

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

MINUTES of the meeting held on Thursday, 22 January 2026 commencing at 10.00 am and finishing at 1.50 pm

Present:

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

Other Members in Attendance: Councillor Dan Levy (Agenda Item 6)
Councillor Emma Garnett (Agenda Item 8)
Councillor Emily Kerr (Agenda Item 8 & 9)
Councillor Roz Smith (Agenda Item 9)
Councillor Andy Graham (Agenda Item 10)

Officers: Jack Ahier (Senior Democratic Services Officer), Steve Blackmore (Technical Support Officer – Regulatory Planning Enforcement), Hanaii Faour (Transport Planner), Paul Fermer (Director of Environment and Highways), Robert Freshwater (Infrastructure Development Lead), Manjinder Jutla (Senior Officer – Parking), Vicki Neville (Senior Officer – Civil Enforcement), Mike Smith (Team Leader – Highway Agreements), Kim Sutherland (Senior Transport Planner), 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.

117/26 DECLARATIONS OF INTEREST

(Agenda No. 1/26)

The Chair declared an interest in respect of agenda item 5, as the matter had attracted keen interest from residents in his own division who had approached him in that capacity and although he had not in any way pre-determined his position on the matter, to avoid any perception of bias or conflict between his responsibilities as a division councillor and his role as the Cabinet Member for Transport Management, he recused himself from taking the decision. The Leader of the Council, Councillor Liz Leffman, would make that decision on his behalf as per the Constitution.

118/26 QUESTIONS FROM COUNTY COUNCILLORS

(Agenda No. 2/26)

There were none.

119/26 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3/26)

There were 20 registered speakers, with some speakers speaking on multiple items. A list of speakers can be seen below:

Item 5: Woodstock Road Bus Lane Experimental Traffic Regulation Order (ETRO) and St Giles' Waiting Restrictions ETRO

- Danny Yee
- Matthew Broadway
- Christine St Cox
- Robin Tucker

Item 6: Eynsham Area Local Cycling and Walking Infrastructure Plan

- Cllr Dan Levy
- District Cllr Lidia Arciszewska
- Danny Yee
- Robin Tucker

Item 7: Sheep Street ETRO – Review of Consultation and Traffic Data on Cycling Access:

- Danny Yee
- Paul Troop
- Robin Tucker
- Kevin Hickman

Item 8: East Oxford CPZ Review 2025

- Cllr Emily Kerr
- Cllr Emma Garnett
- Danny Yee
- Aeron Buchanan
- Siobhann Mansell-Pleydell (Items 8 & 9 combined)
- Robin Tucker (Items 8 & 9 combined)

Item 9: Headington Central CPZ Review 2025

- Cllr Emily Kerr
- Cllr Roz Smith
- Danny Yee
- William Cooke
- Hannah Kirby

Item 10: Proposed No Waiting Restrictions – Cadogan Park, Woodstock

- Cllr Andy Graham
- Michael Trumper

Item 11: Abingdon Centre East – Proposed Waiting Restrictions

- Tim Moose

- Jonathan Gayther
- Robin Tucker

Item 12: Abingdon Town Centre – Parking Amendments

- Robin Tucker

Item 13: Proposed Pedestrian Crossing & Bus Stops – Twelve Acre Drive, Abingdon

- Robin Tucker

Item 14: Blackthorn Road, Ambrosden – Traffic Calming and Speed Limits

- Robin Tucker

120/26 MINUTES OF THE PREVIOUS MEETING

(Agenda No. 4/26)

The minutes of the meeting held on 12 December 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, Leader of the Council, assumed the Chair for the duration of item 5.

121/26 WOODSTOCK ROAD BUS LANE EXPERIMENTAL TRAFFIC REGULATION ORDER (ETRO) AND ST GILES' WAITING RESTRICTIONS ETRO

(Agenda No. 5/26)

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

The Chair invited officers to introduce the proposals. Officers noted there were two separate proposals relating to the Woodstock Road bus lane and St Giles' waiting restrictions.

The Chair reflected on issues raised, such as objections from Woodstock Road residents and the safety for school children going to school.

The Chair noted the impact of the Botley Rd closure on this scheme as it had delayed the introduction of the traffic filters scheme. The Chair asked for monitoring to be undertaken after the Botley Rd opened, which was expected to be in August 2026.

The Chair noted that not approving the scheme would undermine other transport schemes in other areas in Oxford.

The Chair asked officers to monitor traffic on the Woodstock Road after the Botley Road reopened; monitor traffic out of First Turn that could perhaps lead to new signage; and also monitoring air quality and cycle routes after the reopening of the Botley Road.

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 following measures as part of the current Experimental Traffic Regulation Order (ETRO);**
 - i. **bus lane for northbound buses, from a point 61 metres north of Blenheim Drive for 707 metres towards the Wolvercote Roundabout,**
 - ii. **remove section of the previous southbound bus lane from the Wolvercote Roundabout down to the junction with Field House Drive,**
 - iii. **`No Waiting at Any Time` (double yellow lines) to replace the previous `No Waiting 8am-6.30pm` (single yellow lines) on the northwest arm of St Giles at a point opposite 12 metres southeast of the junction with Little Clarendon Street.**

Cllr Liz Leffman left the meeting at this stage and Cllr Andrew Gant assumed the Chair for the rest of the meeting.

122/26 EYNESHAM AREA LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

(Agenda No. 6/26)

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

The Chair echoed public speakers in their thanks to officers for creating the LCWIP in Eynsham.

The Chair noted that the delivery of these individual schemes was dependent on resources and funding.

Officers confirmed the County Council's LCWIP programme followed standard criteria which were managed so schemes could be compared objectively.

The Chair noted that A & B roads speed limits were undergoing review and that policies overlapped, so reduction in speed limits on the B4044 would be considered through the Vision Zero review.

The Chair confirmed that the LCWIP was a live document, which would be kept under review. Officers noted that the purpose of LCWIP's was to capture the aspirations of the community and the Bablock Hythe bridge was captured as such.

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

RESOLVED to:

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

123/26 SHEEP STREET ETRO – REVIEW OF CONSULTATION AND TRAFFIC DATA ON CYCLING ACCESS

(Agenda No. 7/26)

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

The Chair noted that the ETRO was still ongoing, with the recommendation outlined to amend the ETRO to allow disabled users, relying on cycles as mobility aids, to cycle during the market-hours restriction. Officers confirmed that the delegation to the Director of Environment and Highways as requested was to allow thorough working through of the details.

Officers commented that the visibility of exemptions was important and the scheme was intended to make the space safe for all users.

The Chair noted that this was a specific intervention, rather than wider changes to the ETRO.

Officers stated that programmes in the market were planned with the Resilience teams to educate users.

The Chair referenced the equalities impact assessment completed as part of the scheme, which demonstrated the importance of cyclist confidence and pedestrian safety.

Officers confirmed that evidence came from feedback from users via emails and responses to the consultation.

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

RESOLVED to:

- a) Amend the ETRO to enable disabled users, relying on cycles as mobility aids, to cycle during the market-hours restriction**
- b) Delegate to the Director of Environment and Highways the setting up of a permit or exemption scheme to allow access by disabled individuals, who have been negatively impacted by the market-hours restriction.**

124/26 EAST OXFORD CPZ REVIEW 2025

(Agenda No. 8/26)

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

The Chair noted concerns that the proposals were not compliant with County Council transport policies or the Oxford City Local Plan and stated that these proposals centred on the demand for increased permits within CPZ's.

Officers noted the justification within the Central Oxfordshire Travel Plan was to review the eligibility and parking permits per property in CPZ's and that in East Oxford, spaces had been lost to the LTN's; which these proposals sought to restore. It was made clear that the hierarchy within the Local Transport and Connectivity Plan needed to be adhered to and that the design of streets needed to cater for pedestrians and cyclists first and foremost.

The Chair noted that the proposals to create additional permit holder bays would increase the number of cars on the roads, which would impact cyclists and pedestrians. Officers noted that less space for permit holder bays could potentially lead to unsafe car parking, which would also be to the detriment of safe walking and cycling.

The Chair stated that it was not for the Council to mitigate illegal parking through policies, as CPZ's entitled residents to a number of permits but not the guarantee of a parking space. Officers confirmed, over the last 4 years as part of LTCP initiatives, a reduction of 56 spaces within the East Oxford CPZ, with an additional 9 spaces proposed with these amendments.

The Chair noted the safety concerns raised in the report, but that Thames Valley Police did not mention that in their consultation response. Officers noted the safety elements of the report came about as a result of guidance and reports by West Midlands Combined Authority, commissioned by the Department for Transport, as well as cross-governmental Home Office directives.

Officers noted that the East Oxford and Headington Central CPZ reviews were slightly behind the curve in terms of alignment with other schemes. Future reviews into CPZ's were more closely aligned.

The Chair appreciated the discussion but felt he agreed with the point made by several speakers that the proposed increase in car parking would lead to an increase in volume of car traffic, which would be contrary to the Council's policies.

The Chair noted that some of the proposals to increase cycle parking were welcome, but asked officers to re-think some of the proposals to increase parking along with other schemes.

The Chair stated that he was minded to approve recommendations: a; c; f; g; h; i; j and k, defer recommendation b and reject recommendations d and e.

The Chair thanked officers for their work, speakers for their contributions and agreed to the following decisions.

RESOLVED to:

Agree the following recommendations:

a) Approve the proposed new Cycle parking bay and amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders in Bath Street, as advertised.

(c) Approve the proposed parking bay and yellow line changes in Jeune Street, as advertised.

(f) Approve the proposed new Cycle parking bay in York Place, as advertised.

(g) Approve the amendment of the existing Permit Holders Parking to Shared-use parking (Permit holders & non-permit holders in Boulter Street, as advertised.

(h) Defer a decision on the proposed new Cycle Parking Bay in Boulter Street.

(i) Not approve/withdraw the proposed extension of an existing short stay parking bay in Caroline Street

(j) Not approve/withdraw the proposed new Shared-use parking bay outside Nos.1-4 Nye Bevan Close.

(k) Not approve/withdraw the proposed new Shared-use parking bay in York Place.

***Defer* the following recommendation:**

b) Approve the proposed new Permit Holder parking bay and amendment of existing Permit Holders parking bay to Shared-use parking (Permit holders & non-permit holders) in Cave Street, as advertised.

***Reject* the following recommendations:**

(d) Approve the proposed extension of existing Short-stay parking bays in Leon Close, as advertised.

(e) Approve the proposed extension of the existing Shared-use parking bay near No.39, and the proposed new Shared-use parking bay near No.30 in Nye Bevan Close, as advertised.

125/26 HEADINGTON CENTRAL CPZ REVIEW 2025

(Agenda No. 9/26)

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

The Chair noted that the rationale for the scheme has been discussed under item 8. Most of the overarching County Council transport policies referred to the Headington Central CPZ as well, so the Chair felt those points had already been made and applied to both proposals (agenda item 8 & 9).

The Chair thanked the local County Councillor for her detailed comments, which provided useful community insight.

Officers confirmed that the proposal for Kennett Road was as a result of detailed feedback from residents living in the road.

The Chair stated that he was minded to approve recommendations b; c; e; f; g; j; l; m and n, defer recommendation i and reject recommendations a; d; h and k.

The Chair thanked officers for their work, speakers for their contributions and agreed to the following decisions.

RESOLVED to:

Approve the following recommendations:

- b) Approve the proposed Double yellow lines in Bateman Street, as advertised.**
- c) Approve the proposed extension of the existing Permit holders parking bay in Kennett Road, as advertised.**
- e) Approve the proposed No Loading restriction and proposed removal of an existing taxi rank (to be replaced with double yellow lines) in London Road, as advertised**
- f) Approve the proposed new Disabled parking bay and Motorcycle parking bay in Stephen Road, as advertised.**
- g) Approve the proposed extension of existing Double yellow lines (reducing a permit holders bay) in Stile Road, as advertised.**
- j) Approve the proposed Double yellow lines in Langley Close, as amended.**
- l) Approve the proposed extension of double yellow lines and reduction of existing Permit holders parking bay in St Andrews Lane, as amended.**
- m) Defer a decision on the proposed extension of Permit holders parking bay outside No.35-37 in New High Street.**

n) Not approve/withdraw the proposed extension of the Shared-use parking bay on the northern side in All Saints Road.

Defer the following recommendation:

i) Approve the proposed permit holders parking bay in Gardiner Street, as amended.

Reject the following recommendations:

a) Approve the proposed extension of the shared use parking bay on the southern side of All Saints Road, as advertised.

d) Approve the proposed shared use parking bay in Lime Walk, as advertised.

h) Approve the proposed shared use parking bays in York Road, as advertised.

(k) Approve the proposed Shared-use parking bay outside Standon Court in New High Street, as amended.

126/26 PROPOSED NO WAITING RESTRICTIONS - CADOGAN PARK, WOODSTOCK

(Agenda No. 10/26)

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

Officers confirmed that, following complaints from residents in the Cadogan Park estate, an open consultation was carried out with the support of the local County Councillor. The feedback from the consultation supported the proposed introduction of parking restrictions.

Officers noted that the bus operators supported the recommendations.

The Chair noted consultation responses particularly from residents of Princes Rise and Flemmings Drive.

The Chair noted calls for increased school travel via bus to Yarnton but was outside the scope of these recommendations.

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 new waiting at any time restrictions (double yellow lines) in Woodstock on sections of Cadogan Park, Crecy Walk, Oxford Road (service road), Park Side and the junctions of Princes Rise/ Flemmings Road/ Plane Tree Way.**

127/26 ABINGDON CENTRE EAST - PROPOSED WAITING RESTRICTIONS

(Agenda No. 11/26)

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

Officers confirmed that concerns were raised through the formal consultation about vehicles parking down the Radley Road, leading to delays for bus services. Vehicles parking on the Radley Road presented risks to pedestrians and cyclists.

The justification for the inclusion of Saturday in the restrictions was because there was no material difference on other days of the week and Saturday. Officers commented that the original request for action came from the bus companies.

The Chair noted that all schemes were kept under review and asked officers to carefully monitor the changes.

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' (Double Yellow Lines) on sections of Audlett Drive, Jackman Close, Magnette Close, Penlon Place, and Quakers Court in Abingdon, as advertised.

b) Approve the amended proposals for Radley Road, from 'No Waiting at Any Time' (Double Yellow Lines) to instead introduce 'No Waiting Monday to Saturday 8am-6pm' (Single Yellow Lines).

128/26 ABINGDON TOWN CENTRE - PARKING AMENDMENTS

(Agenda No. 12/26)

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

Officers confirmed that discussions were ongoing with streetlighting teams within the Council and Historic England on where signs on the Abingdon Bridge would be placed.

The Chair asked why increases in CPZ parking was proposed at St Helen's Wharf. Officers confirmed that this section was currently 'Pay & Display' and unrestricted. It was being recommended to change that to residents parking, protecting resident amenity by restricting commuter parking.

Officers suggested amending recommendation i) to approve the recommendation, subject to deliverability; rather than deferring the decision, given the high level of support through the consultation.

The Chair confirmed he was minded to agree with an amended recommendation i).

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

RESOLVED to:

a) Approve the formalisation of the existing 'No Loading - Mon to Sun, 7.30am-9.30am & 4.30pm-6.30pm' restriction on Drayton Road (Both sides) – between its roundabout junctions with Marcham Road/Ock Street & Caldecott Road/Suffolk Way, as advertised.

b) Approve the introduction of new 'No Waiting at Any Time' (Double Yellow Lines) parking restrictions on sections of Lombard Street, St Edmunds Lane, St Helens Court, West St Helen Street and St Helens Wharf, as advertised.

c) Approve the introduction of new 'Resident Permit Holders Only' parking bays (with 'AB' prefix) in St Edmunds Lane, as advertised.

d) Approve the amendment that residents of Nos.1-16 St. Edmunds Lane, Nos.1-3 & Nos.1-4 Twitty Almshouses, Nos.1-7 Long Alley Almshouses. and Nos.1-8 Brick Alley Almshouses to apply for annual Residents and Visitors` Parking Permits, with a local identifier of `AB'.

e) Approve the introduction of a new '30-minute Limited Waiting Parking Bay, Mon-Sat 8am-6pm, No Return Within 1 Hour' parking bay on a section West St Helen Street, as advertised.

f) Approve the introduction of new '2-hour Limited Waiting Parking Bays, Mon-Sat 8am-6pm, No Return Within 1 Hour' parking bays on sections of Manor Court, as advertised.

g) Approve the introduction of new 'Pay & Display' Parking Place, Mon to Sat, 8am-6pm, Max Stay 2 Hours, No Return Within 1 Hour' parking bay (Resident Permit Holders exempt) on St Helens Wharf, as advertised.

h) Approve the existing 'Pay & Display' & 'Resident Permit Holders Only' parking bays within the Town Centre area will remain, but their associated signage will be updated to show/confirm that permit holders with the 'AB' prefix remain eligible to park, with no change to provisions, as advertised.

i) ~~Defer~~ Approve the introduction of new 'No Loading - Mon to Sat, 7am-10am & 4pm-7pm' restriction on the A415 Bridge Street (Both sides), *subject to deliverability.*

129/26 PROPOSED PEDESTRIAN CROSSING & BUS STOPS - TWELVE ACRE DRIVE, ABINGDON
(Agenda No. 13/26)

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

The Chair noted that this was a Section 106 obligation as part of planning conditions and had support from the local County Councillor.

The Chair asked about bus operations on Twelve Acre Drive and officers stated they'd find out whether contributions were being given to support bus services along this route.

The Chair stated that the decision before him was about the infrastructure for buses, rather than the routes themselves.

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 new Toucan crossing to be located on Twelve Acre Drive east of the eastern junction of Russel Avenue, as advertised:

b) Approve the introduction of two new Bus stop clearways (with associated 'No Stopping except local buses' restrictions) on both sides of Twelve Acre Drive either side of the junctions with Russel Avenue, as advertised.

130/26 BLACKTHORN ROAD, AMBROSDEN - TRAFFIC CALMING AND SPEED LIMITS
(Agenda No. 14/26)

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

The Chair asked officers why the speed limit was recommended to reduce to 40mph rather than 30mph, given consultation responses. Officers clarified that the speed limit was not being reduced, but the 40mph speed limit was being extended.

Officers stated recommendation a) could be amended to clarify that reviewing a 30mph speed limit would take place before the 40mph speed limit was introduced. The Chair stated that he was minded to agree that amendment.

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

RESOLVED to:

a) Approve the extension of the existing 40mph speed limit by 90 metres on Blackthorn Road, as advertised, *subject to reviewing a potential 30mph speed limit on that stretch of road:*

b) Approve the introduction of new raised table traffic calming features on Blackthorn Road at its junctions with Ploughley Road & Quintan Avenue, as advertised.

c) Approve the introduction of new raised Side Road Entry Treatments (SRETs) on Blackthorn Road at its junctions with & Quintan Avenue & Allectus Avenue, as advertised.

..... in the Chair

Date of signing