

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**MINUTES** of the meeting held on Thursday, 9 October 2025 commencing at 10.00 am and finishing at 12.40 pm

**Present:**

**Voting Members:** Councillor Andrew Gant – in the Chair  
Councillor Liz Leffman – in the Chair (Item 5)

**Other Members in Attendance:** Councillor Brad Baines (Items 6 & 12)

**Officers:** Jack Ahier (Senior Democratic Services Officer), William Evans (Senior Officer – Traffic and Road Safety), Paul Fermer (Director of Environment and Highways), Mark Gregory (Team Leader– Behavioural Change and Travel), Anthony Kirkwood (Vision Zero Team Leader), Odele Parsons (Team Leader – Place Planning and Coordination), Roger Plater (Senior Officer – Vision Zero), Kim Sutherland (Senior Transport Planner), Julian Richardson (Lead Engineer – Central), 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.*

### **72/25 DECLARATIONS OF INTEREST** (Agenda No. 1)

The Chair declared an interest in item 5, Oxford – A44 (Woodstock Rd) – Proposed Formalisation of Bus Lanes, as the decision was in his division and had engaged with the scheme as a divisional Councillor. As advised by the Monitoring Officer, the Chair did not take the decision and as per the Constitution (Part 4.4 – 2b), the Leader of the Council can take decisions on behalf of Cabinet Members. The Leader of the Council, Cllr Liz Leffman, took the decision on item 5.

### **73/25 QUESTIONS FROM COUNTY COUNCILLORS** (Agenda No. 2)

There are none.

### **74/25 PETITIONS AND PUBLIC ADDRESS** (Agenda No. 3)

There were 9 requests to speak at the meeting, with some speakers speaking on multiple items. A list of speakers and the item which they spoke on can be seen below:

Item 6: Oxford & Didcot: Various Locations – Proposed Permanent ‘School Streets’ & ANPR Enforcement

- Cllr Brad Baines
- Danny Yee

Oxford to Caversham: A4074 Corridor – Proposed 40mph & 50mph Speed Limits:

- Danny Yee
- Mark Boule

Item 10: Weston on the Green: B430 Northampton/Oxford Road & Village Roads – Proposed 30mph & 40mph Speed Limits

- Danny Yee

Item 12: Rose Hill, Oxford – Proposed Traffic Calming Features at Service Road Junctions

- Cllr Brad Baines
- City Cllr Ed Turner
- Danny Yee
- Alison Hill

**75/25 MINUTES OF THE PREVIOUS MEETING**

(Agenda No. 4)

The minutes of the meeting held on 4 September 2025 were approved and signed by the Chair as a correct record.

*Cllr Andrew Gant left the meeting at this stage and Cllr Liz Leffman took the Chair for the duration of item 5.*

**76/25 OXFORD - A44 (WOODSTOCK ROAD) - PROPOSED FORMALISATION OF BUS LANES**

(Agenda No. 5)

The Chair introduced the item to the meeting.

The Chair reflected the familiarity with the road and noted the objections regarding additional congestion if a bus lane was to be introduced.

The Chair noted concerns from Cyclox and hoped wider improvements to the Woodstock Road could be introduced in the future.

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

**RESOLVED to:**

- a) Approve the formalisation of the Bus Lanes on the A44 Woodstock Road between the Wolvercote & Peartree roundabouts and on the access road to Peartree Park & Ride facility, as advertised.**

*At this stage, Cllr Liz Leffman left the meeting and Cllr Andrew Gant resumed the Chair for the remainder of the meeting.*

**77/25 OXFORD AND DIDCOT: VARIOUS LOCATIONS - PROPOSED PERMANENT 'SCHOOL STREETS' & ANPR ENFORCEMENT**  
(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 commented that Traffic Regulation Orders (TRO's) could be kept under review to allow for amendments if required.

The Chair asked about the displacement of vehicles impacting school streets, with officers confirming that traffic observation was undertaken. Officers confirmed that the majority of traffic was resident parking, with some displacement parking exacerbating the issue.

Officers confirmed that residents parking spaces could be used to drop off a child, if there was not a 'no stopping' restriction.

The Chair thanked the volunteers who had helped to support the introduction of this scheme in Phases 1 & 2, but officers noted Phase 3 did not intend to have volunteer involvement; instead using ANPR cameras.

The Chair referred to several consultation responses.

The Chair asked for an update on the wider roll-out of the scheme, noting the large majority of the current schemes were in Oxford. Officers noted the ongoing consultation for phase three School Streets in Didcot, Carterton, and Banbury, the prioritisation of urban and rural schools, and the countywide review by WSP, with all Oxfordshire schools, including independent schools, being considered for future phases.

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 Traffic Regulation Orders (TROs) that will continue the 'School Streets' programme with the following participating schools in Oxfordshire, as advertised:**
- i. St. Mary and St. John CE Primary School, Oxford, 8-9am & 2:30 - 3:30 pm**
  - ii. New Hinksey Primary School, Oxford, 8-9 am and 2:30 – 3:30 pm**

- iii. Tyndale Community Primary School, Oxford, 8-9 am and 2:30 – 3:30 pm
- iv. Sandhills Community Primary School, Oxford, 8-9 am and 2:30 – 3:30 pm and
- v. The Manor Primary School, Didcot. 8 – 9 am and 2:20 – 3:30 pm

- b) Approve the continued and permanent use of 'Automatic Number Plate Recognition' (ANPR) cameras to help enforce the 'prohibition of motor vehicles' restrictions during the stated operational hours, as advertised.

## **78/25 CARTERTON (& SURROUNDING AREA) LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)**

(Agenda No. 7)

The Chair introduced the item to the meeting and decided to take items 7 & 8 together, given both items were about Local Cycling and Walking Infrastructure Plans (LCWIP's).

The Chair and officers discussed the varying engagement levels for Carterton & Thame. Officers commented that there was greater response during pre-consultation phases through map-based feedback and steering groups with local stakeholders, local councillors, town councils and cycling groups.

The Chair asked if 2035 was a cutoff date for the LCWIP's to be used, which officers confirmed was not the case whilst also referring to the fact that LCWIP's would be refreshed before then.

The Chair noted that the delivery of LCWIP's was contingent on funding becoming available.

Officers noted that some LCWIP's across Oxfordshire were still in process in towns such as Eynsham and Wallingford, but once finalised, the focus would move to refreshing older LCWIP's. It was further commented that greater consistency would be sought to align plans and address geographical connectivity between different plans.

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

### **RESOLVED to:**

- a) Approve Carterton and the surrounding area Local Cycling and Walking Infrastructure Plan (LCWIP).

## **79/25 THAME LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)**

(Agenda No. 8)

The Chair introduced the item to the meeting and decided to take items 7 & 8 together, given both items were about Local Cycling and Walking Infrastructure Plans (LCWIP's).

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

**RESOLVED to:**

- a) Approve Thame Local Cycling and Walking Infrastructure Plan (LCWIP).**

**80/25 WESTON ON THE GREEN: B430 NORTHAMPTON/OXFORD ROAD & VILLAGE ROADS - PROPOSED 30MPH & 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 asked why some cul-de-sacs in Weston-on-the-Green remained at 30mph speed limits. Officers noted this was due to an oversight and could be reviewed as part of the wider Vision Zero review, where all Parish Councils would be written to in order to potentially address discrepancies such as this.

The Chair welcomed the speed limits enforcement from the Police in Weston-on-the-Green.

The Chair noted statistics highlighting the risk of fatal injury in a collision with a car travelling at 30mph was 20% but fell to a 3% risk when a car travelled at 20mph.

The Chair stated that officers had recommended to keep a 30mph speed limit, but that it could be kept under review if the character of a particular road changed.

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 following 30mph speed limits in Weston on the Green, as advertised:**

- i. B430 Northampton Road,**
- ii. B430 Oxford Road,**
- iii. Knowle Lane, North Lane, Shepherds Close & Westlands Avenue.**

- b) Approve the introduction of the 40mph speed limits on the B430 Northampton Road, as advertised.**

**81/25 OXFORD TO CAVERSHAM: A4074 CORRIDOR - PROPOSED 40MPH & 50MPH SPEED LIMITS**  
(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 stated that infrastructure changes could be looked at going forward, but that the proposals in the report were solely related to speed limits. The last review of speed limits on A & B roads was completed 15 years ago.

The Chair stated that lower speed limits had an important role to play in the Council's Vision Zero strategy.

Officers commented that the reduction in the width of lanes, including the central hatching, was to deter the use of dangerous overtaking manoeuvres.

The Chair noted that it was the responsibility of all drivers to drive safely.

Officers stated that their recommendations were aligned with Department for Transport (DfT) guidance.

The Chair referred to several consultation responses, including from local parish councils with detailed local insight.

Officers commented that Movement & Place Plans were being drawn up which had the aspiration to make further improvements in the A4074 corridor, as well as in other areas.

Officers committed to reviewing the 50mph stretch of road immediately south of the turn towards Woodcote, given the collision history.

Officers commented that the Council, unlike with the 20mph speed limit guidance, felt that the DfT guidance was appropriate for the wider speed limit review and if it was needed, it could change if officers felt roads that warranted lower speeds were not compliant with the DfT guidance.

The Chair referred to the response by the bus companies, which agreed with the vision zero principles that lower speed limits save lives, but that considerations had to be made to services run by the bus companies, which they say has negative effects on their viability.

The Chair noted the report was deferred to allow for greater engagement with the bus companies on these issues.

Officers noted that they had travelled on bus services to gather evidence on journey times, on the new fleet of buses which had a maximum speed of 56mph. The differences amounted to several seconds, which was lower than had been predicted.

Officers confirmed that the bus companies were concerned over the speeding behaviour along this corridor, but that it might not always apply in other circumstances in other areas, so early engagement was vital.

Officers could not commit to specific mitigations, but it was noted that the Council understands the trade-off and had the same ambition.

It was pointed out that the bus companies were aware of the Council's intention to review speed limits on all A & B roads, but officers gave a clear commitment to work with bus companies earlier on these schemes.

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 following 40mph speed limits, as advertised.**

- i. A423 Southern Bypass (Oxford),**
- ii. A4142 Eastern Bypass (Oxford),**
- iii. A4074 (Oxford, Heyford Hill),**
- iv. A4074 (Benson to Crowmarsh),**
- v. Church Lane (Ipsden),**
- vi. A4074 (Ipsden to Woodcote),**
- vii. B471 Oxford Road (Woodcote), and**
- viii. A4074 (Cane End to Caversham).**

**b) Approve the introduction of the following 50mph speed limits, as advertised:**

- i. A4074 (Nuneham Courtenay to Berinsfield),**
- ii. A4074 (Shillingford to Benson),**
- iii. A4074 (Benson to Crowmarsh),**
- iv. A4130 Wallingford Bypass,**
- v. A4074 (Wallingford to Ipsden),**
- vi. A4074 (Ipsden to Woodcote),**
- vii. Exlade Street (Checkendon),**
- viii. Main Street (Checkendon), and**
- ix. Reading Road (Woodcote).**

**82/25 EYNHAM: A40, BARNARD GATE - PROPOSED EXPERIMENTAL NO RIGHT TURN RESTRICTIONS**

(Agenda No. 11)

The Chair introduced the item to the meeting.

The Chair read out written statements of support from both of the local County Councillors.

Officers confirmed that they planned to monitor the ETRO if it was introduced.

The Chair thanked the local farmer for making their needs clear and the officers outlined that in the recommendations.

The Chair referred to several consultation responses, including from local parish councils which outlined some detailed local insight.

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

**RESOLVED to:**

- a) Approve the introduction of an Experimental Traffic Regulation Order (ETRO) that would prohibit right turns on to the A40 from the two roads at Barnard Gate, with an additional exemption for agricultural vehicles.**

**83/25 ROSE HILL, OXFORD - PROPOSED TRAFFIC CALMING FEATURES AT SERVICE ROAD JUNCTIONS**

(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 Chair identified the problem as cars rat-running through the slip road, as detailed by respondents to the consultation and others. The Chair stated that he felt the proposals before him did not address that problem.

Officers stated data has been collected which showed an average of 360 cars a day using the slip road before previous proposals had been put in place. It had now dropped to around 160 cars a day.

The Chair noted that the dentist had two entrances – one from the slip road and one from Rose Hill.

The Chair referred to consultation responses from several local County Councillors.

The Chair asked for officers to revisit these proposals by bringing back different proposals that fully evaluated the options, including closure of the slip road at the northern end (physically or via camera enforcement).

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

**RESOLVED to:**

**Reject the following recommendation.**

- a) Approve the installation of two new Side Road Entry Treatments (raised informal crossings) at the A4158 Rose Hill junctions with the service road for property Nos. 2-38, as advertised.**

**84/25 HOLTON/WHEATLEY: A40 LONDON ROAD - PROPOSED CENTRAL RESERVATION GAP CLOSURE**

(Agenda No. 13)

The Chair introduced the item to the meeting.

The Chair noted the support for the proposals from the local parish council and the local County Councillor.



The Chair stated that the emergency services had stated that this opening was too dangerous for them to use.

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

**RESOLVED to:**

- a) Approve the introduction of a Traffic Regulation Order to formally close the gap in the central reservation of the A40 London Road dual carriageway, as advertised.**

**85/25 PROPOSED RAISED PARALLEL CROSSING - WELCH WAY, WITNEY**  
(Agenda No. 14)

The Chair introduced the item to the meeting.

The Chair noted the support for the scheme from Witney Town Council.

The Chair referred to several consultation responses.

Officers referenced the need for consistency of line markings at parallel crossings.

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

**RESOLVED to:**

- a) Approve the installation of a raised Parallel Crossing on Welch Way in Witney, located east of its junction with the A415 roundabout, as advertised.**

..... in the Chair

Date of signing .....