).**

66/25 OXFORD & HENLEY-ON-THAMES: VARIOUS CPZS - PROPOSED PERMIT PARKING ELIGIBILITY AMENDMENTS
(Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair noted that these proposals were a mixture of additions, removals and amendments within existing CPZ's in Oxford and Henley.

The Chair commented that planning permissions and local plans have rules about properties being developed and eligibility for parking.

The Chair noted support from one of the local County Councillors.

The Chair referred to several consultation responses and confirmed that blue badge holders are eligible to park anywhere in CPZ's.

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

RESOLVED to:

a) Approve the exclusion from eligibility for resident's parking permits and residents' visitors' parking permits at the following properties, as advertised:

- i. Cowley Marsh – ten new properties at No.385 Cowley Road,**
- ii. Cowley Central East – No.35 St Lukes Road,**
- iii. Northway – No.57 Borrowmead Road, and iv. Summertown – six new properties at No.39 South Parade.**

a) Approve the inclusion in eligibility for resident's parking permits and residents' visitors' parking permits at the following properties, as advertised:

- i. Iffley – 'Isis Farmhouse', and**
- ii. Henley on Thames –Nos.1-16 Church Avenue.**

b) Approve the inclusion in eligibility for residents' visitors' parking permits only at the following properties, as advertised:

- i. Iffley – Nos.1-10 Krebs Gardens.**

67/25 OXFORD - A44 (WOODSTOCK ROAD) - PROPOSED FORMALISATION OF BUS LANES
(Agenda No. 15)

As per Item 1: Declarations of Interest, this decision was deferred as the scheme fell within the Chair's division of Wolvercote and Cutteslowe. Therefore, the Leader of the Council would appoint another Cabinet Member to take the decision on behalf of the Cabinet Member for Transport Management as per the Council's Constitution.

RESOLVED to:

Defer the item to allow for a decision by another Cabinet Member.

68/25 COXWELL ROAD, FARINGDON - PROPOSED HIGHWAY IMPROVEMENTS
(Agenda No. 16)

The Chair introduced the item to the meeting.

The Chair welcomed an email of support for the scheme from the local County Councillor for Faringdon.

The Chair noted several responses with concerns regarding advisory cycle lanes in widened sections. Officers confirmed that this was a compromise due to the limited space available.

Officers felt it would be more unsafe for cyclists to cycle in and out of the carriageway multiple times throughout the route. The Chair and officers agreed that discussions in the future on section 278 agreements to link up existing sites could possibly address some of the concerns raised.

The Chair confirmed that the planning conditions were agreed in 2018, before LTN1/20 came into force.

The Chair noted the support from the Town Council but stated they would wish to avoid connectivity problems for new and existing residents in the future.

The Chair noted concerns from the bus companies over user safety and officers confirmed the design of the footway width was not optimum, but that an independent safety check didn't highlight any issues. It was confirmed that the developer had committed to fund safety improvements near the other bus stop on Coxwell Road.

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

RESOLVED to:

- a) The introduction of parallel crossings consisting of a zebra crossing (for pedestrian use only) with an adjacent parallel priority cycleway, to be located on Coxwell Road**

- b) The introduction of shared-use foot & cycle paths on Coxwell Road
- c) The introduction of bus stop clearways (with associated 'No stopping except buses' restrictions) on Coxwell Road.
- d) The extension of the existing 30mph speed limit on Coxwell Road south-westwards to a point 145 metres southwest of its junction with Harrison Drive.

69/25 BICESTER: CHARLOTTE AVENUE & ELMSBROOK ESTATE - PROPOSED BUS LANE, GOODS VEHICLE LOADING BAY & 20MPH SPEED LIMIT

(Agenda No. 17)

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

The Chair referred to a submitted written statement.

Officers referenced recent works in Bicester that led to Elmsbrook Estate being used as a 'cut through point', which these proposals aimed to avoid happening through its design.

The Chair asked officers to engage with the District Council about potentially having a shop within Elmsbrook Estate to support the County Council's transport ambitions by having facilities nearby.

The Chair referenced several consultation responses, including from Thames Valley Police, the bus companies and the local District Councillor. It was confirmed that fines go into one pot and is spent within the highway's operations and network.

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

RESOLVED to:

- a) Approve the new 24-hour Bus Lane on Charlotte Avenue,
- b) Approve the use of 'Automatic Number Plate Recognition' (ANPR) cameras to enforce the proposed Bus Lane,
- c) Approve the new 'Goods Vehicles loading only' bay on the northern side of Charlotte Avenue, and
- d) Approve the formalisation of the currently signed 20mph speed limit within the 'Elmsbrook' residential estate, as advertised.

70/25 PROPOSED 20MPH SPEED LIMITS - GROVE AIRFIELD DEVELOPMENT
(Agenda No. 18)

The Chair introduced the item to the meeting.

Officers confirmed that Grove Parish Council were consulted but received no response to the consultation, and the Chair referenced several consultation responses.

Officers noted that the development was designed for a 20mph speed limit and other traffic calming measures had been promised but not yet delivered by the developer of the scheme.

The Chair noted the response from the bus companies and shared their commitment to dialogue to deliver transport objectives, including supporting buses, in Grove and across Oxfordshire.

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

RESOLVED to:

- a) Approve the introduction of a 20mph speed limit on all roads within the wider 'Grove Airfield' residential development, as advertised.**

71/25 OXFORD, RAILWAY LANE (LITTLEMORE) - PROPOSED 20MPH SPEED LIMITS AND TRAFFIC CALMING FEATURES
(Agenda No. 19)

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

The Chair referred to several consultation responses noting concerns about the use of speed cushions. Officers stated that the planning conditions outlined the need for the use of speed cushions but committed to look into the point about sinusoidal speed humps.

Officers noted that physical deterrence helped with compliance to speed limits and that they needed to be allowed to make judgments on competing objectives. An undertaken was given to continue dialogue with the organizations that have responded within the spirit of co-production.

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 20mph speed limit on the new road accessing the residential development, leading north-westwards from Railway Lane, as advertised, and**
- b) Approve the construction of two Speed Cushion traffic calming features on Railway Lane, as advertised.**

..... in the Chair

Date of signing